BELIZE

CIVIL AVIATION ACT
CHAPTER 239

REVISED EDITION 2003
SHOWING THE SUBSIDIARY LAWS AS AT 31ST OCTOBER, 2003

This is a revised edition of the Subsidiary Laws, prepared by the Law Revision Commissioner under the authority of the Law Revision Act, Chapter 3 of the Substantive Laws of Belize, Revised Edition 2000.

ARRANGEMENT OF SUBSIDIARY LAWS
BELIZE

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CHAPTER 239

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This edition contains a consolidation of the following laws-

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CIVIL AVIATION ACT (COMMENCEMENT) ORDER

ARRANGEMENT OF PARAGRAPHS

1. Short title.

2. Commencement.
CHAPTER 239

CIVIL AVIATION ACT (COMMENCEMENT) ORDER 23/1993.

[6th February, 1993.]

1. This Order may be cited as the Short title.

CIVIL AVIATION ACT (COMMENCEMENT) ORDER.

2. In exercise of the powers conferred upon me by section 1(2) of the Commencement
Civil Aviation Act (No. 23 of 1992) and all other powers thereunto me enabling, of Act. No. 23 of
the 1st day of February, 1993 as the day on which the said Act shall come into
force.

MADE this 27th day of January, 1993.

(CARLOS DIAZ)
Minister of Energy and Communications
Minister Responsible for Civil Aviation

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CHAPTER 239
AIR NAVIGATION (LANDING AND PARKING FEES) REGULATIONS

ARRANGEMENT OF REGULATIONS

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1. Short title.
2. Interpretation.
3. Assessment and payment of fees.

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6. Overtime.

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CHAPTER 239

AIR NAVIGATION (LANDING AND PARKING FEES) REGULATIONS

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

[14th August, 1982]

1. These Regulations may be cited as the AIR NAVIGATION (LANDING AND PARKING FEES) REGULATIONS.

PART I

PRELIMINARY

2. For the purposes of these Regulations -

“airport” means the Philip S. W. Goldson International Airport and any other owned and/or operated by the Government of Belize;

“weight” means the maximum permissible weight authorised by the certificate of air worthiness of the particular aircraft in respect of which fees are to be assessed.

3. (1) The fees shall, except where otherwise provided for, be paid to the Chief Civil Aviation Officer, for the use of the Philip S. W. Goldson International Airport or any other airport owned and/or operated by the Government of Belize.

(2) All fees in respect of aircraft are based on the maximum gross
weight authorised by the Certificates of Air Worthiness. Where a Certificate of Air Worthiness does not specify a maximum authorised weight, the Chief Civil Aviation Officer shall exercise his own discretion.

**PART II**

**PHILIP S. W. GOLDSON INTERNATIONAL AIRPORT**

**A. Landing Fees**

4. (1) There shall be paid for each landing of an aircraft at Philip S. W. Goldson International Airport, a fee to be assessed according to the weight of the aircraft as follows:

(i) in respect of international flights up to 6,000 lbs. (2,700 kgs), $7.50 per landing; 6,000 lbs. and over, at the rate of $1.25 per 1,000 lbs. (455 kgs) or part thereof.

(ii) in respect of -

(a) domestic flights, that is, aircraft operating wholly within Belize, there shall be a discount of 25% of the landing fees assessed in accordance with paragraph (i) above;

(b) helicopters, there shall be a discount of 50% of the landing fees assessed in accordance with paragraph (i) above;

(c) training flights, there shall be a discount of 50% of the landing fees
assessed in accordance with paragraph (i) above, on prior arrangements with the Chief Civil Aviation Officer;

(d) test flights, there shall be a discount of 50% of landing fees assessed in accordance with paragraph (i) above.

(2) Visiting private aircraft, not used for hire or reward which are cleared to do local flying and use the domestic airstrips, shall pay the full landing fees, at the Philip S. W. Goldson International Airport for the first landing, and will be allowed to land at any Government owned domestic airstrips without paying landing fees for the first thirty days.

(3) The following shall be exempt from paying the landing fees:

- Military, State owned or Diplomatic aircraft on Official business.

- Aircraft which depart from domestic airstrips and land at the Philip S. W. Goldson International Airport only for exit or clearance.

- An aircraft on test flight, departing and landing at the Philip S. W. Goldson International Airport only, with prior permission, will not be charged for the first landing.

- Mercy flights, search and rescue flights, ambulance flights (not for hire or reward), and other emergency flights at the discretion of the Chief Civil Aviation Officer.

B. Parking Fees

5. (1) No fees shall be charged for the first three hours or for such Parking fees.
time as is necessary for loading or off loading or refuelling. The rate per day or part thereof is $4.00 per 10,000 lbs. (4,500 in kgs.) or part thereof.

(2) The following aircraft shall be exempt from parking fees:

Military, State owned or Diplomatic aircraft on Official business.

Aircraft on mercy flights, search and rescue flights, ambulance and other emergency flights, at the discretion of the Chief Civil Aviation Officer.

C. Overtime

6. (1) The operating hours of the Philip S. W. Goldson International Airport are 0600 to 1800 Local (1200 - 2400 GMT). Any aircraft operator who requires services outside of the normal hours of operation shall pay to the Chief Civil Aviation Officer a fee of $150 per hour. Where more than one operator requires overtime services during the same period the fees will be pro-rated, provided that each operator shall be assessed a minimum fee of $100.

(2) Any private aircraft may be exempted from the payment of overtime at the discretion of the Chief Civil Aviation Officer.

PART III

A. Domestic Airstrips

7. (1) There shall be paid for each landing of an aircraft at any domestic airstrip fees to be assessed as follows:

Up to 4,000 lb. weight ...................... $2.00 per landing.
Over 4,000 lbs. ............................. $0.50 per 1,000 lbs. or part thereof.
(2) There shall be allowed a discount of landing fees as follows –

(a) training flights, approved by the Chief Civil Aviation Officer shall be allowed a 50% discount;

(b) private aircraft, under 4,000 lbs. not used for hire or reward, may apply to the Chief Civil Aviation Officer for a monthly or annual landing card;

(c) commercial operators, may, on application to the Chief Civil Aviation Officer, be granted the following discounts for each type of aircraft separately:

<table>
<thead>
<tr>
<th>Number of Landings</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 to 100</td>
<td>10%</td>
</tr>
<tr>
<td>101 to 150</td>
<td>15%</td>
</tr>
<tr>
<td>151 to 200</td>
<td>20%</td>
</tr>
<tr>
<td>Over 200</td>
<td>25%</td>
</tr>
</tbody>
</table>

(3) Landing Cards shall be available as follows:

- Monthly; valid for 30 days .......... $25.
- Annual; valid for 365 days .......... $250.

B. Hangar and Parking Fees

8. The following hangar and parking fees are payable:

<table>
<thead>
<tr>
<th>Service</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hangar Rental</td>
<td>$80 per day per month</td>
</tr>
<tr>
<td>Parking Fees</td>
<td>First 6 hours free</td>
</tr>
<tr>
<td></td>
<td>Up to 4,000 lbs, per day $1.50</td>
</tr>
<tr>
<td></td>
<td>over 4,000 lbs, per day $2.00</td>
</tr>
</tbody>
</table>
PART IV

FUEL THROUGHPUT CHARGE

9. A fee of $0.025 shall be paid to the Chief Civil Aviation Officer in respect of every US gallon of aviation fuel sold, supplied or delivered at any airport.

Any person providing fuelling services at any airport shall submit to the Chief Civil Aviation Officer in such form as may be required by the Chief Civil Aviation Officer, a monthly report of fuel sold to each airline or private aircraft. The report shall be submitted not later than ten days after the end of each month. Failure to submit the return within the time allowed therefor shall constitute an offence and the person concerned shall be guilty of an offence and on summary conviction liable to pay a fine not exceeding $1,000 or to imprisonment for a term not exceeding six months or to both such fine and imprisonment.

PART V

GENERAL

10. (1) Any amount due to the Chief Civil Aviation Officer shall be paid to the Chief Civil Aviation Officer within a period of thirty days from the day on which the amount becomes due. Where any person fails to pay the amount due, a surcharge of five per cent. of the amount due shall be added on to the amount at an interval of thirty days for a maximum of ninety days.

(2) Where the amount due together with the surcharge, if any, is not paid within ninety days the Chief Civil Aviation Officer shall have the right to forfeit the aircraft or other asset belonging to the owners of the aircraft and to sell it or otherwise dispose of the same and recover the amount due.
11. Where a person by whom an offence under these Regulations is committed is a body corporate, every person who at the time of the commission of the offence was a director, general manager, secretary or other similar officer of the body corporate, or was purporting to act in any such capacity shall be deemed to be guilty of that offence unless he proves that the offence was committed without his consent or connivance and that he exercised all such diligence to prevent the commission of the offence as he ought to have exercised, having regard to the nature of his functions in that capacity and to all the circumstances.
CHAPTER 239

AIR NAVIGATION (FACILITIES FEES) REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Fees.
CHAPTER 239

AIR NAVIGATION (FACILITIES FEES) REGULATIONS

(Prescribed by the Governor under Article 49 of the Colonial Air Navigation Order, 1949.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. These Regulations may be cited as the AIR NAVIGATION (FACILITIES FEES) REGULATIONS.

2. The Governor has prescribed the following scale of fees to be paid for aeronautical telecommunication services rendered to aircraft and airlines:

   Air-to-ground facilities:
   $1.00 per flight.

   Point-to-point facilities:
   $1.75 for a message of twenty words or less.
CHAPTER 239

AERODROMES (EXEMPTION FROM RESTRICTION) REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.

2. Application.
CHAPTER 239

AERODROMES (EXEMPTION FROM RESTRICTION) REGULATIONS

(Originally made by the Governor under Article 55 (2) of the Colonial Air Navigation Order, 1955.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. These Regulations may be cited as the AERODROMES (EXEMPTION FROM RESTRICTION) REGULATIONS.

2. It is hereby declared that proviso (ii) and proviso (iii) of paragraph (1) of Article 55 of the Colonial Air Navigation Orders, 1955 to 1957, shall not apply to aircraft in Belize.
CHAPTER 239

AERODROMES (CUSTOMS AIRPORT DESIGNATION)
ORDER

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2. Customs airports.
CHAPTER 239

AERODROMES (CUSTOMS AIRPORT DESIGNATION) ORDER 27/1958.

(Originally made by the Governor under Article 60 of the Colonial Air Navigation Order, 1955.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. This Order may be cited as the AERODROMES (CUSTOMS AIRPORT DESIGNATION) ORDER. Short title.

2. The aerodromes at the following places are hereby designated as customs airports: Customs airports.

<table>
<thead>
<tr>
<th>Airport</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belize City (Philip S. W. Goldson International Airport)</td>
<td>17° 32' 18” N</td>
<td>88° 18' 12” W</td>
</tr>
<tr>
<td>Corozal</td>
<td>18° 23' 18” N</td>
<td>88° 24' 00” W</td>
</tr>
<tr>
<td>Punta Gorda</td>
<td>16° 06' 18” N</td>
<td>88° 48' 06” W</td>
</tr>
<tr>
<td>Stann Creek</td>
<td>16° 58' 24” N</td>
<td>88° 13' 12” W</td>
</tr>
</tbody>
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AIR NAVIGATION (GENERAL) REGULATIONS

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87. Technical examination.
88. Exemptions.
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96. Flying experience Technical requirements for grant of licence.
97. Practical flying tests.
98. Technical examination.
99. Syllabuses of practical flying tests and technical examination.
100. Exemptions.
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104. Period of licence.
105. Aircraft rating.
106. Privileges attaching to licence.
107. Instrument rating.
108. Flying experience.
109. Practical flying tests.
110. Technical examination.
111. Syllabuses of practical flying tests and technical examination.
112. Exemptions.
113. Renewal of licence.
114. Extension of licence.
115. Age of applicant.
116. Period of licence.
117. Aircraft rating.
118. Privileges attaching to licence.
119. Instrument rating.
120. Flying experience.
121. Practical flying test.
122. Technical examination.
123. Syllabuses of practical flying tests and technical examination.
124. Exemptions.
125. Renewal of licence.
126. Extension of licence.
127. Age of applicant and period of licence.
128. Aircraft rating.
129. Privileges attaching to licence.
130. Practical flying tests.
131. Technical examination.
132. Flying experience for renewal of licence.
133. Age of applicant and period of licence.
134. Aircraft rating.
135. Privileges attaching to licence.
136. Flying experience.
137. Practical flying tests.
138. Technical examination.
139. Captive balloons.
140. Exemption for military pilots.
141. Flying experience for renewal of licence.
142. Age of applicant and period of licence.
143. Aircraft rating.
144. Privileges attaching to licence.
145. Third class licence.
146. Flying experience and practical tests.
147. Technical examination.
148. Flying experience for renewal of licence.
149. Second class licence.
150. Flying experience and practical tests.
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152. Flying experience for renewal of licence.
153. First class licence.
154. Flying experience and practical tests.
155. Technical examination.
156. Flying experience for renewal of licence.
157. Exemption for military pilots.
158. Age of applicant and period of licence.
159. Aircraft rating.
160. Privileges attaching to licence.
161. Flying experience.
162. Practical flying tests.
163. Technical examination.
164. Exemptions.
165. Flying experience for renewal of licence.
166. Age of applicant and period of licence.
167. Aircraft rating.
168. Privileges attaching to licence.
169. Flying experience.
170. Practical flying tests.
171. Technical examination.
172. Exemptions.
173. Flying experience for renewal of licence.
174. Extension of licence.
175. Age of applicant and period of licence.
176. Privileges attaching to licence.
177. Flying experience.
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179. Syllabus and details.
180. Exemptions.
181. Renewal of licence.
182. Age of applicant and period of licence.
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CHAPTER 239

AIR NAVIGATION (GENERAL) REGULATIONS.
(Originally made by the Governor under Article 68 of the Colonial Air Navigation Order, 1955.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

PART I

GENERAL

1. These Regulations may be cited as the

AIR NAVIGATION (GENERAL) REGULATIONS.

2. In these Regulations unless the context otherwise requires-

“aeroplane” means a flying machine supported in flight by fixed wings;

“alternate aerodrome” means an aerodrome selected prior to takeoff to which a flight may proceed when a landing at the intended destination becomes inadvisable;

“approved” means approved by the Minister, or, in relation to such of his administrative functions as are delegated to the Air Registration Board, approved by the said Board;

“Belize” means the territory of Belize and includes reference to the territorial waters adjacent thereto;

“Director” means the Chief Civil Aviation Officer;

“Governor” means the Minister for the time being responsible for matters relating to Air Navigation and Transport, and includes in relation to any purpose of
these Regulations, any person authorised by the Minister for the purpose, and references to a person authorised by the Governor include references to the holder for the time being of any office designated by the Minister.

“night” means the hours of darkness between sunset and sunrise:

Provided that it shall be deemed to be night when, between the hours of sunset and sunrise, any unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of at least 5,000 yards;

“private aircraft” means any aircraft other than a public transport or aerial work aircraft, and any reference to a private aircraft of any class shall be construed accordingly;

“second pilot” means a pilot duly licensed under the provisions of the Order and performing piloting duties under the direction of the pilot in charge of the aircraft;

“the Board” means the Air Registration Board, a body incorporated on the 26th February 1937, to which certain functions have been delegated and entrusted in pursuance of section 7 of the Civil Aviation Act, 1949,*

“the Order” means the Colonial Air Navigation Order, 1955.**

3. Subject and without prejudice to the provisions of regulation 2 of these Regulations, expressions used in these Regulations shall, unless the contrary intention otherwise requires, have the same respective meanings as in the Order.

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*12, 13 & 14 Geo. 6 c. 67.
**S.I. (Imp.) 1965 No. 711.
PART II
REGISTRATION AND AIRWORTHINESS OF AIRCRAFT

4. With reference to Article 3 of the Order, application for the registration of an aircraft in Belize should be made to the Director, on a form which will be supplied by him on request.

5. The register of aircraft registered in Belize shall be kept so as to show in relation to aircraft registered in that register, in addition to the registered owner, the following particulars-

(a) the number of the certificate of registration;
(b) the nationality and registration marks;
(c) the make of the aircraft;
(d) the serial number of the aircraft;
(e) the address of the registered owner;
(f) the date on which the entry was made in the register.

6. With reference to Article 12 (8) of the Order, application for the issue of a certificate of airworthiness or for the validation of such a certificate and application for the renewal of a certificate of airworthiness or for the renewal of a validation of such a certificate shall be made to the Director. Application shall be made on the appropriate form which will be supplied by the Director on request.

7. In the following provisions of this Part, unless the context otherwise requires, reference to an aircraft shall be construed as including its engines, components, accessories, instruments, equipment and apparatus, and their installations.

Classification of Aircraft

8. With reference to Article 12(7) of the Order, on the issue of a certificate of airworthiness or a validation of such certificate the aircraft to which the
certificate or validation relates will be classified in accordance with the scheme of classification specified in regulation 9 of these Regulations, and the certificate or validation, as the case may be, will be endorsed accordingly.

9. (1) Every flying machine or glider will be classified as belonging to one or more of the following categories and to one or more of the following sub-divisions.

(i) Normal Category-

Sub-division (a); public transport for passengers.
Sub-division (b); public transport for mails.
Sub-division (c); public transport for goods.
Sub-division (d); private.
Sub-division (e); aerial work.
Sub-division (h); demonstration.
Sub-division (i); crew familiarisation.

(ii) Semi-Aerobatic Category-

Sub-Divisions (a) to (e) and (h) and (i) as in the Normal Category.

(iii) Aerobatic Category-

Sub-divisions (a) to (e) and (h) and (i) as in the Normal Category.

(iv) Special Category-

Sub-division (f); racing or record.
Sub-division (g); research or experimental.
Sub-divisions (h) and (i) as in the Normal Category.
(2) Every airship or balloon will be similarly classified as belonging to one or more of the foregoing categories and to one or more of the foregoing sub-divisions in so far as such categories and subdivisions are appropriate to an airship or a balloon.

(3) (a) The categories and sub-divisions proposed for an aircraft should be stated on the form of application for the issue of a certificate of airworthiness or a validation. Where it is desired to have the aircraft classified in sub-division (e), (f), (g), (h) or (i) the application should also indicate the particular purposes for which it is proposed to use the aircraft.

(b) An application for the re-classification of an aircraft should be made in writing and forwarded to the Board. The aircraft may be re-classified if the aircraft conforms to the requirements applicable to the proposed re-classification.

10. An aircraft registered in Belize and being flown in accordance with a certificate of airworthiness or a validation of such a certificate issued under the Order may be used only in such manner and for such purposes as may be specified in that certificate of airworthiness or validation in accordance with the category and sub-divisions thereof in which the aircraft is classified.

11. With reference to Article 2 and paragraph (2) (b) of Article 11 of the Order, which relate respectively to the flying within Belize of unregistered aircraft and to the flying within Belize of aircraft without a certificate of airworthiness being in force in respect thereof, the prescribed conditions are –

(a) the flight shall not contravene any of the provisions of the Order; and

(b) either the “A Conditions” or the “B Conditions” specified below shall be complied with.

Restrictions on use of aircraft according to classification.

Special provisions as to experimental or test flights, etc.
(Alternatively, a flight may be carried out in accordance with such conditions or limitations as may be specified in a special permission in writing given by the Governor for the purpose.)

A Conditions -

(i) An application for the issue or renewal of a certificate of airworthiness in respect of the aircraft or of a validation of such a certificate or an application for the approval of modifications under regulation 49 of these Regulations, shall have been made prior to the flight.

(ii) The aircraft shall be either a series aircraft or an aircraft in respect of which a certificate of airworthiness or a validation of such a certificate has already been issued under the provisions of the Order.

(iii) The flight shall be carried out only for the purpose of either qualifying for the issue of renewal of a certificate of airworthiness or a validation of such a certificate or obtaining the approval of modifications.

(iv) The aircraft shall not fly over any town or populous area, over any assembly of persons in the open air, or over any aerodrome where at the time conditions are such as to make the flying of the aircraft dangerous.

(v) The flight shall not have been forbidden by the Governor.
B Conditions - 

(i) The flight shall be carried out under the control of a person or firm approved in writing for the purpose of these B Conditions and subject to any conditions or limitations attached to such approval.

(ii) The flight shall be carried out only for the purpose of qualifying for the issue or renewal of a certificate of airworthiness or of a validation of such a certificate, or for the purpose of obtaining the approval of modifications under regulation 49 of these Regulations, or for the purpose of or in connection with any other experiment or test.

(iii) The aircraft shall, if unregistered, be marked in a manner approved for the purpose of these B Conditions.

(iv) The aircraft shall not fly over any town or populous area, over any assembly of persons in the open air, or over any aerodrome where at the time conditions are such as to make the flying of the aircraft dangerous.

12. With reference to Article 14 and Article 43 of the Order the following provisions shall apply to every flying machine or glider registered in Belize in respect of which a certificate of airworthiness issued or rendered valid under the Order is or has been in force.

13. The aircraft shall, under arrangements to be made by the operator thereof, be weighed at such times as the Governor may require and to his satisfaction.
14. The aircraft shall carry, exhibited in a prominent position inside it, a weight schedule giving the following information:

(a) The nationality and registration marks of the aircraft.

(b) The weight of the aircraft empty, which weight shall include-

(i) the weight of the liquid in the system if the aircraft is fitted with liquid-cooled engines, and

(ii) the weight of all accessories, instruments, equipment and apparatus (including radio apparatus) and other parts which in the opinion of the Governor should be regarded as fixed and irremovable.

(c) A list of the accessories, instruments, equipment and apparatus (including radio apparatus) and other parts which in the opinion of the Governor should be regarded as fixed and irremovable, which have been included in the weight of the aircraft empty.

(d) A list of the accessories, instruments, equipment and apparatus and other parts (excluding radio apparatus and radio parts) which in the opinion of the Governor should be regarded as not fixed but removable, together with details of their respective weights.
(e) A list of the radio apparatus and radio parts which in the opinion of the Governor should be regarded as removable, together with details of their respective weights.

15. The aircraft shall also bear clearly painted upon the outside in a prominent position-

(a) its weight empty (i.e. the weight referred to at (b) in regulation 14 of these Regulations); and

(b) the maximum total weight authorised for the aircraft as shown for the time being in its certificate of airworthiness.

16. Whenever any alteration affecting the particulars of weights entered in the weight schedule is made the weight schedule carried in the aircraft in accordance with regulation 14 shall be amended or replaced by a revised schedule.

17. Whenever the aircraft is weighed in accordance with regulation 13, the fixed accessories, instruments, equipment, apparatus and parts shall be checked against the particulars entered in the weight schedule referred to in regulation 14.

PART III

INSTRUMENTS, EQUIPMENT AND SAFETY DEVICES IN AIRCRAFT

18. The requirements of this Part are prescribed for the purposes of paragraphs (2) and (3) of Article 33 of the Order.

19. (1) The instruments and equipment specified in this Part shall be of approved types and shall be installed or stowed in the aircraft in a manner
approved for the purpose of securing their satisfactory functioning, except that the following may be of any type suitable for the purpose and may be installed or carried in any manner which will ensure that they can be used effectively as and when required:

Maps and charts.
The navigational instruments referred to in paragraph 9 (b) of regulation 23 of these Regulations.
The apparatus referred to in paragraph (4) (b) of regulation 23 of these Regulations.
Timepieces.
Chart tables.
First aid kits.
Sea anchors (drogues).
Torches.
Whistles.
Sound signals.
Equipment for mooring or for anchoring.
Mooring lights.

(2) First aid kits shall contain equipment suitable for rendering first aid in any accident that may occur and sufficient for the purpose having regard to the number of persons on board the aircraft and shall include the following items:

Materials: Bandages, triangular bandages, absorbent gauze, adhesive plaster, white absorbent lint, cotton wool (or wound dressings in place of these two items), burn dressings, safety pins.
Instruments: Haemostatic bandage or tourniquet, scissors.
Drugs: Antiseptic, analgesic, stimulant.
are of a type which has been certified by the Board or by any person authorised
for the purpose by the Board, as complying with a particular specification which
is for the time being approved by the Board.

21. The instruments and equipment specified in this regulation and in
regulations 22 to 28 of these Regulations shall be carried in an aircraft and the
measures so specified shall be taken in an aircraft in the cases indicated.

All Flying Machines

In flying machines for all flights:

(a) the instruments, equipment and devices required
for the issue of a certificate of airworthiness in
respect of the particular aircraft;

(b) maps or charts to cover the whole route of the
proposed flight and any route to which the pilot in
charge of the flying machine may reasonably expect
to be diverted; information to which the pilot in
charge may need to refer in flight in order to comply
with the Rules of the Air and Air Traffic Control in
the Second Schedule to the Order;

(c) first aid kit, except in the case of private flying
machines;

(d) spare electrical fuses for all electrical circuits the
fuses of which can be replaced in flight, consisting
of ten per cent. of the number of each rating, or
three of each rating, whichever is the greater.

22. The items specified in this regulation and in regulation 23 shall, in so far
as they may not be included in the requirements specified in regulation 21, also
be carried by flying machines in the cases indicated in this regulation or in regulation 23 of these Regulations whichever may be applicable.

(1) **In flying machines for flights by night:**

(a) Equipment for displaying the lights described in Section XII of the Second Schedule to the Order;

(b) in flying machines not equipped with radio communication apparatus, equipment for making the visual signal specified in rule 46 (3) in the Second Schedule to the Order;

(c) adequate electrical illumination, supplied from the main source of supply in the flying machine, for the instruments and equipment (including maps) the carriage of which is prescribed and the illumination of which is necessary to enable use to be made of them during flight;

(d) turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator.

(2) **In flying machines for flights made under Instrument Flight Rules in Flight Information Regions above the height notified in accordance with rule 32 in the Second Schedule to the Order.**

(a) Turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator;

(b) two sensitive altimeters adjustable for changes in barometric pressure, one of which may be the
(3) In flying machines for flights made under Instrument Flight Rules in Flight Information Regions below the height notified in accordance with rule 32 in the Second Schedule to the Order or for flights made in accordance with a special Visual Flight Rule clearance:

(a) Turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator;

(b) a sensitive altimeter adjustable for changes in barometric pressure, unless the altimeter required for the issue of the certificate of airworthiness meets this condition.

(4) In flying machines for flights made under Instrument Flight Rules in Control Zones and Control Areas:

(a) Turn-and-slip indicator;

(b) gyroscopic bank and pitch indicator;

(c) gyroscopic direction indicator;

(d) two sensitive altimeters adjustable for changes in barometric pressure, one of which may be the altimeter required for the issue of a certificate of airworthiness;

(e) timepiece with a centre second’s hand;

(f) means of indicating that the power supply to the
gyroscopic instruments is working satisfactorily;

(g) rate of climb and descent indicator;

(h) in flying machines the maximum total weight authorised of which exceeds 12,500 lb., a means of indicating the outside air temperature;

(i) in flying machines the maximum total weight authorised of which exceeds 12,500 lb., two air speed indicators;

(j) approach chart for each aerodrome specified in the flight plan.

(5) In flying machines for flights involving aerobatic manoeuvres.

(a) Safety harness for every seat in use.

Public Transport Flying Machines

23. (1) For all flights.

(a) (i) Aeroplanes - Safety harness for every pilot’s seat in use or, in the case of an aeroplane in respect of which an application for a certificate of airworthiness for the prototype thereof was made prior to 1st April, 1949, a safety belt or safety harness for every pilot’s seat in use;

(ii) Helicopters – A safety belt or safety harness for every pilot’s seat in use;
(b) safety belt or safety harness for every passenger’s seat and means of indicating to the passengers when they should be fastened;

(c) sensitive altimeter adjustable for changes in barometric pressure, unless the altimeter required for the issue of the certificate of airworthiness meets this condition;

(d) timepiece with a centre second’s hand;

(e) turn-and-slip indicator, or a gyroscopic bank and pitch indicator and a gyroscopic direction indicator;

(f) such other instruments, equipment, and supplies as the Governor may, at his discretion, require to be carried on flights across notified areas where search and rescue would be especially difficult, or in the particular circumstances of the case.

(2) For flights by night or under Instrument Flight Rules by public transport flying machines the maximum total weight authorised of which exceeds 2,500 lb:

(a) The equipment specified in paragraph (4) of regulation 22 of these Regulations.

(3) For all flights which involve manoeuvres on the water.

(a) Life jacket, or equivalent, equipped with a waterproof torch and whistle for each person on board and stowed in a position easily accessible from the person’s seat:
Provided that life jackets or their equivalent constructed and carried solely for use by children under three years of age need not be equipped with a whistle and shall, if it is impractical to stow them as aforesaid, be stowed in the position best calculated to ensure their ready availability for use in emergency;

(b) notices displayed in each passenger compartment stating where the life jackets are situated and instructing passengers how to use them in the event of their being required;

(c) additional flotation equipment, of not less than twenty per cent of the capacity of the equipment required under (a) above, provided in a stowage accessible from outside the flying machine;

(d) equipment of marine type for making, from the surface of the water, the pyrotechnical signal of distress specified in rule 67 in the Second Schedule to the Order;

(e) equipment for mooring or for anchoring appropriate to the maximum total weight authorised for the flying machine.

(4) For flights which involve manoeuvres on the water by flying machines the maximum total weight authorised of which exceeds 5,000 lb:

(a) Sea anchor (drogue);

(b) apparatus, as necessary to facilitate manoeuvring the aircraft under its own engine power on the water as appropriate to its weight, size and handling characteristics, and, where such
apparatus is not controlled by the pilot, a communication system enabling him to instruct the operator thereof as may be necessary.

(5) For flights over water beyond gliding distance from any coast or shore.

The equipment and notices specified at (a) and (b) respectively in paragraph (3) of this regulation.

(6) For flights by public transport aeroplanes over water during which, at any time, they may be at such a distance from the nearest shore that, while flying in still air at the speed specified in the certificate of airworthiness, performance schedule or flight manual relating to each such aeroplane issued or rendered valid by the Governor as the speed for compliance with regulations governing flights over water, they would be unable to reach the nearest shore in the following times:

(A) in the case of aeroplanes classified in such certificates of airworthiness as aeroplanes of performance group A or C, 90 minutes;

(B) in the case of aeroplanes having no performance group classification in such certificates of airworthiness and satisfying condition (1) (c) of regulation 33, 90 minutes; and

(C) in the case of all other aeroplanes, 30 minutes.

(a) Suitably equipped dinghies of an approved type sufficient to accommodate all occupants of the aeroplane. Each dinghy shall carry the following equipment:

(i) means for maintaining buoyancy;
(ii) a drogue to reduce drift;

(iii) life-lines and means of attaching one raft to another;

(iv) paddles or other means of propulsion;

(v) equipment to protect the occupants from the elements;

(vi) a waterproof torch;

(vii) marine type pyrotechnical distress signals;

(viii) means of making sea water drinkable;

(ix) for each person the dinghy is designed to carry:

- eight ounces of glucose toffee tablets;
- four ounces of sweetened condensed milk in durable containers;
- two pints of fresh water in durable containers:

Provided that in any case in which it is not reasonably practicable owing to lack of stowage space in the dinghy to carry the quantities of condensed milk and water above prescribed, an equal quantity of weight of glucose toffee tablets may be substituted for the former and as large a quantity of fresh water as is reasonably practicable in the circumstances may be substituted for the latter. In no case however
shall the quantity of water carried be less than is sufficient, when added to the amount of fresh water capable of being produced by means of the equipment specified in item (viii) of this sub-paragraph, to provide two pints of water for each person the dinghy is designed to carry;

(x) first aid equipment.

(b) The items (i), (ii), (iii), (iv), (v) and (vii) referred to above shall be of a type approved for operation in the type of dinghy in which they are installed. The remaining items do not require approval.

(c) Routine maintenance and inspection of dinghies and dinghy equipment shall be carried out to ensure that they are maintained in a serviceable condition.

(d) The method of stowage of dinghies required by subparagraph (a) of this paragraph and the method of launching shall be such as to ensure the most expeditious and efficient use of them in the event of a forced landing of the aeroplane.

(e) The equipment specified in items (vi) to (x) of subparagraph (a) of this paragraph shall be contained in a pack and one such pack shall be stowed with each dinghy so that it is immediately available when the dinghy is launched.

(f) For every four or proportion of four dinghies, one dinghy radio transmitter shall be carried in the aeroplane in the position in which it would be most
readily available for use in an emergency. The radio transmitter shall be of an approved type and the method of stowage in the aeroplane and subsequent operation in the dinghy shall be approved.

(g) In the case of flights over water by flying machines other than aeroplanes, such items of equipment shall be carried as the Governor may require. (Particulars of these requirements may be obtained from the Director.)

(7) **For flights by night.**

(a) The flying machine shall be equipped with landing lights consisting of two single filament or one dual-filament lamp with separately energised filaments;

(b) every passenger compartment in the flying machine shall be illuminated and the lighting system providing that illumination shall be of approved type, design and construction;

(c) (i) if the flying machine is authorised by the certificate of airworthiness relating thereto issued or rendered valid by the Governor to carry more than nineteen persons over three years of age and the flight is undertaken after the 23rd October 1956, the flying machine shall be equipped with two electric torches, and with an emergency lighting system of approved type, design and
construction providing illumination in the passenger compartments which will facilitate the evacuation of the flying machine in the event of the failure of the lighting system specified in sub-paragraph (b) of this paragraph; and

(ii) in every other case the flying machine shall be equipped with one electric torch for each member of the personnel of the flying machine;

(d) a public transport flying machine the maximum total weight authorised of which exceeds 12,500 lbs. shall after the 23rd October 1957, be equipped with means of observing the existence and build-up of ice on the aircraft.

(8) For a flight in the course of which a height of 10,000 feet or more above mean sea level is reached.

(a) By a flying machine in which a pressure greater than 700 millibars is maintained throughout the flight in the control compartment and in every compartment in which passengers are carried-

A supply of oxygen sufficient, in the event of failure to maintain such pressure, for continuous use by all personnel of the flying machine during the whole time in which after such failure the flying machine flies at a height exceeding 10,000 feet above mean sea level, together with suitable and sufficient apparatus for the use of the oxygen by the personnel of the flying machine;
(b) by any other flying machine-

(i) A supply of oxygen sufficient for continuous use by all the personnel of the flying machine and, if passengers are carried, by thirty per cent. of the passengers during any time exceeding twenty minutes in which the flying machine flies at a height exceeding 10,000 feet and not exceeding 13,000 feet above mean sea level, together with suitable and sufficient apparatus for the use of the oxygen by the personnel of the flying machine and, if passengers are carried, by thirty per cent. of the passengers;

(ii) a supply of oxygen sufficient for continuous use by all the personnel of the flying machine and, if passengers are carried, by all the passengers, during the whole time in which the flying machine flies at a height exceeding 13,000 feet above mean sea level, together with suitable and sufficient apparatus for the use of the oxygen by the personnel of the flying machine and, if passengers are carried, by the passengers;

(iii) for flights on which passengers are carried and in the course of which the flying machine flies at a height exceeding 13,000 feet above mean sea level, means of indicating to every passenger when the use of oxygen is recommended.

(9) For flights on which a licensed flight navigator is required
to be on board.

(a) Chart table;

(b) such navigational instruments as are necessary for the particular flight;

(c) adequate facilities for the taking of astronomical observations, including observations for checking the magnetic compass.

(10) For flights when the weather reports available at the time of departure indicate the probability that conditions predisposing to ice formation will be encountered.

(a) Means of preventing the formation of or means of removing such ice on the wings, tail surfaces and control surfaces as would seriously alter the aero-dynamic characteristics of the aircraft or interfere with the proper functioning of its controls;

(b) means of preventing the formation of or means of removing such ice on the propellers as would seriously alter their aerodynamic characteristics and, in the case of a variable-pitch propeller, would interfere with its pitch-changing mechanism;

(c) means of protecting any fixed aerial to ensure that ice accretion will not interfere with the electrical insulation;

(d) if a non-retractable direction-finding loop is fitted, means of preventing ice accretion thereon;
(e) such safeguards, whether by heating or otherwise, as are necessary to ensure that all instruments and equipment required for use during the flight of the aircraft will continue to function under icing conditions;

(f) means of preventing the formation of or means of removing ice on such portion of the pilot’s windscreen as is necessary to provide an adequate view.

(11) For flights on which passengers are carried on and after the 1st July 1958. In the case of a flying machine of which, while the flying machine is at rest on the ground, any external door intended for the disembarkation of passengers, whether normally or in an emergency, has a sill which-

(a) is more than six feet from the ground when the under-carriage of the machine is in the normal position for taxiing, or

(b) would be more than six feet from the ground if the undercarriage or any part thereof should collapse, break or fail to function,

apparatus readily available for use at each such door consisting of a device or devices which-

(i) will enable passengers to reach the ground safely in an emergency while the flying machine is on the ground, and

(ii) can be readily fixed in position for use.
24. In relation to every flight on which passengers are carried by a public transport flying machine, the person in command shall—

(a) before the aircraft takes off, take all reasonable steps to ensure that all passengers are made familiar with—

(i) the position and method of use of safety belts, safety harnesses, emergency exits and all other devices required by or under the Order and intended for use by passengers individually in case of an emergency occurring to the aircraft, and

(ii) the position of all other devices required by or under the Order and intended for use by passengers collectively in case of such an emergency:

Provided that in relation to life jackets and other equipment designed to enable persons to survive in or on the water this requirement may, except in the case of a flying boat, be complied with at any time before the aircraft reaches a point beyond gliding distance from land;

(b) if the aircraft is not a flying boat, take all reasonable steps to ensure that before the aircraft reaches a point more than thirty minutes flying time, determined in the manner specified in paragraph (6) of regulation 23 of these Regulations, from the nearest shore, all passengers are given a practical demonstration of the method of use of the life jackets and other equipment required by or under

Duty of Commander where passengers carried.
the Order and designed for use by passengers individually in order to enable them to survive in or on the water;

(c) if the aircraft is a flying boat, take all reasonable steps to ensure that before the aircraft takes off all passengers are given a practical demonstration of the method of use of the equipment referred to in the preceding paragraphs;

(d) before the aircraft takes off, and before it lands, take all reasonable steps to ensure that the personnel of the aircraft are properly secured in their seats and that the steward or stewardess, if any, is secured in a seat which, if the aircraft is required by or under the Order to carry a steward or stewardess, shall be in a passenger compartment and which shall in any event be so located in the aircraft that he or she can readily assist passengers if necessary;

(e) before the aircraft takes off, and before it lands, and whenever by reason of turbulent air or any emergency occurring during flight he considers the precaution necessary, take all reasonable steps to ensure that all passengers are properly secured in their seats by safety belts or safety harnesses;

(f) in any emergency, take all reasonable steps to ensure that all passengers are instructed in the emergency action which they should take;

(g) except in a case where a pressure greater than 700 millibars is maintained in all passenger and
crew compartments throughout the flight, take all reasonable steps to ensure that before the aircraft reaches an altitude of 13,000 feet above mean sea level, the method of use of the oxygen provided in the aircraft in compliance with the requirements of these Regulations is demonstrated to all passengers; that on reaching such altitude all passengers are recommended to use oxygen; and that at all times when the aircraft is flying at an altitude exceeding 13,000 feet above mean sea level, oxygen is used by all personnel of the aircraft;

(h) take all reasonable steps to ensure that at all times during the flight there is a pilot at the controls of the aircraft who is properly secured in his seat.

Giders

25. In public transport and aerial work gliders.

The instruments, equipment and devices required for the issue of a certificate of air-worthiness in respect of the particular glider. Such additional instruments and equipment as the Governor may, at his discretion, require to be carried in the particular case.

26. The items specified in this regulation shall, in so far as they may not be included in the requirements specified in regulation 25, also be carried by gliders in the cases respectively indicated.

(1) In all gliders for flights by night.

(a) Equipment for displaying the lights described in rule 72 in the Second Schedule to the Order;
(b) adequate electrical illumination, supplied from the main source of supply in the glider, for the instruments and equipment (including maps) required to be carried and the illumination of which is necessary to enable use to be made of them during the flight.

(2) In all gliders for flights involving aerobatic manoeuvres.

Safety harness for every seat in use.

Free Balloons

27. (1) For all flights.

(a) Equipment necessary for making the pyrotechnical signal of distress specified in rule 67 in the Second Schedule to the Order;

(b) such other instruments and equipment as the Governor may, at his discretion, require to be carried in the particular case.

(2) In addition for flights by night.

Equipment for displaying the lights described in rule 74 in the Second Schedule to the Order.

Captive Balloons

28. For all flights.

(a) Such instruments and equipment as the Governor may, at his discretion, require to be carried in the
particular case;

(b) equipment for displaying the lights and markings specified in Part XIII of these Regulations.

Duplication of Certain Instruments

29. If any instrument, indicator or gauge required under this Part to be provided and fitted in an aircraft is not, in the opinion of the Governor, conveniently visible for the performance of his duties to any member of the operating crew from his ordinary place of duty, a further such instrument, indicator or gauge, so disposed as to be conveniently visible to him, shall be provided and fitted in the aircraft.

PART IV

MAINTENANCE AND SAFETY PRECAUTIONS FOR PUBLIC TRANSPORT AIRCRAFT

30. (1) With reference to Article 16 of the Order the operator of an aircraft registered in Belize which carries or is intended by the operator for carrying passengers or goods for hire or reward shall obtain the approval in writing of the Board to maintenance schedules in respect of the aircraft and shall incorporate therein any amendments which may from time to time be required by the Board.

(2) The following provisions shall apply to the maintenance and inspection of any such aircraft carried out in connection with the issue of a certificate of maintenance:

(a) Prior to the issue of a certificate of maintenance the operator of the aircraft shall furnish such information as may be necessary to enable the aircraft maintenance engineers who are to sign the certificate to be satisfied that up to the date of issue
of such certificate all maintenance and inspection required to be carried out in accordance with the approved maintenance schedules for the aircraft have been so carried out;

(b) the aircraft (including its prescribed instruments and equipment but excluding its engines and engine installations and all instruments relating thereto) shall, subject to the provisions of sub-paragraph (d) of this paragraph, be certified in the form and manner shown in regulation 31 of these Regulations by the holder of an aircraft maintenance engineer’s licence in Category A in respect of such aircraft;

(c) in the case of a flying machine or an airship, the engines and engine installations and the prescribed instruments relating thereto shall, subject to the provisions of sub-paragraph (d) of this paragraph, be certified in the form and manner shown in regulation 31 of these Regulations by the holder of an aircraft maintenance engineer’s licence in Category C in respect of such engines;

(d) the aircraft and engines may be certified by the same aircraft maintenance engineer if he is the holder of an aircraft maintenance engineer’s licence both in Category A and Category C in respect of such aircraft and engines:

Provided that the compasses may be adjusted and compensated by the holder of an airline transport pilot’s licence, a senior commercial pilot’s licence or a flight navigator’s licence, who shall certify to that effect on the deviation cards.
In such case the next subsequent certificate of maintenance issued may be altered by inserting after the word “equipment” the words “other than compasses”. Such alteration to a certificate of maintenance shall be initialled by the aircraft maintenance engineer who issues the certificate.

31. The certificate of maintenance issued in accordance with the provisions of Article 16 of the Order shall, according to the class of the aircraft concerned, be in one of the following forms or in such other form as may be approved for the purposes:

(1) In the case of a flying machine or an airship:

CERTIFICATE OF MAINTENANCE*

Flying Machine Type or Airship Type ......................................................

Nationality and Registration Marks ...........................................................

I HEREBY certify that the above aircraft (including its prescribed instruments and equipment, but excluding the engines and engine installations and all instruments relating thereto) has been maintained and inspected in accordance with the approved maintenance schedules and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

Signed ……………………………

Aircraft Maintenance Engineer: Licence No.  ..............................................

*Note:- This Certificate includes the attachment of the radio apparatus to the aircraft structure, and the condition of the earth system of the aircraft, including the bonding and screening to ensure suppression of high frequency electrical interference. It does not include the radio apparatus.
Time of issue ...........................................................................................................

Dated at ..................this ................day of ...................., 20 ..................

Period of validity .......... days from the time of issue or upon completion by
the aircraft of ............ flying hours whichever is the shorter period.

I HEREBY certify that the engines and engine installations (including the
prescribed instruments relating thereto) of the above aircraft have been
maintained and inspected in accordance with the approved maintenance
schedules and that adjustments and rectifications found necessary have been
made and inspected to my satisfaction.

Signed ......................

Aircraft Maintenance Engineer: Licence No. ................................................

Time of issue ........................................................................................................

Dated at ...............this ...................... day of ...................., 20 ...........

Period of validity ............ days from the time of issue or upon completion
by the aircraft of ............ flying hours whichever is the shorter period.

(2) In the case of a free balloon:

CERTIFICATE OF MAINTENANCE*

Free Balloon Type .............................................................................................

*Note:- This Certificate includes the attachment of the radio apparatus to the aircraft
structure, and the condition of the earth system of the aircraft, including the bonding
and screening to ensure suppression of high frequency electrical interference. It does
not include the radio apparatus.
Nationality and Registration Marks ……………………………………

I HEREBY certify that the above aircraft (including its prescribed instruments and equipment) has been maintained and inspected in accordance with the approved maintenance schedules and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

Signed ……………………………………….

Aircraft Maintenance Engineer: Licence No. ………………………………………

Time of issue …………………………………………………………………………………

Dated at ...............this ............... day of .................., 20

Period of validity ......................days from the time of issue or upon completion by the aircraft of ..................flying hours whichever is the shorter period.

(3) In the case of a captive balloon:

CERTIFICATE OF MAINTENANCE*

Captive Balloon Type ……………………………………………………………

Nationality and Registration Marks ………………………………………

I HEREBY certify that the above aircraft (including its prescribed instruments and equipment and also the winch and cable by which it is operated) has been

*Note:- This Certificate includes the attachment of the radio apparatus to the aircraft structure, and the condition of the earth system of the aircraft, including the bonding and screening to ensure suppression of high frequency electrical interference. It does not include the radio apparatus.
maintained and inspected in accordance with the approved maintenance schedules and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

Signed ............................................

Aircraft Maintenance Engineer: Licence No. ................................................

Time of issue .............................................................................................

Dated at ......................this ................day of ........................., 20 ..................

Period of validity ......................days from the time of issue or upon completion by the aircraft of ..............flying hours whichever is the shorter period.

(4) In the case of a glider:

CERTIFICATE OF MAINTENANCE*

Glider Type ..........................................................................................

Nationality and Registration Marks ...........................................................

I HEREBY certify that the above aircraft (including its prescribed instruments and equipment and also its towing gear) has been maintained and inspected in accordance with the approved maintenance schedules and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

Signed .............................................

*Note:- This Certificate includes the attachment of the radio apparatus to the aircraft structure, and the condition of the earth system of the aircraft, including the bonding and screening to ensure suppression of high frequency electrical interference. It does not include the radio apparatus.
Aircraft Maintenance Engineer: Licence No. ................................................

Time of issue ........................................................................................................

Dated at ...................this ................... day of ........................., 20 ................

Period of validity .......................days from the time of issue or upon completion by the aircraft of ................... flying hours whichever is the shorter period.

32. Every certificate of maintenance required by Article 16 of the Order shall be prepared in ink or indelible pencil.

Requirements as to the Weight and Performance of Public Transport Aeroplanes having no Performance Group Classification in their Certificates of Airworthiness.

33. With reference to Article 17 of the Order a public transport aeroplane having no performance group classification in the certificate of airworthiness relating to the aeroplane issued or rendered valid by the Governor shall not fly or attempt to fly unless the following conditions are satisfied:

(1) The weight and performance of the aeroplane at the commencement of the take-off run are such that either-

(a) the wing, loading of the aeroplane does not exceed 20 lb. per square foot; or

(b) the stalling speed of the aeroplane in the landing configuration does not exceed 60 knots; or

(c) the aeroplane, with any one of its engines inoperative and the remaining engine or engines operating within the maximum continuous power
conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, shall be capable of a gradient of climb of at least 1 in 200, at an altitude of 5,000 feet above mean sea level in air having a temperature of 5.1° centigrade and a pressure of 843 millibars.

(2) The weight of the aeroplane at the commencement of the take-off run does not exceed any of the following weights:

(a) the weight, if any, specified in the performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor as being the maximum take-off weight appropriate either to the height above mean sea level of, and the air temperature at, the aerodrome at which the take-off is to be made, or to the height above mean sea level of such aerodrome;

(b) the weight at which the aeroplane, with all engines operating within the maximum take-off power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, is capable of attaining a height of fifty feet within the following distance:

(i) if the aeroplane has one or two engines-the take-off run available or seventy-five per cent. of the emergency distance available, whichever is the less, at the aerodrome at
which the take-off is to be made;

(ii) if the aeroplane has more than two engines-the takeoff run available or eighty-five per cent. of the emergency distance available, whichever is the less, at the aerodrome at which the take-off is to be made;

(c) the weight at which the aeroplane, with all engines operating within the maximum take-off power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, is, after passing the end of the emergency distance available, capable of clearing by a safe margin any obstacle, the distance from which to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed 200 feet plus half the wing span of the aeroplane.

(3) The aeroplane will, in the meteorological conditions expected for the flight in the event of one engine becoming inoperative at any point on its route or on any planned diversion therefrom and with the other engine or engines, if any, operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, be capable of continuing the flight so as to reach a point above-

(a) an aerodrome at which a safe landing can be made at a suitable height for such landing; or

(b) if the aeroplane has a maximum total weight
authorised in its certificate of airworthiness not exceeding 12,500 lbs. and complies with either condition (1) (a) or condition (1) (b) hereof, a place at which a safe landing can be made at a suitable height for such landing.

(4) The aeroplane will, in the meteorological conditions expected for the flight, at any point on its route or on any planned diversion therefrom, be capable of climbing at a gradient of at least one in fifty, with all engines operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, at the following altitudes:

(a) the minimum altitudes for safe flight on each stage of the route to be flown or of any planned diversion therefrom stated in, or calculated from the information contained in, the operations manual;

(b) the minimum altitudes on each stage of the route to be flown or of any planned diversion therefrom at which it is necessary to fly to ensure that, in the event of one engine becoming inoperative and with the other engine or engines, if any, operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, the aeroplane is capable of continuing the flight so as to reach a point above-

(i) an aerodrome at which a safe landing can be made at a height suitable for such landing; or
(ii) if the aeroplane has a maximum total weight authorised in its certificate of airworthiness not exceeding 12,500 lbs. and complies with either condition (1)(a) or condition (1)(b) hereof, a place at which a safe landing can be made at a height suitable for such landing.

(5) If on the route to be flown the aeroplane will be engaged in a flight over water during which at any time it may be more than ninety minutes flying time in still air from the nearest shore, it will, in the event of one engine becoming inoperative during such time and with the other engine or engines, if any, operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane, issued or rendered valid by the Governor, be capable of climbing at a gradient of at least one in two hundred at an altitude of 5,000 feet above mean sea level in air having a temperature of 5.1° centigrade and a pressure of 843 millibars.

(6) The weight of the aeroplane at the intended time of landing calculated by deducting the estimated weight of the fuel expected to be used on the flight from its weight at the commencement of the take-off run will not exceed any of the following weights-

(a) the weights, if any, specified in the performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor, as the maximum landing weights appropriate either to the heights above mean sea level of, and the air temperatures forecast for the estimated times of landing at, the aerodrome at which it is intended to land and any alternate aerodrome, or to the heights above mean sea level of such aerodromes;

(b) the weight at which the aeroplane is capable of
landing safely in still air conditions in not more than seventy per cent., or, if a visual approach and landing will be possible in the meteorological conditions forecast for the estimated time of landing, in not more than eighty per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome;

(c) the weight at which the aeroplane is capable of landing safely in the wind conditions forecast for the estimated time of landing, regard being had to not more than fifty per cent. of the forecast wind component opposite to the direction of landing, or to not less than one hundred and fifty per cent of the forecast wind component in the direction of landing, in not more than seventy per cent., or if a visual approach and landing will be possible in the meteorological conditions forecast for the estimated time of landing is not more than eighty per cent., of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

34. (1) In assessing the ability of the aeroplane to satisfy conditions (2) (b) and (2) (c) in regulation 33 of these Regulations, regard shall be had to the effect on its performance of the following factors:

(a) the height above mean sea level of the aerodrome;

(b) the amount by which either the air temperature at the time of take-off or a temperature approved in respect of the aerodrome by the Governor exceeds by more than 15°C the temperature of
the international standard atmosphere, appropriate to the height above mean sea level of the aerodrome, from time to time specified in a publication issued by the Governor;

(c) the average slope of the surface of the aerodrome in the direction of take-off over the emergency distance available;

(d) not more than fifty per cent. of the reported wind component opposite to the direction of take-off or not less than one hundred and fifty per cent. of the reported wind component in the direction of take-off.

(2) In assessing the ability of the aeroplane to satisfy conditions (6) (b) and (6) (c) of regulation 33 of these Regulations regard shall be had to the effect on performance of the following factors:

(a) the height above mean sea level of the aerodrome;

(b) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available.

35. The assessment of the ability of an aeroplane to comply with regulation 33 of these Regulations shall be based on the information as to its weight and performance contained in the performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Governor:

Provided that if no performance schedule and no flight manual relating to the aeroplane has been issued or rendered valid by the Governor, or if the performance schedule or flight manual issued or rendered valid by the Governor does not contain the relevant information, the assessment shall be based on the
Requirements as to the Weight and Performance of Public Transport Aeroplanes classified as Aeroplanes of Performance Group A in their Certificates of Airworthiness.

36. With reference to Article 17 of the Order a public transport aeroplane classified in the certificate of airworthiness relating to the aeroplane issued or rendered valid by the Governor as an aeroplane of performance group A shall not fly or attempt to fly unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied:

(1) Such weight does not exceed the maximum take-off weight ascertained by reference to the flight manual relating to the aeroplane issued or rendered valid by the Governor as being appropriate to the height above mean sea level and the air temperature at the aerodrome at which the take-off is to be made.

(2) The take-off run required, the take-off distance required and the take-off emergency distance required ascertained by reference to the said flight manual as being appropriate to -

(a) the weight of the aeroplane at the commencement of the take-off run;

(b) the height above mean sea level of the aerodrome;

(c) either the air temperature at the time of take-off or a temperature approved in respect of the aerodrome by the Governor;

(d) the surface gradient of the surface of the aerodrome in the direction of take-off over the take-off run available, the take-off distance
available and the emergency distance available, respectively;

(e) not more than fifty per cent. of the reported wind component opposite to the direction of take-off or not less than one hundred and fifty per cent. of the reported wind component in the direction of take-off,

do not exceed the take-off run available, the take-off distance available and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made; the ratio of power failure speed of the aeroplane, ascertained by reference to the said flight manual, to take-off safety speed of the aeroplane similarly ascertained, used in ascertaining the take-off emergency distance required being not less than that used in ascertaining the take-off distance required.

(3) (a) The net take-off flight path with one power unit inoperative, ascertained by reference to the said flight manual as being appropriate to-

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the height above mean sea level of the aerodrome;

(iii) either the air temperature at which the take-off is to be made or a temperature approved in respect of the aerodrome by the Governor;

(iv) not more than fifty per cent of the reported wind component opposite to the direction of take-off or not less than one hundred and
fifty percent of the reported wind component in the direction of take-off;

and plotted from a point 50 feet above the end of the take-off distance required at the aerodrome at which the take-off is to be made to the point at which the aeroplane reaches the minimum altitude for safe flight on the first stage of the route to be flown stated in or calculated from the information contained in the operations manual, shows that the aeroplane will clear any obstacle in its path by a vertical interval of at least 35 feet plus 1/200 of the distance from the point on the ground below the intended line of flight of the aeroplane nearest to the obstacle to the end of the take-off distance, available, measured along the intended line of flight of the aeroplane, and if it is intended that the aeroplane shall change its direction of flight by more than 15° before reaching such minimum altitude for safe flight, also shows that the aeroplane while changing its direction will clear any obstacle in its path by a vertical interval of at least 100 feet, after allowing for the reduction in the gradient of climb applicable to such change in direction specified in the said flight manual.

(b) For the purpose of sub-paragraph (a) hereof an obstacle shall be deemed to be in the path of the aeroplane if the distance from the obstacle to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed -

(i) a distance of 200 feet plus half the wing span of the aeroplane plus 1/8 of the distance from such point to the end of the take-off distance available measured along the intended line of flight of the aeroplane; or

(ii) 5,000 feet whichever is the less.

(c) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the
radius of steady turn specified in the said flight manual.

(4) The aeroplane will in the meteorological conditions expected for the flight, in the event of any one power unit becoming inoperative at any point on its route or on any planned diversion therefrom, be capable of continuing the flight, with the other power units operating within the maximum continuous power conditions specified in the said flight manual, at altitudes not less than the relevant minimum altitudes for safe flight stated in, or calculated from, the information contained in the operations manual, to a point 1,500 feet above an aerodrome at which a safe landing can be made and after arrival at that point it will be capable of maintaining that height:

Provided that in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route at an altitude exceeding the performance ceiling with all power units operating ascertained by reference to the said flight manual as being appropriate to its estimated weight at that point.

(5) The aeroplane will, if it has four or more power units, in the event of any two power units becoming inoperative at any point along the route or on any planned diversion therefrom more than ninety minutes flying time with all power units operating from the nearest aerodrome at which a safe landing can be made, be capable of continuing the flight with all other power units operating within the maximum continuous power conditions specified in the said flight manual at a height of not less than 1,000 feet above ground level to a point above such an aerodrome.

(6) The weight of the aeroplane at the intended time of landing (hereinafter in this regulation called “the landing weight”), calculated by deducting the estimated weight of the fuel expected to be used on the flight from its weight at the commencement of the take-off run, will not exceed any of the maximum landing weights ascertained by reference to the said flight manual as being appropriate to the heights above mean sea level of and the air temperatures forecast for the estimated times of landing at the aerodrome at which it is intended
to land and at any alternate aerodrome.

(7) The landing distance ascertained by reference to the said flight manual as being appropriate to -

(a) the landing weight;

(b) the height above mean sea level of the aerodrome;

(c) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Governor;

(d) still air conditions;

(e) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available,

does not exceed seventy per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

(8) The landing distance ascertained by reference to the said flight manual as being appropriate to-

(a) the landing weight;

(b) the height above mean sea level of the aerodrome;

(c) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Governor;
(d) not more than fifty per cent. of the forecast wind component opposite to the direction of landing or not more than one hundred and fifty per cent. of the forecast wind component in the direction of landing;

(e) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available,

does not exceed seventy per cent of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

Requirements as to the Weight and Performance of Public Transport Aeroplanes classified as Aeroplanes of Performance Group C or of Performance Group D in their Certificates of Airworthiness.

37. With reference to Article 17 of the Order a public transport aeroplane classified in the certificate of airworthiness relating to the aeroplane issued or rendered valid by the Governor as an aeroplane of performance group C or of performance group D shall not fly or attempt to fly unless the weight of the aeroplane at the commencement of the take-off run is such that the following conditions are satisfied:

(1) Such weight does not exceed the maximum take-off weight ascertained by reference to the flight manual relating to the aeroplane issued or rendered valid by the Governor as being appropriate to the height above mean sea level of and the air temperature at the aerodrome at which the take-off is to be made.

(2) The take-off run required and the take-off distance required ascertained by reference to the said flight manual as being appropriate to -

(a) the weight of the aeroplane at the commencement
of the take-off run;

(b) the height above mean sea level of the aerodrome;

(c) either the air temperature at the time of take-off or a temperature approved in respect of the aerodrome by the Governor;

(d) the average slope of the surface of the aerodrome in the direction of take-off over the emergency distance available;

(e) not more than fifty per cent. of the reported wind component opposite to the direction of take-off to less than one hundred and fifty per cent. of the reported wind component in the direction of take-off,

do not exceed the take-off run available and the emergency distance available, respectively, at the aerodrome at which the take-off is to be made.

(3) (a) The net take-off flight path with all power units operating, ascertained by reference to the said flight manual as being appropriate to -

(i) the weight of the aeroplane at the commencement of the take-off run;

(ii) the height above mean sea level of the aerodrome;

(iii) either the air temperature at which the take-off is to be made or a temperature approved in respect of the aerodrome by
the Governor;

(iv) not more than fifty per cent. of the reported wind component opposite to the direction of take-off or not less than one hundred and fifty per cent of the reported wind component in the direction of take-off;

and plotted from a point 50 feet above the end of the take-off distance required at the aerodrome at which the take-off is to be made to the point at which the aeroplane reaches the minimum altitude for safe flight on the first stage of the route to be flown stated in or calculated from the information contained in the operations manual, shows that the aeroplane will clear by a safe margin any obstacle the distance from which to the nearest point on the ground below the intended line of flight of the aeroplane does not exceed 200 feet plus half the wing span of the aeroplane.

(b) In assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to make a change of direction of a radius less than the radius of steady turn specified in the said flight manual.

(4) The aeroplane will, if it is classified in its certificate of airworthiness as an aeroplane of performance group C and if it is necessary for it to be flown solely by reference to instruments for any period before reaching the minimum altitude for safe flight on the first stage of the route to be flown, stated in, or calculated from the information contained in, the operations manual, during such period also satisfy condition (3) of regulation 36 of these Regulations.

(5) The aeroplane will, in the meteorological conditions expected for the flight, in the event of any one power unit becoming inoperative at any point on its route or on any planned diversion therefrom, and with the other power units or power unit, if any, operating within the maximum continuous power conditions specified in the said flight manual -
(a) in the case of an aeroplane classified as an aeroplane of performance group C, be capable of continuing the flight at altitudes not less than the relevant minimum altitudes for safe flight stated in, or calculated from the information contained in, the operations manual to a point 1,500 feet above an aerodrome at which a safe landing can be made and after arrival at that point be capable of maintaining that height;

(b) in the case of an aeroplane classified as an aeroplane of performance group D, be capable of continuing the flight to a point 1,000 feet above a place at which a safe landing can be made:

Providing that in assessing the ability of the aeroplane to satisfy this condition it shall not be assumed to be capable of flying at any point on its route at an altitude exceeding the performance ceiling with all power units operating ascertained by reference to the said flight manual as being appropriate to its estimated weight at that point.

(6) The weight of the aeroplane at the intended time of landing (hereinafter in this regulation called “the landing weight”), calculated by deducting the estimated weight of the fuel expected to be used on the flight from its weight at the commencement of the take-off run, will not exceed any of the maximum landing weights ascertained by reference to the said flight manual as being appropriate to the heights above mean sea level and the air temperatures forecast for the estimated time of landing at the aerodrome at which it is intended to land and at any alternate aerodrome.

(7) The landing distance, ascertained by reference to the said flight manual as being appropriate to -

(a) the landing weight;
(b) the height above mean sea level of the aerodrome;

(c) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Governor;

(d) still air conditions;

(e) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available,

does not exceed seventy per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

(8) The landing distance, ascertained by reference to the said flight manual as being appropriate to-

(a) the landing weight;

(b) the height above mean sea level of the aerodrome;

(c) either the air temperature at the aerodrome forecast for the estimated time of landing or a temperature approved in respect of the aerodrome by the Governor;

(d) not more than fifty per cent. of the forecast wind component opposite to the direction of landing or not more than one hundred and fifty per cent. of the forecast wind component in the direction of landing;
(e) the average slope of the surface of the aerodrome in the direction of landing over the landing distance available;

does not exceed seventy per cent. of the landing distance available at the aerodrome at which it is intended to land or at any alternate aerodrome.

38. The assessment of the ability of an aeroplane, having a performance group classification in its certificate of airworthiness, to comply with regulation 36 or 37 of these Regulations, shall be based on the information as to its performance contained in the flight manual relating to the aeroplane issued or rendered valid by the Governor.

39. For the purposes of regulations 33, 34, 36 and 37 of these Regulations:

(1) The take-off run available means the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest point in the direction of take-off at which the surface of the aerodrome is incapable of bearing the weight of the aeroplane under normal operating conditions.

(2) The take-off distance available means either the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest obstacle in the direction of take-off projecting above the surface of the aerodrome and capable of affecting the safety of the aeroplane or twice the take-off run available, whichever is the less.

(3) The emergency distance available means the distance from the point on the surface of the aerodrome at which the aeroplane can commence its take-off run to the nearest point in the direction of take-off at which the aeroplane cannot roll over the surface of the aerodrome and be brought to rest in an emergency without risk of accident.

(4) The landing distance available means the distance from the
line of intersection with the surface of the aerodrome of a plane having the following characteristics -

(a) it is inclined at a gradient of 1 in 20;

(b) it clears all obstacles;

(c) it is symmetrical above a vertical plane containing the centre line of the runway or strip intended to be used for landing;

(d) it extends for 1,500 feet from its intersection with the surface of the aerodrome in the direction opposite to the direction of landing of the aeroplane;

(e) its width is 400 feet at its intersection with the surface of the aerodrome and increases uniformly to a width of 1,000 feet at its other end;

to the nearest point in the direction of landing at which the surface of the aerodrome is incapable of bearing the weight of the aeroplane under normal operating conditions or at which there is an obstacle capable of affecting the safety of the aeroplane.

40. For the purposes of regulations 33 to 39:

(1) The weight of the aeroplane at the commencement of the take-off run shall be its gross weight including everything and everyone carried in or on it at the commencement of the take-off run.

(2) The direction of take-off and the direction of landing shall be the directions respectively most suitable for the take-off and landing at the aerodrome in the wind conditions specified in such regulations.
(3) Where any distance mentioned in regulation 39 has been declared in respect of any aerodrome by the authority responsible for regulating air navigation over the territory of the Contracting State in which the aerodrome is situated, and in the case of an aerodrome in Belize, declared by the Governor, such declared distance shall be deemed to be the relevant distance.

41. There shall be excepted from the provisions of regulations 33 to 40 of these Regulations public transport aeroplanes used solely for the purpose of training any person carried therein to perform duties in an aeroplane.

42. (1) With reference to paragraph (6) of Article 17 of the Order a public transport flying machine when flying over water on or after the 1st July 1958, shall fly, except as may be necessary for the purpose of take-off or landing, at such an altitude as would enable the aircraft –

(a) if it has one engine only, in the event of the failure of that engine;

(b) if it has more than one engine, in the event of the failure of one of those engines and with the remaining engine or engines operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aircraft,

to reach a place at which it can safely land at a height sufficient to enable it to do so.

(2) The assessment of the ability of a public transport flying machine to comply with paragraph (1) of this regulation shall be based on the information as to its performance contained in the certificate of airworthiness, performance schedule or flight manual relating to the aircraft. In the event of the information given therein being insufficient for that purpose or in the event of no such documents having been issued or rendered valid by the Governor, such
assessment shall be based on the best information available to the pilot of the aircraft.

Load Sheets

43. With reference to paragraph (5) of Article 17 of the Order, the requirements specified therein relating to the completion of load sheets shall be complied with in respect of every flight to be made by a public transport aircraft, except a public transport aircraft of which the maximum total weight authorised does not exceed 2,500 lbs.:

Provided that the said requirements shall not apply in respect of a flight to be made by a public transport aircraft -

(a) solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aircraft; or

(b) as a local pleasure flight of short duration commencing from and finishing at one and the same aerodrome with no intermediate landing.

44. (1) Every load sheet required in accordance with the provisions of regulation 43 of these Regulations shall contain -

(a) particulars of the nationality and registration marks of the aircraft;

(b) sufficient data to enable the particular flight to be readily identified;

(c) particulars of the several weights (e.g. weight empty, removable equipment, fuel and oil, passengers, goods, etc.) from which the total weight of the aircraft as loaded has been computed;
and

(d) a certificate by the person superintending the loading of the aircraft that the aircraft has been loaded in accordance with the written loading instructions furnished to him by the operator of the aircraft.

(2) Except as provided in paragraph (3) of this regulation, the weight of the crew and passengers of an aircraft entered in the load sheet shall be computed from the actual weight of each person as ascertained by individual weighings.

(3) In respect of an aircraft having a total seating capacity of twelve persons or more, the person superintending the loading of the aircraft may, if so instructed by the person in command of the aircraft, compute the weight of the crew and passengers to be entered in the load sheet in accordance with the following table of average weights instead of from the actual weight of each person as ascertained by individual weighings:

For adult males, including crew ......................... 165 lbs.
For adult females, including crew ....................... 143 lbs.
For children of either sex, two years of age, or more but less than twelve years ................. 85 lbs.
For infants under two years of age ..................... 17 lbs.

The person in command of an aircraft shall, however, have regard to any undue preponderance among the persons to be carried of persons appearing to be above the average weights as set out in the above table, and shall, if he considers it necessary, require the actual weights of such persons to be ascertained by individual weighings.

Whenever the weights of persons entered in a load sheet are average weights computed in accordance with the foregoing table the load sheet shall
be endorsed to show that the said method of computation has been used.

**PART V**

**TRAINING ETC., OF PERSONNEL FOR PUBLIC TRANSPORT AIRCRAFT**

45. With reference to Article 18 (4) of the Order:

(1) The operator of a public transport aircraft registered in Belize shall not permit any person to fly as a pilot or flight engineer of the aircraft unless his competence to act as such and to use the equipment provided in the aircraft to enable him to act in that capacity has been established either –

   (a) by a test administered by the operator within a period of six months immediately preceding the flight; or

   (b) by two tests administered by the operator within a period of twelve months immediately preceding the flight, the period between the two tests being not less than four calendar months.

(2) The operator of a public transport aircraft registered in Belize shall not permit any person to fly as a flight navigator or flight radio operator of the aircraft unless his competence to act as such and to use the equipment provided in the aircraft to enable him to act in that capacity has been established by a test administered by the operator within a period of twelve months immediately preceding the flight.

(3) The operator of a public transport aircraft registered in Belize shall not permit any person to fly as a member of the personnel of the aircraft unless his knowledge of the use of the life-saving equipment required to be carried in the aircraft and of the measures to be taken for the evacuation of the
aircraft in an emergency has been established by a test administered by the operator within a period of twelve months immediately preceding the flight.

(4) (a) The operator of a public transport aircraft registered in Belize shall keep a record of every test carried out under this regulation and shall cause to be entered in every such record the date on which the test takes place, the subject-matter of the test and a statement, signed by the person or persons carrying out the test, whether the person tested is competent in the matters in respect of which he is tested.

(b) Such record shall be preserved by the operator for a period of not less than two years after the date on which the test takes place.

46. With reference to Article 18 (4) of the Order:

(1) The operator of a public transport aircraft registered in Belize shall not permit any person to act as pilot in charge of the aircraft on a scheduled journey undertaken between two specific places unless that person is qualified in accordance with the provisions of this regulation so to act.

(2) A person who has not previously been so qualified to act as pilot in charge of a public transport aircraft on a scheduled journey between those places shall for the purposes of this regulation be qualified so to act on the scheduled journey referred to in paragraph (1) of this regulation if –

(i) he has during the immediately preceding twelve months acted as pilot of any aircraft on two flights between those places, one of which flights took place within the immediately preceding two months;

(ii) he has during the immediately preceding twelve months carried out the instrument
approach procedures established at the aerodromes on the journey referred to in paragraph (1) of this regulation in accordance with paragraph (4) of this regulation; and

(iii) after complying with conditions (i) and (ii) of this paragraph, he has been certified as competent to act as pilot in charge of an aircraft on a scheduled journey between those places by a person who is himself qualified under the provisions of this regulation so to act and who has been authorised by the employer for the time being of the unqualified person to examine his competence so to act.

(3) A person who has previously been so qualified to act as pilot in charge of a public transport aircraft on a scheduled journey between those places shall for the purposes of this regulation be qualified so to act on the scheduled journey in question if –

(i) he has during the immediately preceding twelve months acted as pilot of any aircraft on two flights between those places; or

(ii) he has during the immediately preceding twelve months carried out the instrument approach procedures established at the aerodromes on that journey as provided by paragraph (4) of this regulation.

(4) For the purposes of this regulation a person shall be deemed to have carried out the instrument approach procedures established at the aerodromes on a scheduled journey between two specific places if –
(i) he has carried out in making a landing at each aerodrome at which it is intended to land during the course of that journey one of the instrument approach procedures established at that aerodrome at the time of the scheduled journey, and

(ii) he has carried out in making a landing at each alternate aerodrome selected prior to take off on the scheduled journey or by simulated means one of the instrument approach procedures established at that alternate aerodrome at the time of the scheduled journey:

Provided that the Governor may by written authority exempt a person from satisfying any of conditions (i) and (ii) of this paragraph in respect of an aerodrome if the Governor is satisfied that the aerodrome is equipped with a precision or a runway approach system which that person is competent to use.

(5) A person giving a certificate of competence under paragraph (2) of this regulation shall give the same to the employer for the time being of the person in respect of whose competence the certificate is given, and that employer shall preserve that certificate while the person in respect of whose competence the certificate is given continues to be employed by him and for a period of two years after the cessation of such employment and shall furnish any person by whom he is subsequently employed as a pilot with a copy of any such certificate on being requested so to do.

47. With reference to Article 18 (5) of the Order, the particulars first therein referred to, to be contained in an operations manual, are the following:

(a) In respect of a flight on a scheduled journey –
(i) instructions outlining the responsibilities of operations personnel relating to the conduct of flight operations;

(ii) particulars of the operating crew to be carried in the aircraft on each stage of the route to be flown, including instructions as to the person to be in command of the aircraft and as to the order and circumstances in which such command should be assumed by other persons;

(iii) emergency flight procedures;

(iv) the minimum altitudes for safe flight on each stage of the route to be flown;

(v) the circumstances in which a radio listening watch must be maintained;

(vi) a list of the navigational equipment to be carried in the aircraft;

(vii) instructions as to the manner of computing the quantities of fuel and oil to be carried by the aircraft on each stage of the route to be flown. Such instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines whilst en route;

(viii) the conditions under which oxygen is to be used;
(ix) a route guide (which may be a separate document but which in that case must be connected with the operations manual), containing information relating to communication and search and rescue facilities, navigational aids, aerodromes, in-flight procedures, instrument approach and landing procedures and such other information as the operator may deem necessary for the proper conduct of flight operations;

(x) weather minima (as defined in Article 20 of the Order) appropriate to the aircraft and any aid to be used for the aerodrome of departure, for the aerodrome of intended landing and for each alternate aerodrome.

(b) In respect of a flight other than a flight on a scheduled journey –

(i) instructions outlining the responsibilities of operations personnel relating to the conduct of flight operations;

(ii) particulars of the operating crew to be carried in the aircraft for each type of operation to be conducted, including instructions as to the person to be in command of the aircraft and as to the order and circumstances in which such command should be assumed by other persons;

(iii) emergency flight procedures;
(iv) information as to the basis on which the minimum altitudes for safe flight should be calculated. For a route which is in frequent use the minimum altitudes for safe flight on each stage of the route should be stated;

(v) the circumstances in which a radio listening watch must be maintained;

(vi) a list of the navigational equipment to be carried in the aircraft;

(vii) instructions as to the manner of computing the quantities of fuel and oil to be carried by the aircraft, on each stage of the route to be flown. Such instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines whilst en route;

(viii) the conditions under which oxygen is to be used;

(ix) instructions as to the means of obtaining information relating to communications and search and rescue facilities, navigational aids, aerodromes, in-flight procedures, instrument approach and landing procedures and such other information as the operator may deem necessary for the proper conduct of flight operations:
Provided that for a route which is in frequent use, there shall be a route guide (which may be a separate document but which in that case must be connected with the operations manual) containing such information;

(x) weather minima (as defined by Article 20 of the Order) for take-off and landing appropriate to the aircraft and any aid used, and instructions as to the increases which are to be applied to them by the person in command to make them appropriate to particular aerodromes.

PART VI
OVERHAUL, ETC., OF AIRCRAFT AND LICENSING OF AIRCRAFT MAINTENANCE ENGINEERS

General

48. In this Part, unless the context otherwise requires -

References to an aircraft shall be construed as including its engines, components, accessories, instruments, equipment and apparatus, and their installations.

References to the overhaul, repair, replacement or modification of an aircraft include references to the overhaul, repair, replacement of parts, or modification of its engines, components, accessories, instruments, equipment, or apparatus, or the installation thereof, and in the case of modifications include references to changes in the type of engines, components, accessories, instruments, equipment or apparatus from those previously fitted.

49. With reference to Article 14 of the Order -

(1) The modifications of an aircraft for which approval in writing

Definitions.
is required to be obtained are all those modifications which have not been previously so approved and which, in the opinion of the Board, affect the safety of the aircraft:

Provided that if a modification has already been approved in relation to one aircraft of any type it shall not be necessary to obtain approval for the same modification when incorporated in another aircraft of the same type subject, however, to compliance with the requirements of regulation 50 of these Regulations.

(2) Application for the approval of modifications under paragraph (1) of this regulation should be made in writing to the Board.

50. The following requirements shall apply to overhauls, repairs, replacements and to approved modifications carried out to an aircraft in respect of which a certificate of airworthiness or a validation issued under the provisions of the Order is, or has been, in force:

(i) The work shall be carried out in all essential respects in accordance with the approved design in conformity with which the aircraft was constructed including such modifications as have been approved for embodiment therein, or, alternatively, shall be undertaken in accordance with a repair scheme approved in writing.

(ii) All materials used shall be as approved for the design in conformity with which the aircraft was constructed, or as otherwise approved.

(iii) All work shall be inspected, to the extent necessary in the circumstances of the case,
in accordance with the requirements of the Board.

(iv) A certificate in accordance with the terms of regulation 51 of these Regulations shall be given, and, if the Board so require, the certificate of airworthiness of the aircraft shall be forwarded forthwith to the Governor in order that it may be amended:

Provided that in emergency if it is not reasonably practicable to comply with the above requirements, a temporary repair of the part or parts affected may be made for the sole purpose of enabling the aircraft to proceed to the nearest place at which a repair complying with the above requirements can be carried out, and, if the person in command of the aircraft is satisfied that, having regard to the circumstances and exigencies of the case, such repair is adequate for the purpose, the aircraft may then proceed to fly to such place without having such temporary repair certified in accordance with the foregoing requirements.

51. The following provisions shall apply to or in relation to every certificate given under regulation 50 of these Regulations –

(1) the certificate shall be signed and dated by the holder of an aircraft maintenance engineer’s licence granted or rendered valid under the Order, by the authorised representative of any firm or company approved as qualified to furnish such a certificate, or by any person so approved;

(2) the certificate shall set out particulars of the overhaul, repair, replacement or modification to which shall be appended the following words:

I hereby certify that in carrying out the
overhaul repair
52. With reference to Article 15 of the Order, application for the grant or renewal of a licence to act in the capacity of aircraft maintenance engineer, or for the extension of a rating included in such a licence, should be made to the Director on a form which will be supplied by him on request.

53. (1) An applicant for the grant of an aircraft maintenance engineer’s licence must be not less than twenty-one years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed twelve months.

54. The requirements to be satisfied for the grant or renewal of a licence or for the extension of a rating are specified in “Section L1-Licensing” of “British
Civil Airworthiness Requirements” published by the Board.

55. The categories of certification and duties of certification in respect of which licences may be granted shall be as follows:

**Category A** (applicable to aircraft, excluding engines)

(i) Certification as to fitness for flight of an aircraft for which a certificate of airworthiness is about to be issued.

(ii) Certification of work done under approved maintenance schedules.

(iii) Certification of repairs approved as minor repairs.

(iv) Certification of modifications approved as minor modifications.

(v) Certification of replacement of approved components and parts.

**Category B** (applicable to aircraft, excluding engines)

(i) Certification of aircraft after overhaul, including the engine installation, except that the overhaul, repair or modification of the instruments, automatic pilots, variable-pitch propellers or electrical equipment shall have been previously certified by a firm approved for the purpose or by an aircraft maintenance engineer licensed for the purpose in Category X.
(ii) Certification of approved repairs.

(iii) Certification of approved modifications.

(iv) Certification of the replacement of approved components and parts.

(v) Certification of the construction of components and parts and the materials used therefor, unless it is stated in the licence that this duty is excluded.

**Category C** (applicable to engines)

(i) Certification as to fitness for flight of the engines in an aircraft for which a certificate of airworthiness is about to be issued.

(ii) Certification of work done under approved maintenance schedules.

(iii) Certification of the embodiment of approved modifications and the replacement of approved components and parts:

   Provided that the work has not involved dismantling the engine other than to obtain access to the pistons, cylinders and valve-operating gear.

**Category D** (applicable to engines only)

(i) Certification of engines after overhaul, except that the overhaul, repair or modification of
magnetos and other ignition equipment shall have been previously certified by a firm approved for the purpose or by an aircraft maintenance engineer licensed for the purpose in Category X.

(ii) Certification of approved repairs.

(iii) Certification of approved modifications.

(iv) Certification of the replacement of approved components and parts.

(v) Certification of the construction of components and parts and the materials used therefor, unless it is stated in the licence that this duty is excluded.

*Category X*

(i) Certification of the installation and the compensation of compasses.

(ii) Certification of overhauls, repairs, modifications or replacements to magnetos and other ignition equipment.

(iii) Certification of overhauls, repairs, modifications or replacements to and installation of:

(a) variable-pitch propellers;

(b) aircraft instruments and engine
instruments;

(c) electrical equipment;

(d) automatic pilots.

56. The following log books shall be in all essentials in the form of the authorised pattern published by Her Majesty’s Stationery Office:

Aircraft log book, other than for airships and balloons ........................................ Form C.A. 27
Engine log book ........................................ Form C.A. 28
Variable-pitch propeller log book ........ Form C.A. 319
Personal flying log book ............................ Form C.A. 24

57. Aircraft log books, other than for airships and balloons, engine log books, variable-pitch propeller log books, and other log books shall be kept so as to furnish all the information and particulars provided for in the authorised patterns referred to in regulation 56 of these Regulations, and the Instructions for Use set out in such authorised patterns shall be complied with, subject to these Regulations.

(Aircraft log books for airships and balloons and log books for winches of captive balloons will be kept in such manner as the Governor may require.)

58. All entries, other than preliminary data ordinarily furnished by the constructor in the original aircraft, engine and variable-pitch propeller log book shall-

(a) in the case of a certificate under regulation 51 of these Regulations, be made and signed in accordance with that paragraph;
(b) in other cases, be made and signed by a licensed aircraft maintenance engineer, except that, as regards matters which could not have come to the notice of a licensed aircraft maintenance engineer, the entries shall be made and signed by the pilot:

Provided that sub-paragraph (b) of this regulation shall not apply with respect to any entry prescribed to be made by a licensed aircraft radio engineer.

59. When repairs to an aircraft, engine or variable-pitch propeller have been required in consequence either of damage caused by a forced landing or of defects which have occasioned a forced landing, the entry of such repairs made in the aircraft, engine or variable pitch propeller log book shall state that they have been so required and shall identify the forced landing in question.

60. Entries in the personal flying log book shall be made at latest within twenty-four hours after the events to which they relate, and in the aircraft, engine or variable-pitch propeller log book shall be made at least twenty-four hours after the return of the aircraft to its station.

61. Every entry and signature in any log book shall be made in ink or indelible pencil.

PART VII
CARRIAGE OF PERSONNEL

62. With reference to Article 22 of the Order, the following requirements shall apply in relation to the number and description of the personnel to be carried in aircraft registered in Belize.

63. An aircraft shall carry on all flights an operating crew adequate in number and description to ensure the safety of the aircraft and of at least the number and description specified as the minimum operating crew in the
certificate of airworthiness relating to the aircraft in force under the Order or, if no such certificate is in force, in the certificate of airworthiness last in force under the Order relating to the aircraft:

Provided that if no certificate of airworthiness relating to the aircraft is or has been in force under the Order and the aircraft is an aircraft conforming with a prototype or prototype (modified) aircraft in respect of which a certificate of airworthiness has been issued under the Order, the operating crew to be carried in the aircraft shall be of at least the number and description specified as the minimum operating crew in that certificate.

64. Where a flight engineer is required by the terms of the certificate of airworthiness to be carried in an aircraft and a separate flight engineer’s station is incorporated in the design of the aircraft a flight engineer, qualified under the terms of his licence to act in that capacity in the aircraft, shall be carried and assigned for duties only at the said station unless the operating crew includes a person, licensed for flight duties in another capacity and being also the holder of the appropriate flight engineer’s licence who could, without interference with his normal duties, carry out satisfactorily the duties also of flight engineer, in which case that person may act in the capacity of flight engineer.

65. (1) When an aircraft carries two or more pilots as members of the operating crew –

(a) one of them shall, before the flight commences, be designated by the operator of the aircraft as the senior pilot and the other pilots shall act only under his direction;

(b) two pilots shall remain at the controls when the aircraft is departing from or landing at an aerodrome; and

(c) at least one pilot shall remain at the controls at all times during flight.
(2) A public transport flying machine having a maximum total weight authorised of more than 22,500 lbs. when departing from or arriving at an aerodrome in IFR weather conditions shall carry, to act in the capacity of second pilot and for the particular purpose of assisting the senior pilot during such departure and arrival as aforesaid, a person who is the holder of a commercial, senior commercial or airline transport pilot’s licence (flying machines) including an instrument rating.

66. (1) A public transport aircraft when carrying out any flight described in the following paragraph of this regulation shall carry a duly licensed flight navigator as a member of the operating crew in addition to the members thereof whose carriage in the circumstances of the flight is required, apart from this regulation, by or under the Order.

(2) The requirements of the preceding paragraph shall apply to a public transport aircraft when carrying out any flight –

(a) the proposed route of which as planned prior to take-off exceeds a great circle distance of 500 nautical miles when measured along either -

(i) the route as intended to be flown if conditions permit, or

(ii) that route as it may be varied by any diversion planned prior to take-off as an alternative for adoption if necessary in the course of the flight,

from the point of take-off to, in case (i), the point of first intended landing or, in case (ii), the point of first landing specified for the purpose of any such diversion; and
(b) in the course of which the aircraft, in following any route planned or varied as aforesaid, will fly over any part of an area specified in the Schedule to these Regulations.

67. When a public transport aircraft is carrying in flight twenty or more passengers, the personnel of the aircraft shall include a steward or stewardess for the purpose of performing in the interest of the safety of passengers duties to be assigned by the operator or the person in command of the aircraft, but who shall not act as a pilot, flight navigator, flight engineer or flight radio operator of the aircraft.

68. The foregoing regulations in this Part have effect subject to the provisions of the proviso to Article 22 (2) of the Order as to the powers of the Governor.

PART VIII
STUDENT PILOT’S LICENCE

69. With reference to Article 25 of the Order, application for the grant or renewal of a student pilot’s licence should be made to the Director, on a form which will be supplied by him on request.

70. (1) An applicant for the grant of a licence must be not less than seventeen years of age.

(2) The period for which a licence may (subject as provided by paragraph (d) in regulation 72 of these Regulations) remain in force, following either the grant or any renewal thereof, shall not exceed -

(a) twenty-four months if the applicant is less than forty years of age; or

(b) twelve months if the applicant is forty years of age or more.
71. (1) An applicant for the grant or renewal of a licence shall be required to -

(a) satisfy the requirements as to mental and physical fitness specified in regulations 189 to 210 of these Regulations for the grant of a private pilot’s licence (flying machines); and

(b) furnish to the medical examiner a declaration signed by him, stating whether he has previously undergone such medical examination, and if so, where, when and with what result. A false declaration may entail the cancellation of any licence granted or renewed as a result of the examination.

(2) The holder of a licence shall comply with the requirements specified in regulations 192 and 193.

72. A licence -

(a) shall entitle the holder thereof, subject to the provisions of sub-paragraphs (c) and (d) in paragraph (1) of regulation 73 of these Regulations, to carry out flights as pilot in charge of a flying machine only for the purpose of becoming qualified for the grant or renewal of a flying machine pilot’s licence;

(b) shall be valid only for flights within Belize;

(c) shall be subject to such further conditions as may be attached to or endorsed on the licence; and
PART IX
PRACTICE FLIGHTS

73. With reference to Article 21 (5) of the Order, a person who is not the holder of a pilot’s licence to fly flying machines or public transport or aerial work gliders may fly within Belize as pilot in charge of a flying machine or a public transport or aerial work glider, as the case may be, for the purpose of becoming qualified for the grant or renewal of such a licence, subject to the conditions specified in paragraphs (1) and (2) respectively of this regulation.

(1) Flying Machines –

(a) He shall, if required to do so by Article 25 of the Order, be the holder of a student pilot’s licence granted under the Order;

(b) He must be not less than seventeen years of age;

(c) No other person, except a person required under the Order or these Regulations to be carried as a member of the operating crew, shall be carried in the flying machine; and

(d) Each flight shall be carried out in accordance with instructions given by a person entitled by virtue of a rating included in his pilot’s licence to give instruction in flying machines and shall terminate at the aerodrome of departure. Intermediate practice landings may, however, in accordance with such instructions, be made elsewhere than at the aerodrome of departure.
(2) Public Transport or Aerial Work Gliders –

(a) He must be not less than sixteen years of age;

(b) no other person, except a person required under the Order or these Regulations to be carried as a member of the operating crew, shall be carried in the glider;

(c) in the case of a glider of which the maximum total weight authorised exceeds 1,250 lbs. which in the course of flight is towed by a flying machine and released therefrom, each flight shall be carried out in accordance with instructions given by a person entitled, by virtue of a rating included in his pilot’s licence, to give instructions in flying gliders towed by flying machines, and shall terminate either at the aerodrome of departure, or, with the consent of such person, at a place within three nautical miles therefrom.

74. With reference to Article 21 (6) of the Order, a person who is the holder of a pilot’s licence to fly flying machines or gliders may fly within Belize as pilot in charge of a flying machine or glider, as the case may be, of a class or type other than a class or type to which the licence relates, for the purpose of qualifying for an extension of the licence to include such class or type of flying machine or glider:

Provided that, when he is so flying, no other person shall be carried in the flying machine or glider except -

(a) a person required under the Order or these Regulations to be carried as a member of the operating crew of the flying machine or glider; or
Civil Aviation

75. With reference to Article 46 (2) of the Order, a person who is the holder of a pilot’s licence to fly flying machines may fly within Belize as pilot in charge of a flying machine towing a glider of which the maximum total weight authorised exceeds 1,250 lb., and as pilot in charge of such a glider as aforesaid which in the course of flight is towed by a flying machine and released therefrom, for the purpose of becoming qualified for the grant of a towing rating, subject to the following conditions –

(a) no other person, except a person required under the Order or these Regulations to be carried as a member of the operating crew, shall be carried in the flying machine or the glider;

(b) when flying as pilot in charge of a flying machine towing such a glider as aforesaid each flight shall be carried out in accordance with instructions given by a person entitled, by virtue of a rating included in his pilot’s licence, to give instruction in flying gliders towed by flying machines, and in such manner that both the flying machine, and the glider after release therefrom, land either at the aerodrome of departure or, with the consent of such person, at a place within three nautical miles therefrom; and

(c) when flying as pilot in charge of such a glider as aforesaid which in the course of flight is towed by a flying machine and released therefrom, each flight
shall be carried out in accordance with instructions given by a person entitled, by virtue of a rating included in his pilot’s licence, to give instruction in flying gliders towed by flying machines, and shall terminate either at the aerodrome of departure, or, with the consent of such person, at a place within three nautical miles therefrom:

Provided that condition (c) shall not apply if the person flying as pilot in charge of the glider is the holder of a glider pilot’s licence valid for the type of glider in which the flight is being made.

PART X

LICENSING OF MEMBERS OF OPERATING CREW

General

76. With reference to Articles 23 and 24 of the Order, application for the grant, renewal, extension or validation of a licence to act as a member of the operating crew of aircraft registered in Belize should be made to the Director, on a form which will be supplied by him on request.

77. The requirements to be complied with in respect of technical competency, flying experience, etc., and the other conditions relating to the various classes of licences (other than flight radio operators’ licences) set out in Article 23 of the Order are specified in this Part as indicated hereunder. Part IX of these Regulations shows the conditions under which practice flights to acquire the necessary competence and flying experience may be carried out.

With reference, however, to regulations 82 to 126 of these Regulations (which relate to flying machine pilot’s licences) the requirements and conditions therein specified may, as respects licences to fly flying machines other than aeroplanes (e.g. helicopters or gyroplanes) be subject to such modifications as the Governor may consider appropriate in the particular case.
78. An applicant who has at any time qualified as a pilot of flying machines in any of Her Majesty’s air forces may, at the discretion of the Minister and according to the applicant’s qualifications and flying experience, be exempted from compliance with all or any part of the practical flying tests, flying experience or technical examinations specified in this Part for the grant of a flying machine pilot’s licence, the extension of the aircraft rating in such a licence or the inclusion therein of an instrument rating:

Provided that –

(i) such exemption may, if it relates to practical flying tests, be made conditional upon the satisfactory completion by the applicant of a special flying test; and

(ii) any exemption from the requirements specified for the extension of an aircraft rating shall be determined having regard to the applicant’s flying experience on the class or type of flying machine to which the application relates.

Instrument Rating

79. (1) The holder of a licence which includes an instrument rating shall not be entitled to exercise the privilege of the rating, unless he has during the immediately preceding thirteen months passed an instrument flying test including, if appropriate, asymmetric power tests, and a certificate by the approved examiner to that effect is entered in the certificate of validity relating to the licence.

(2) For the purposes of this regulation an “instrument rating” means a rating entitling the holder of the licence in which it is included to fly as pilot in charge under Instrument Flight Rules in accordance with the provisions of sub-paragraph (a) of paragraph (2) of rule 33 in Schedule II to the Order.
80. An applicant for an instrument rating shall be required to satisfy the requirements as respects flying experience, instrument flying tests and technical examination hereunder specified.

The applicant shall be required to produce satisfactory evidence that he -

(a) has carried out as pilot in charge of a flying machine not less than one hundred and fifty hours’ flying, including fifty hours cross-country flying by day; and

(b) has carried out as pilot of a flying machine not less than forty hours’ flying solely by reference to instruments:

Provided that -

(i) a maximum of twenty hours’ instrument flying training carried out on the ground in approved devices may be accepted in part satisfaction of this requirement; and

(ii) in the case of an applicant who has passed an approved course of training in instrument flying the said requirement of forty hours’ flying may be reduced to thirty hours, but in such case the maximum of twenty hours’ instrument flying training referred to in proviso (i) above shall be reduced to ten hours.

The applicant shall be required, in the course of an instrument flying test with an examiner on board, to demonstrate his competence to fly solely
by reference to instruments and in accordance with the Instrument Flight Rules in Schedule II to the Order.

The applicant shall be required to undergo an examination (including practical tests) as to his knowledge of the following subjects –

(a) aviation law;

(b) flight operation;

(c) air navigation;

(d) meteorology; and

(e) the interpretation of signals given in morse code.

81. The details of the instrument flying tests (including asymmetric power tests) and the technical examination referred to in regulations 79 and 80 of these Regulations are specified in handbook C.A.P. 56, “Instrument Rating”, copies of which may be obtained on application to the Director.

Private Pilot’s Licence (Flying Machines)

82. (1) An applicant for the grant of a private pilot’s licence (flying machines) must be not less than seventeen years of age –

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed –

(a) twenty-four months if the applicant is less than forty years of age; or

(b) twelve months if the applicant is forty years of age or more.
83. The holder of the licence shall be entitled to fly -

(a) as pilot in charge of any private flying machine of a type described or specified in the aircraft rating of the licence; and

(b) as second pilot of any private flying machine of the same class as a flying machine described or specified in the aircraft rating of the licence.

84. The aircraft rating included in a licence to fly aeroplanes may include one or more of the following groups or types of aeroplanes, provided that each group shall be restricted to the class of aeroplanes in respect of which the applicant qualifies for the grant of a licence:

- **Group A.** - All single-engined types of aeroplanes of which the maximum total weight authorised does not exceed 12,500 lbs.

- **Group B.** - All types of aeroplanes having two or more engines of which the maximum total weight authorised does not exceed 12,500 lbs.

- **Group C.** - Particular types of aeroplanes of which the maximum total weight authorised exceeds 12,500 lbs.

85. An applicant for the grant of a licence shall be required to produce satisfactory evidence that he has had not less than fifty hours’ experience as a pilot of flying machines, comprising –

(i) flying training under a competent instructor in a dual controlled flying machine; and

(ii) at least ten hours’ flying as pilot in charge,
not less than three hours of which must have been cross-country flying carried out within the six months immediately preceding the date of the application, and must have included one flight on a triangular course during which the flying machine landed and came to rest at two intermediate places, one being not less than fifty nautical miles from the place of departure:

(i) in the case of an applicant who has experience in the flying of gliders the foregoing requirements, excepting those in respect of cross-country flying may be reduced to such extent as the Governor may consider appropriate in the particular case; and

(ii) in the case of an applicant who has passed an approved course of flying training the said requirement of fifty hours’ flying may be reduced to thirty hours.

86. The applicant shall, subject to the provisions of regulation 88 of these Regulations, be required to demonstrate in the course of general flying tests his competence to carry out normal and emergency manoeuvres on the class, group or type of flying machine to which the application relates.

87. The applicant shall, subject to the provisions of regulation 88 of these Regulations, be required to undergo an examination as to his knowledge of the following subjects –

(a) aviation law;

Practical flying tests.

Technical examination.
(b) elementary meteorology;

(c) map reading and use of compass;

(d) method of operation and functioning of flying machines, with particular relation to the class or type of flying machine for which the licence is desired.

88. An applicant may, at the discretion of the Governor and according to the applicant’s qualifications and experience, be exempted from all or any part of the flying tests and technical examination if he –

(i) has at any time held a flying machine pilot’s licence; or

(ii) has satisfied an approved examiner within the period of one year immediately preceding the date of the application for the licence that he is competent to operate the class or type of flying machine to which the application relates.

For the purpose of this regulation the expression “an approved examiner” means -

(a) an Official Observer of the Royal Aero Club, or

(b) a person who has been authorised in writing by the Governor to conduct the flying tests or technical examinations.
89. The details of the practical flying tests, including the conditions applicable thereto, and the technical examination referred to in regulations 86 and 87 of these Regulations, are specified in handbook C.A.P. 53 “Private Pilot’s Licence”, copies of which may be obtained on application to the Director.

90. (1) A night rating may be included in a licence and shall entitle the holder, subject to the privileges attaching to the licence, to act as pilot in charge of flying machines carrying passengers on flights made by night:

Provided that the holder of a licence which includes a night rating shall not (except in a case where the licence also includes a rating entitling him to act as instructor or an assistant instructor in the flying of flying machines and he is flying for the purpose of so acting) exercise the privileges of such night rating unless he has, within the immediately preceding six months, carried out as pilot in charge of a flying machine not less than five take-offs and five landings by night.

(2) An applicant for a night rating shall be required to produce satisfactory evidence that he has carried out in an aeroplane not less than fifty hours’ flying as pilot, comprising –

(a) flying training under a competent instructor in a dual controlled aeroplane;

(b) at least twenty-five hours’ flying as pilot in charge of the aeroplane;

(c) at least five hours’ instruction in instrument flying; and

(d) at least five hours’ night flying, including not less than five nights as pilot in charge, carried out to the satisfaction of a competent instructor within the six months immediately preceding the date of the
Provided that a maximum of two and a half hours’ instrument flying training carried out on the ground in approved devices may be accepted in part satisfaction of the requirement specified at (c) in this paragraph.

(3) The evidence normally required with respect to the flying experience specified at (c) in this paragraph shall consist of a certificate issued by a person who holds a flying machine pilot’s licence including an instructor’s rating.

91. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had, during the twelve months immediately preceding the date of the application, not less than five hours’ flying experience as pilot in charge on each class of flying machine for which the renewal is desired and, if the application is in respect of aeroplanes in Group C, reasonable flying experience as pilot in charge in each type of aeroplane for which the renewal is desired. In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and the technical examination specified for the grant of a licence as the Governor may consider appropriate in the circumstances of the case.

Provided that an applicant may, at the discretion of the Governor and according to the applicant’s qualifications and experience, be exempted from all or any part of the said tests and examination if he has satisfied an approved examiner within the period of two years immediately preceding the date of the application for the extension of the rating that he is competent to operate the
class or type of flying machine to which the application relates.

For the purpose of this regulation the expression “an approved examiner” means –

(a) an Official Observer of the Royal Aero Club or,

(b) a person who has been authorised in writing by the Governor to conduct the flying tests or technical examinations.

93. (1) An applicant for the grant of a commercial pilot’s licence (flying machines) must be not less than eighteen years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed six months.

94. The aircraft rating included in the licence shall specify, in Group 1 and Group 2 thereof, the type or types of flying machines which, subject to regulation 95 of these Regulations, the holder of the licence is entitled to fly as pilot in charge and as second pilot respectively.

Group 2 shall include all the types of flying machines which are entered in Group 1 and such other types as may be specified.

95. The holder of the licence shall be entitled to fly –

(i) as pilot in charge of –

(a) any public transport flying machine of which the maximum total weight
authorised does not exceed 12,500 lbs. and which is not employed on a scheduled journey; and

(b) if the licence includes an instrument rating any public transport flying machine of which the maximum total weight authorised does not exceed 12,500 lbs.; and

(c) any aerial work flying machine; and

(d) any private flying machine,

which is of the same type as a flying machine specified in Group 1 of the aircraft rating of the licence; and

(e) any private aeroplane the maximum total weight authorised of which does not exceed 12,500 lbs. if an aeroplane of the same class is specified in Group 1 of the aircraft rating of the licence:

Provided that the holder of the licence shall not (except in a case where he is a person entitled by virtue of a rating included in the licence to act as instructor or as assistant instructor in the flying of flying machines and is flying for the purpose of so acting) be entitled to act as pilot in charge of a flying machine carrying passengers on a flight made by night, unless he has, within the immediately preceding ninety days carried out as pilot in charge of a flying machine not less than five take-offs and five landings by night; and

(ii) as second pilot of-

(a) any public transport flying machine
carrying passengers;

(b) any public transport flying machine not carrying passengers;

(c) any aerial work flying machine; and

(d) any private flying machine,

which, as respects (a), is of the same type, and, as respects (b), (c) and (d), is of the same class, as a flying machine specified in Group 2 of the aircraft rating of the licence.

96. An applicant for the grant of a licence shall, subject to the provisions of regulation 100 of these Regulations, be required to produce satisfactory evidence that he has not less than two hundred hours’ experience in flying machines, comprising –

(a) flying training under a competent instructor in a dual controlled flying machine, not less than ten hours of which must have been instruction in instrument flying;

(b) flying as pilot in charge for not less than one hundred hours, including –

(i) at least twenty hours’ cross-country or oversea flying, including one flight of at least three hundred nautical miles during which the flying machine must have landed and come to rest at two intermediate places;

(ii) at least ten hours’ flying (five hours of which, however, may have been carried out under
instruction), during which the applicant must have carried out ten take-offs and ten landings by night without assistance from any other person on board the flying machine; and

(iii) at least ten hours’ flying carried out during the six months immediately preceding the date of the application; and

(c) a reasonable amount of flying experience as pilot on the type of flying machine to which the application relates:

Provided that –

(i) in the case of an applicant who has passed an approved course of flying training, the said requirement of two hundred hours’ flying experience may, at the discretion of the Governor, be reduced to one hundred and fifty hours;

(ii) flying experience as second pilot may be reckoned towards the total requirement of two hundred hours (or one hundred and fifty hours) to the extent that one half of such flying, up to a maximum allowance of fifty hours, may be included if it was carried out on (a) flying machines required under the Order or these Regulations to have on board more than one pilot, or (b) military flying machines which normally carried more than one pilot.
97. The applicant shall, subject to the provisions of regulation 100 of these Regulations, be required in the course of flying tests, including flights by day and by night with an examiner on board to demonstrate his general competence as a pilot during normal and emergency manoeuvre, and his ability to fly the type of flying machine to which the application relates.

98. The applicant shall, subject to the provisions of regulation 100 of these Regulations, be required to undergo an examination (including practical tests) as to his knowledge of the following subjects –

(a) aviation law;
(b) flight navigation;
(c) air navigation;
(d) meteorology;
(e) the interpretation of navigational aid identification signals;
(f) theory of flight and aircraft operating limitations;
(g) aircraft equipment and installations;
(h) airframe and power plant maintenance.

99. The details of the practical flying tests, including the conditions applicable thereto, and the technical examination referred to in regulations 97 and 98 of these Regulations are specified in handbook C.A.P. 54, “Commercial Pilot’s Licence”, copies of which may be obtained on application to the Director.

100. An applicant who has been the holder of a commercial pilot’s licence (flying machines) or a licence of a higher class may, at the discretion of the
Governor and having regard to the type of flying machine for which a licence is desired, be exempted from all or any part of the requirements as to flying experience, practical flying tests and technical examination specified in regulations 96, 97 and 98 of these Regulations. Any exemption in respect of the said practical flying tests may be made conditional upon the satisfactory completion by the applicant of a special flying test.

101. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of flying machines during the six months immediately preceding the date of the application. The applicant may also, at the discretion of the Governor, be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot on each type of flying machine for which the renewal is desired since the type was entered on the licence. In default of such evidence as aforesaid the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant or extension of a licence as the Governor may consider appropriate in the circumstances of the case.

102. An applicant for the extension of the aircraft rating of a licence to include the flying of an additional type of flying machine, either as pilot in charge or as second pilot, shall be required to satisfy the Governor as to his competence to fly the type of flying machine concerned. For this purpose the applicant shall be required to satisfy the requirements as to flying experience, practical flying tests and technical examination specified in the pamphlet referred to in regulation 99.

Senior Commercial Pilot’s Licence
(Flying Machines)

Age of applicant. 103. An applicant for the grant of a senior commercial pilot’s licence (flying machines) must be not less than twenty-one years of age.

Period of licence. 104. The period for which a licence may remain in force, following either
the grant or any renewal thereof, shall not exceed six months.

105. The aircraft rating included in the licence shall specify, in Group 1 and Group 2 thereof, the type or types of flying machines which, subject to Regulation 106, the holder of the licence is entitled to fly as pilot in charge and as second pilot respectively. Group 2 shall include all the types of flying machines which are entered in Group 1 and such other types as may be specified.

106. (1) The holder of the licence shall be entitled to fly -

(i) as pilot in charge of -

(a) any public transport flying machine of which the maximum total weight authorised does not exceed 30,000 lb.,

(b) any aerial work flying machine, and

(c) any private flying machine,

which is of the same type as a flying machine specified in Group 1 of the aircraft rating of the licence; and

(d) any private aeroplane the maximum total weight authorized of which does not exceed 12,500 lbs. if an aeroplane of the same class is specified in Group 1 of the aircraft rating of the licence;

(ii) as second pilot of –

(a) any public transport flying machine carrying passengers,

(b) any public transport flying machine not
carrying passengers,

(c) any aerial work flying machine, and

(d) any private flying machine,

which, as respects (a), is of the same type, and, as respects (b), (c) and (d), is of the same class, as a flying machine specified in Group 2 of the aircraft rating of the licence.

(2) The licence shall include an instrumental rating.

107. An applicant for the grant of a licence shall be required to satisfy the requirements for an instrument rating specified in regulation 80 of these Regulations:

Provided that an applicant who is the holder of a flying machine pilot’s licence in which an instrument rating is included shall be exempted from this requirement.

108. The applicant shall, subject to the provisions of regulation 112 of these Regulations, be required to produce satisfactory evidence that he has had not less than seven hundred hours’ experience as pilot in flying machines comprising-

(a) not less than two hundred hours’ experience as pilot in charge of flying machines, including –

(i) at least fifty hours’ cross-country or oversea flying;

(ii) at least fifteen hours’ flying by night and in addition at least ten hours’ cross-country or oversea flying either by night or solely by reference to
instruments; and

(iii) at least ten hours’ flying carried out during the six months immediately preceding the date of the application; and

(b) a reasonable amount of flying experience as pilot on the type of flying machine to which the application relates:

Provided (i) that flying experience as second pilot may be reckoned towards the total requirement of seven hundred hours to the extent that one half of such flying may be included if it was carried out on (a) flying machines required under the Order or these Regulations to have on board more than one pilot, or (b) military flying machines which normally carried more than one pilot; and (ii) that no evidence of flying solely by reference to instruments produced in order to obtain an instrument rating shall be taken into account for the purposes of this regulation.

109. The applicant shall, subject to the provisions of regulation 112 of these Regulations, be required, in the course of flying tests with an examiner on board and including an instrument flying test, to demonstrate his general competence as a pilot during normal and emergency manoeuvres under visual and instrument flight conditions, and his ability to fly the type of flying machine to which the application relates.

110. The applicant shall, subject to the provisions of regulation 112 of these Regulations, be required to undergo an examination (including practical tests) as to his knowledge of the following subjects-

(a) aviation law;

(b) flight operation;
(c) air navigation;

(d) meteorology;

(e) the interpretation of navigational aid identification signals;

(f) theory of flight and aircraft operating limitations;

(g) aircraft equipment and installations;

(h) airframe and power plant maintenance.

111. The details of the practical flying tests, including the conditions applicable thereto, and the technical examination referred to in regulations 109 and 110 of these Regulations are specified in handbook C.A.P. 55, “Senior Commercial Pilot’s Licence”, copies of which may be obtained on application to the Director.

Exemptions.

112. (i) An applicant who is the holder of a commercial pilot’s licence (flying machines) in respect of the type of flying machine to which the application relates shall not be required to undergo again the flying tests and technical examination normally required in respect of that type; and

(ii) an applicant who has been the holder of a senior commercial pilot’s licence (flying machines) or a licence of a higher class may, at the discretion of the Governor and having regard to the type of flying machine for which a licence is desired, be exempted from all
or any part of the requirements as to flying experience, practical flying tests and technical examination specified in regulations 108, 109 and 110 of these Regulations. Any exemption in respect of the said practical flying tests may be made conditional upon the satisfactory completion by the applicant of a special flying test.

113. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of flying machines during the six months immediately preceding the date of the application. The applicant may also, at the discretion of the Governor, be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot on each type of flying machine for which the renewal is desired since the type was entered on the licence. In default of such evidence as aforesaid the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant or extension of a licence as the Governor may consider appropriate in the circumstances of the case.

114. An applicant for the extension of the aircraft rating of a licence to include the flying of an additional type of flying machine, either as pilot in charge or as second pilot, shall be required to satisfy the Governor as to his competence to fly the type of flying machine concerned. For this purpose the applicant shall be required to satisfy the requirements as to flying experience, practical flying tests and technical examination specified in the pamphlet referred to in regulation 111 of these Regulations.

**Airline Transport Pilot’s Licence**

*(Flying Machines)*

115. An applicant for the grant of an airline transport pilot’s licence (flying machines) must be not less than twenty-one years of age.
116. The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed six months.

117. The aircraft rating included in the licence shall specify, in Group 1 and Group 2 thereof, the type or types of flying machines which, subject to regulation 118 of these Regulations, the holder of the licence is entitled to fly as pilot in charge and as second pilot respectively. Group 2 shall include all the types of flying machines which are entered in Group 1 and such other types as may be specified.

118. (1) The holder of the licence shall be entitled to fly –

(i) as pilot in charge of –

(a) any public transport flying machine,

(b) any aerial work flying machine, and

(c) any private flying machine,

which is of the same type as a flying machine specified in Group 1 of the aircraft rating of the licence; and

(d) any private aeroplane the maximum total weight authorized of which does not exceed 12,500 lbs. if an aeroplane of the same class is specified in Group 1 of the aircraft rating of the licence;

(ii) as second pilot of –

(a) any public transport flying machine carrying passengers,
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(b) any public transport flying machine not carrying passengers,

(c) any aerial work flying machine, and,

(d) any private flying machine,

which, as respects (a), is of the same type, and, as respects (b), (c) and (d), is of the same class, as a flying machine specified in Group 2 of the aircraft rating of the licence.

(2) The licence shall include an instrument rating.

119. An applicant for the grant of a licence shall be required to satisfy the requirements for an instrument rating specified in regulation 80 of these Regulations:

Provided that an applicant who is the holder of a flying machine pilot’s licence in which an instrument rating is included shall be exempted from this requirement.

120. An applicant shall, subject to the provisions of regulation 124 of these Regulations, be required to produce satisfactory evidence that he has had not less than one thousand and two hundred hours’ experience as a pilot flying machines, comprising:

(a) at the least one hundred hours night flying;

(b) at least two hundred and fifty hours flying as pilot in charge, of which not less than ten hours must have been carried out during the six months immediately preceding the date of the application, and including not less than one hundred hours cross-country or oversea flying of which not less
than twenty five hours must have been flown by night;

(c) at least seventy-five hours flying solely by reference to instruments which must have been carried out by the applicant without assistance from any other person on board the flying machine;

(d) a reasonable amount of flying on the type of flying machine to which the application relates;

(e) at least two hundred hours cross-country or overseas flying as second pilot in flying machines required under the Order or these Regulations to have on board more than one pilot, or in military flying machines which normally carried more than one pilot:

Provided that

(i) flying experience as second pilot may be reckoned towards the total requirement of one thousand and two hundred hours to the extent that one half of such flying may be included if it was carried out in flying machines (a), required under the Order or these Regulations to have on board more than one pilot, or (b), in military flying machines which normally carried more than one pilot;

(ii) an applicant who has not less than two hundred hours’ experience as pilot in charge on cross-country or overseas flights may be
exempted from the requirement specified at (e) in this paragraph;

(iii) training in instrument flying carried out on the ground in approved devices may, at the discretion of the Governor, up to a maximum of twenty-five hours, be accepted in part satisfaction of the requirement specified at (c) in this paragraph.

121. The applicant shall, subject to the provisions of regulation 124 of these Regulations, be required, in the course of flying tests, with an examiner on board and including an instrument flying test, to demonstrate his general competence as a pilot during normal and emergency manoeuvres under visual and instrument flight conditions, and his ability to fly the type of flying machine to which the application relates.

122. The applicant shall, subject to the provisions of regulation 124 of these Regulations, be required to undergo an examination (including practical tests) as to his knowledge of the following subjects:

(a) aviation law;

(b) flight operation;

(c) air navigation;

(d) meteorology;

(e) the interpretation of navigational aid identification signals;

(f) theory of flight and aircraft operating limitations;
(g) aircraft equipment and installations;

(h) airframe and power plant maintenance.

123. The details of the practical flying tests, including the conditions applicable thereto and the technical examination referred to in regulations 121 and 122 of these Regulations are specified in handbook C.A.P. 55, “Airline Transport Pilot’s Licence”, copies of which may be obtained on application to the Director.

124. (1) An applicant who is the holder of a commercial or a senior commercial pilot’s licence (flying machines) in respect of the type of flying machine to which the application relates shall not be required to undergo again the flying tests and technical examination normally required in respect of that type; and

(2) An applicant who has been the holder of an airline transport pilot’s licence (flying machines) may, at the discretion of the Governor and having regard to the type of flying machine for which a licence is desired, be exempted from all or any part of the requirements as to flying experience, practical flying tests and technical examination specified in regulations 120, 121 and 122 of these Regulations. Any exemption in respect of the said practical flying tests may be made conditional upon the satisfactory completion by the applicant of a special flying test.

125. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of flying machines during the six months immediately preceding the date of the application. The applicant may also be required to produce satisfactory evidence that he has had reasonable flying experience on each type of flying machine for which the renewal is desired since the type was entered on the licence. In default of such evidence as aforesaid the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant or extension of a licence as the Governor may consider appropriate
in the circumstances of the case.

126. An applicant for the extension of the aircraft rating of a licence to include the flying of an additional type of flying machine, either as pilot in charge or as second pilot, shall be required to satisfy the Governor as to his competence to fly the type of flying machine concerned. For this purpose the applicant shall be required to satisfy the requirements as to flying experience, practical flying tests and technical examination specified in the pamphlet referred to in regulation 123 of these Regulations.

**Extension of licence.**

Private Pilot’s Licence (Balloons)

127. (1) An applicant for the grant of a private pilot’s licence (balloons) must be not less than seventeen years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed two years.

128. A licence shall include an aircraft rating specifying the types of balloons which, subject to regulation 129 of these Regulations, the holder is entitled to fly.

129. The licence shall entitle the holder to fly as pilot of any type of free balloon other than a public transport or aerial work balloon.

130. The applicant shall be required to produce satisfactory evidence that he has completed the following flights in a balloon, each of at least two hours’ duration -

(a) by day –

6 ascents under instruction;
1 flight in control under supervision;
1 flight alone in the balloon;

Privileges attaching to licence.

Practical flying test.
Technical examination.

131. The applicant shall be required to undergo an examination as to his knowledge of the following subjects-

(a) elementary aerostatics;

(b) general knowledge of a balloon and its accessories; inflation; rigging; management of an ascent; instruments; precautions against cold and high altitudes;

(c) practical knowledge of aviation law, with particular reference to the Order and the regulations issued thereunder, also knowledge of any information notified with respect to the responsibilities of a pilot; and

(d) map reading; elementary knowledge of weather in relation to cross-country flight and the use of the compass in flight:

Provided that

(i) an applicant who has at any time qualified as a pilot of balloons or airships in any of Her Majesty’s air forces may, at the discretion of the Governor and according to the applicant’s qualifications and experience, be exempted from all or any of the above practical flying tests and from the technical examination, except as regards the examination subjects specified at (c) and
(d) in this paragraph; and

(ii) a certificate issued by any body approved for the purpose may be accepted in lieu of the passing of the above examination if the Governor is satisfied that the qualifications required for the issue of such certificate were at least equivalent to the passing of such examination.

132. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as pilot of balloons during the two years immediately preceding the date of the application. In default of such evidence he may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant of a licence, as the Governor may consider appropriate in the circumstances of the case.

Commercial Pilot’s Licence (Balloons)

133. (1) An applicant for the grant of a commercial pilot’s licence (balloons) must be not less than nineteen years of age.

(2) The period for which a licence may remain in force following either the grant or any renewal thereof shall not exceed two years.

134. A licence shall include an aircraft rating specifying the type of balloons which, subject to regulation 135 of these Regulations, the holder is entitled to fly.

135. The licence shall entitle the holder to fly as pilot of any type of free balloon and, subject to the requirements of Article 39 of the Order, any type of captive balloon specified in the aircraft rating included in the licence.
136. The applicant shall be required to produce satisfactory evidence -

(a) that he has had reasonable flying experience as a pilot in charge of balloons during the twelve months immediately preceding the date of the application; and

(b) that he has completed ten flights as pilot in charge of a balloon, each of which flights must have been of at least two hours duration.

137. The applicant shall, subject to the provisions of regulation 140 of these Regulations, be required to carry out the practical flying tests specified in regulation 130 of these Regulations for the grant of a private pilot’s licence (balloons):

Provided that a person who is the holder of such a licence may, at the discretion of the Governor be exempted from this requirement.

138. The applicant shall, subject to the provisions of regulation 140 of these Regulations, be required to undergo an examination as to his knowledge of the following subject –

(a) aerostatics;

(b) physical and chemical properties of light gases and of materials used in the construction of balloons;

(c) elementary navigation; use of compass; location of positions;

(d) general knowledge of a balloon and its accessories; inflation; stowage; management of an ascent; instruments; precautions against cold and
high altitudes;

(e) practical knowledge of aviation law, with particular reference to the Order and the Regulations issued thereunder, also knowledge of any information notified with respect to the responsibilities of a pilot; and

(f) elementary meteorology in relation to –

(i) meteorological elements and observations;

(ii) seasonal variations affecting weather;

(iii) the recognition of weather conditions while flying;

(iv) the interpretation of synoptic charts and the weather associated with different types of pressure systems;

(v) arrangements for the issue of weather reports and forecasts for aviation.

139. The following additional tests and examination shall, subject to the provisions of regulation 140 of these Regulations, be required in respect of applications for licences to include also the flying of captive balloons:

(1) Practical Flying Tests - The applicant shall produce satisfactory evidence that he has completed six ascents on different days in sole control of a captive balloon, and has carried out satisfactorily the management from the ground of three ascents and descents of a captive balloon on different days (which may, however, be days on which some of the six ascents in sole
control have been carried out).

(2) Technical Examination

(a) General knowledge of a captive balloon of the type for which the licence is required; accessories; inflation; rigging; valve adjustments; management of an ascent; instruments; and

(b) general knowledge of winches and cables.

140. An applicant who has at any time qualified as a pilot of balloons or airships in any of Her Majesty’s air forces may, at the discretion of the Governor and according to the applicant’s qualifications and experience, be exempted from all or any part of the practical flying tests and technical examination, except as regards the examination subjects specified at (e) and (f) in regulation 138 of these Regulations.

141. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of balloons during the twelve months immediately preceding the date of the application. In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant of a licence, as the Governor may consider appropriate in the circumstances of the case.

Airship Pilot’s Licence
First, Second and Third Class

142. (1) An applicant for the grant of an airship pilot’s licence, first class, second class or third class, must be not less than 19 years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed the following periods—
Third class licence: six months.
Second class licence: twelve months.
First class licence: twelve months.

143. A licence shall include an aircraft rating specifying the types of airships which, subject to regulation 144 of these Regulations, the holder is entitled to fly.

144. (1) A third class licence shall entitle the holder to fly as pilot in charge of any airship the capacity of which is less than 200,000 cubic feet.

(2) A second class licence shall entitle the holder to fly as pilot in charge of any airship the capacity of which is less than 700,000 cubic feet.

(3) A first class licence shall entitle the holder to fly as pilot in charge of any airship.

145. An applicant for the grant of a third class licence must be the holder of a balloon pilot’s licence, private or commercial, and of a flight navigator’s licence.

146. The applicant shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of airships during the two years immediately preceding the date of the application, and that he has completed –

(a) twenty flights (three of which must have been made by night) in an airship, each flight having been of at least one hour’s duration. On at least four of these flights the applicant must have handled the airship himself, under the supervision of the person in command of the airship, including departure and landing, during the whole flight if the duration thereof did not exceed four hours, and during at least four hours if the flight was of longer duration;
and

(b) one flight on a predetermined course of at least seventy miles, terminating with a night landing, and made with a properly accredited examiner on board.

147. The applicant shall, subject to the provisions of regulation 157 of these Regulations, be required to undergo an examination (including practical tests) as to his knowledge of the following subjects –

(a) aerostatics, density of gases, laws of Mariotte and Gay-Lussac; barometric pressure, Archimedes principle; confinement of gases;

(b) physical and chemical properties of light gases, and of materials used in the construction of airships;

(c) general theory of airships;

(d) dynamic properties of moving bodies in air;

(e) elementary knowledge of internal combustion engines; and

(f) inflation; stowage; rigging; handling; controls and instruments.

148. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of airships during the two years immediately preceding the date of the application. In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the
grant of a licence, as the Governor may consider appropriate in the circumstances of the case.

149. An applicant for the grant of a second class licence must be the holder of a balloon pilot’s licence, private or commercial, and of a flight navigator’s licence.

150. The applicant shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of airships during the two years immediately preceding the date of the application, and that he has completed -

(a) at least four months’ service on an airship in the capacity of a pilot holding an airship pilot’s licence, third class; and

(b) at least ten flights in the capacity of a pilot holding an airship pilot’s licence, third class, in an airship of greater capacity than 200,000 cubic feet, on which he handled the airship himself, under the supervision of the person in command of the airship, including departure and landing, during the whole flight if the duration thereof did not exceed four hours, and during at least four hours if the flight was of longer duration.

151. The applicant shall, subject to the provisions of regulation 157 of these Regulations, be required to undergo an examination (including practical tests) to demonstrate that he has an advanced knowledge of the examination subjects specified for a third class licence.

152. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of airships during the two years immediately preceding the date of the application.
In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant of a licence, as the Governor may consider appropriate in the circumstances of the case.

153. An applicant for the grant of a first class licence must be the holder of a balloon pilot’s licence, private or commercial, and of a flight navigator’s licence.

154. The applicant shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of airships during the two years immediately preceding the date of the application and that he has completed -

(a) at least two months’ service in an airship in the capacity of a pilot holding an airship pilot’s licence, second class; and

(b) at least five flights in the capacity of a pilot holding an airship pilot’s licence, second class, in an airship of greater capacity than 700,000 cubic feet, on which he handled the airship himself, under the supervision of the person in command of the airship, including departure and landing, during the whole flight if the duration thereof did not exceed four hours, and during at least four hours if the flight was of longer duration. Each flight must have been of at least one hour’s duration with a minimum of fifteen hours for the five flights.

155. The applicant shall subject to the provisions of regulation 157 of these Regulations, be required to undergo an examination (including practical tests) to demonstrate that he has an advanced knowledge of the examination subjects.
specified for a third class licence.

156. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of airships during the two years immediately preceding the date of the application. In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant of a licence, as the Governor may consider appropriate in the circumstances of the case.

157. An applicant who has at any time qualified as a pilot of airships in any of Her Majesty’s air forces may, at the discretion of the Governor and according to the applicant’s qualifications and experience, be exempted from all or any part of the technical requirements applicable to the class of licence to which the application relates.

Commercial Pilot’s Licence (Soaring Gliders)

158. (1) An applicant for the grant of a commercial pilot’s licence (soaring gliders) must be not less than nineteen years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed six months.

159. A licence shall include an aircraft rating specifying the types of gliders which, subject to regulation 160 of these Regulations, the holder is entitled to fly.

160. The licence shall entitle the holder to fly as pilot in charge or as second pilot of

(a) any type of glider of which the maximum total weight authorised does not exceed 1,250 lbs.; and
161. The applicant shall be required to produce satisfactory evidence that he has had at least fifty hours’ flying experience (i.e. in free flight, not towed flight) as pilot in charge of a glider, including twenty-five winch launchings and ten completed aero-tow launchings, of which not less than three hours, including ten winch launchings and three completed aero-tow launchings, must have been carried out during the twelve months immediately preceding the date of the application.

162. (1) The applicant shall, subject to the provisions of regulation 164 of these Regulations, be required to undergo the following practical tests in a glider of which the maximum total weight authorised does not exceed 1,250 lbs.

(a) a free flight of not less than one minute’s duration in the course of which the candidate shall manoeuvre the glider so that its flight path is in the form of the letter “S”, followed by a normal landing;

(b) a free flight, during which height is not lost over a continuous period of at least five minutes, followed by a landing made within 100 yards of a point fixed beforehand by the candidate. A barograph chart endorsed by a Royal Aero Club Observer will be accepted as evidence as an alternative to visual observation of the flight but not of the landing;

(c) two winch launchings; and

(d) two completed aero-tow launchings.
(2) Where the application relates to a glider of which the maximum total weight authorised exceeds 1,250 lbs. the applicant may be required to undergo such flying tests as the Governor may consider appropriate in the particular case.

(3) The tests shall be subject to the following conditions -

(a) the candidate shall be alone in the glider;

(b) the tests may be carried out in any order;

(c) the tests shall be carried out within a maximum period of six months or within such longer period as may be authorised by the Governor;

(d) the tests shall be witnessed by properly accredited examiners who shall deposit their reports with the appropriate authorities. The reports shall give full details of the flights and particulars of the landings; and

(e) the candidate shall, before each test, furnish the examiners with proof of his identity.

163. The applicant shall, subject to the provisions of regulation 164 of these Regulations, be required to undergo an examination as to his practical knowledge of aviation law, with particular reference to the Order and the Regulations issued thereunder, also knowledge of any information notified with respect to the responsibilities of a pilot.

164. At the discretion of the Governor –

(i) an applicant who is the holder of a commercial pilot’s licence (trailing gliders)
may be exempted from the above technical examination;

(ii) an applicant who is the holder of a flying machine pilot’s licence may be exempted from the above technical examination;

(iii) an applicant who produces satisfactory evidence that he has at any time been employed as a pilot in any of Her Majesty’s air forces may, according to his qualifications and his experience in respect of soaring flight, be exempted from the above practical flying tests; and

(iv) an applicant who holds a British Gliding Association Gliding Certificate issued within the period of two years immediately preceding the date of the application may be exempted from the technical examination referred to in regulation 163 and from the flying tests specified at (a) and (b) in paragraph (1) of regulation 162 of these Regulations.

165. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has carried out as pilot in charge of a glider not less than two hours flying during the twelve months immediately preceding the date of the application, or in default thereof, to carry out the practical flying tests specified in regulation 162 of these Regulations.
166. (1) An applicant for the grant of a commercial pilot’s licence (trailing gliders) must be not less than nineteen years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed six months.

167. A licence shall include an aircraft rating specifying the types of gliders which, subject to regulation 168 of these Regulations, the holder is entitled to fly.

168. The licence shall entitle the holder to fly as pilot in charge or as second pilot of any public transport or aerial work glider, of such type as may be specified in the licence, of which the maximum total weight authorised exceeds 1,250 lbs.

169. The applicant shall, subject to the provisions of regulation 172 of these Regulations, be required to produce satisfactory evidence that he has had not less than two hundred hours flying experience, of which not less than one hundred hours must have been as a pilot in charge of gliders or flying machines, including not less than thirty hours flying as pilot in charge of a glider, during which the applicant must have carried out eighty take-offs and eighty landings, five of which take-offs and landings must have been made by night. Of this thirty hours flying not less than ten hours must have been carried out during the six months immediately preceding the date of the application:

Provided that, in the case of an applicant who has passed an approved course of flying training, the said requirement of two hundred hours flying experience may, at the discretion of the Governor, be reduced to one hundred and fifty hours.

170. The applicant shall, subject to the provisions of regulation 172 of these Regulations, undergo such practical flying tests as the Governor may require.
171. The applicant shall, subject to the provisions of regulation 172 of these Regulations, be required to undergo an examination (including practical tests) as to his knowledge of the following subjects –

(a) aviation law;

(b) air navigation;

(c) meteorology;

(d) interpretation of navigational aid identification signals;

(e) theory of flight and aircraft operating limitations;

(f) aircraft equipment and installations;

(g) airframe maintenance.

172. (1) At the discretion of the Governor –

(a) an applicant who is the holder of a commercial, senior commercial or airline transport pilot’s licence (flying machines) may according to his qualifications, be exempted from all or any part of the practical flying tests and technical examination required by regulation 170 and 171 of these Regulations;

(b) an applicant who produces satisfactory evidence that he has at any time been employed as a pilot of gliders in any of Her Majesty’s air forces may, according to his qualifications and experience, be exempted from all or any of the above
requirements as to flying experience and practical tests, and from the technical examination, except as regards the examination subject specified at (a) in regulation 171 of these Regulations;

(c) an applicant who does not satisfy the night flying requirements specified in regulation 169 or which may be required under regulation 170 of these Regulations, may be accepted as eligible for the grant, renewal or extension of a commercial pilot’s licence (trailing gliders) restricted to flights between sunrise and sunset within Belize.

(2) Any exemption granted in accordance with the provisions of sub-paragraphs (a) and (b) of paragraph (1) of this regulation may be made conditional upon the satisfactory completion of a special flying test.

173. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as pilot of a glider during the six months immediately preceding the date of the application. In default thereof he may, at the discretion of the Minister, be required to undergo all or any part of the practical flying tests and technical examination specified for the grant of a licence.

174. An applicant for the extension of a licence to include the flying of an additional type of glider shall normally be required to pass practical flying tests and a technical examination on the type of glider to which the application relates.

Flight Navigator’s Licence

175. (1) An applicant for the grant of a flight navigator’s licence must be not less than twenty-one years of age.

(2) The period for which a licence may remain in force, following
either the grant or any renewal thereof, shall not exceed twelve months.

176. The licence shall entitle the holder to act as flight navigator in any aircraft.

177. The applicant shall, subject to the provisions of regulation 180 of these Regulations, be required to produce satisfactory evidence that he has –

(a) carried out in the capacity of flight navigator not less than two hundred hours’ cross-country flying, fifty hours of which must have been carried out during the twelve months immediately preceding the date of the application, and including not less than fifty hours’ night flying; and

(b) made during flight not less than twenty-five celestial observations by day and not less than twenty-five celestial observations by night and has applied the results of such observations to the navigation of the aircraft:

Provided that, at the discretion of the Governor –

(i) in the case of an applicant who has passed an approved course of training as a flight navigator, the requirements as to flying experience specified at (a) above may be reduced to such extent as the Governor may think fit;

(ii) in the case of an applicant who has had flying experience as a pilot of public transport aircraft, one half of such experience, up to a minimum of one
hundred hours, may be reckoned towards the said requirement of two hundred hours flying.

178. The applicant shall, subject to the provisions of regulation 180 of these Regulations, be required to undergo an examination (including practical tests) as to his knowledge of the following subjects –

(a) aviation law, in so far as it affects the responsibilities of a flight navigator;

(b) air navigation, including the interpretation of navigational aid identification signals; and

(c) meteorology.

179. The details of the technical examination and the requirements as to the evidence to be furnished of flying experience are specified in handbook C.A.P. 40, “Flight Navigator’s Licence”, copies of which may be obtained on application to the Director.

180. At the discretion of the Governor, an applicant who has at any time qualified as a flight navigator in any of Her Majesty’s air forces may, according to his qualifications and experience as flight navigator, be exempted from all or any of the requirements specified in regulations 177 and 178 of these Regulations.

181. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable experience in the navigation of aircraft during the twelve months immediately preceding the date of the application. In default thereof the applicant shall, at the discretion of the Governor, be required either to -

(a) undergo further training in navigational duties in aircraft under the supervision of a person who is...
the holder of a flight navigator’s licence; or

(b) undergo all or any part of the technical examination specified for the grant of a licence.

**Flight Engineer’s Licence**

182. (1) An applicant for the grant of a flight engineer’s licence must be not less than twenty-one years of age.

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed twelve months.

183. The licence shall entitle the holder to act as flight engineer in any type of aircraft specified in the aircraft rating included in the licence.

184. The applicant shall, subject to the provisions of regulation 186 of these Regulations, be required to produce satisfactory evidence that he

(a) has had at least fifty hours experience in flight engineering duties on board the type of aircraft to which the application relates, or one of similar characteristics, during the twelve months immediately preceding the date of the application; and

(b) has demonstrated in flight to the satisfaction of the pilot in charge of an aircraft of the type to which the application relates, or one of similar characteristics, his practical knowledge of emergency procedures and his ability to take appropriate action in the event of any engine failure occurring, particularly during landings and take-offs.
185. The applicant shall, subject to the provisions of regulation 186 of these Regulations, be required to undergo an examination as to his knowledge of the following subjects, which examination will have reference to the type of aircraft to which the application relates –

(a) international air legislation;

(b) the Order, the regulations issued thereunder, and the requirements laid down in “British Civil Airworthiness Requirements” published by the Board, in so far as they affect the responsibilities of a flight engineer;

(c) the theory of flight and aerodynamics;

(d) various terms and definitions used in the operation of aircraft;

(e) general knowledge of the maintenance and functioning of airframes, power plants and related appliances;

(f) general knowledge of aircraft operation and maintenance and a detailed knowledge of the manual or manuals relating to the type of aircraft to which the application relates or one of similar characteristics;

(g) methods of effecting in flight minor repairs, adjustments and replacements;

(h) aircraft performance with respect to speed limitations, and the procedure to be followed in case of emergency, particularly in the event of fire.
in the air or power plant failure;

(i) flight planning based on loading and performance charts, fuel consumption and engine power curves. Control of power output and the mathematical computations involved;

(j) general knowledge of varying meteorological conditions and their effect on power plant operations;

(k) aircraft loading and centre of gravity computations;

(l) types of fuel and oil and fuelling procedure; and

(m) the preparation of reports, illustrated by sketches, if necessary, describing the replacement or repair required in case of damage.

186. An applicant who has at any time served as a flight engineer in any of Her Majesty’s air forces, may, at the discretion of the Governor and according to the applicant’s qualifications and experience, be exempted from all or any of the requirements specified in regulations 184 and 185 of these Regulations.

187. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable experience in flight engineering duties during the twelve months immediately preceding the date of the application, including experience on board each type of flying machine for which the renewal is desired. In default of such evidence the applicant may be required to satisfy all or any of the requirements specified for the grant or extension of a licence as the Governor may consider appropriate in the circumstances of the case.
188. An applicant for the extension of the aircraft rating of a licence to include an additional type of aircraft shall be required to satisfy the requirements specified in regulation 184. He may also, at the discretion of the Governor, be required to undergo all or any part of the technical examination specified in regulation 185 of these Regulations.

Medical Requirements

189. A person applying for the grant or renewal of a licence to act as a member of the operating crew of an aircraft shall be required to undergo a medical examination to ascertain whether his physical condition conforms with the standard of fitness, i.e., physical, visual, colour perception and hearing, applicable to the case, as specified in regulation 195. The examination will be based upon the requirements specified in regulations 197 to 210:

Provided that –

(a) an applicant who does not satisfy the appropriate medical requirements may, at the discretion of the Governor, be accepted as eligible, for the grant or renewal of a licence so far as medical requirements are concerned. Any licence granted or renewed in accordance with this proviso may be made subject to such conditions and restrictions as the Governor may consider appropriate in the particular case;

(b) if an applicant for the renewal of a licence is for the time being on duty as a member of the operating crew of an aircraft in a region distant from official medical centres the medical examination which he should normally pass to obtain renewal of the licence may exceptionally, at the discretion of the Governor –
90. The medical examinations, excepting, however, the examination referred to in proviso (ii) to regulation 189 of these Regulations, shall be carried out as follows —

(a) in the case of a student or private pilot’s licence (flying machines) or a private pilot’s licence (balloons), the examination shall be carried out by a duly qualified medical practitioner, who may be the applicant’s usual medical attendant. It shall be conducted in accordance with Form C.A.J. 26 and a copy of the appropriate form, completed as required, shall be forwarded by the medical examiner to the Director (by whom copies of the forms will be supplied on request);

(b) in the case of a commercial pilot’s licence (flying machines), a senior commercial pilot’s licence (flying machines), an airline transport pilot’s licence (flying machines), a flight navigator’s licence, a flight engineer’s licence, a commercial pilot’s licence (soaring gliders), a commercial
pilot’s licence (trailing gliders), a commercial pilot’s licence (balloons), and an airship pilot’s licence, third class, second class or first class, the medical examination shall be conducted by specially qualified medical officers appointed by or acting under the authority of the Governor. Applications for examination should be made to the Director.

191. Every applicant who presents himself for medical examination for the grant or renewal of a licence shall be required to furnish to the medical examiner a declaration signed by him stating whether he has previously undergone such medical examination and if so, where, when and with what result. A false declaration may entail the cancellation of any licence granted or renewed as a result of the examination.

192. If the holder of a licence is aware, or has reasonable grounds to suspect, that his physical, aural or eye condition has deteriorated in any respect, even if only temporarily as the result of a common minor ailment, so that it may be below the standard of medical fitness required for the grant of such a licence, he shall not act in any capacity for which he is so licensed until he is satisfied that his condition has been restored to the required standard.

193. (1) If the holder of a licence - 

(a) suffers any personal injury as the result of an accident occurring while he is acting in any capacity for which he is licensed;

(b) suffers any personal injury involving incapacity for work as the result of any accident occurring otherwise than while he is acting in any capacity for which he is licensed;
(c) suffers from any illness involving incapacity for work during twenty days or more;

he shall send notification of the occurrence, in writing, to the Director, as soon as possible in the case of accident and, in the case of illness, as soon as the period of twenty days has elapsed.

(2) The holder of a licence may after suffering any such personal injury or illness, be required to undergo a full or partial medical examination. He shall not, therefore, resume acting in any capacity for which he is licensed until he has arranged for a medical report, detailing the nature of the injury or illness, the treatment received, the progress made whilst under treatment and his present condition, to be forwarded to the Director and has, in the light of such report, either been examined and pronounced fit or has been informed by the Director that an examination is not required.

(3) Pregnancy shall be regarded as incapacitating the holder of a licence from carrying out flying duties. As soon as the condition has been diagnosed the holder of a licence shall cease flying and shall not again fly until she has, in due course, been examined and pronounced fit.

194. The medical examinations required for the purpose of regulation 193 of these Regulations, shall conform with the same conditions and standards as for the grant or renewal of a licence, except, however, as provided in proviso (ii) to regulation 189 of these Regulations.

195. The standards of fitness appropriate to the various classes of licences are as set out below:

(a) Private Pilot’s Licence (Flying Machines)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Standard</th>
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<tbody>
<tr>
<td>Physical Standard</td>
<td>No. 3</td>
</tr>
<tr>
<td>Visual Standard</td>
<td>No. 3</td>
</tr>
<tr>
<td>Colour Perception Standard</td>
<td>No. 1</td>
</tr>
</tbody>
</table>
Civil Aviation

Hearing Standard ............................................... No. 2

(b) Commercial Pilot’s Licence (Flying Machines)

- Physical Standard ............................................... No. 1
- Visual Standard .................................................... No. 1
- Colour Perception Standard ........................... No. 1
- Hearing Standard ........................................... No. 1

(c) Senior Commercial Pilot’s Licence (Flying Machines)

- Physical Standard ............................................... No. 1
- Visual Standard .................................................... No. 1
- Colour Perception Standard ........................... No. 1
- Hearing Standard ........................................... No. 1

(d) Airline Transport Pilot’s Licence (Flying Machines)

- Physical Standard ............................................... No. 1
- Visual Standard .................................................... No. 1
- Colour Perception Standard ........................... No. 1
- Hearing Standard ........................................... No. 1

(e) Private Pilot’s Licence (Balloons)

- Physical Standard ............................................... No. 3
- Visual Standard .................................................... No. 3
- Colour Perception Standard ........................... No. 1
- Hearing Standard ........................................... No. 2

(f) Commercial Pilot’s Licence (Balloons)

- Physical Standard ............................................... No. 2
- Visual Standard .................................................... No. 3
(g) **Airship Pilot's Licence, Third Class and Second Class**

Physical Standard ........................................... No. 2
Visual Standard ............................................... No. 3
Colour Perception Standard .............................. No. 1
Hearing Standard ............................................... No. 2

(h) **Airship Pilot's Licence, First Class**

Physical Standard ........................................... No. 2
Visual Standard ............................................... No. 3
Colour Perception Standard .............................. No. 1
Hearing Standard ............................................... No. 2

(i) **Commercial Pilot's Licence (Soaring Gliders)**

Physical Standard ........................................... No. 2
Visual Standard ............................................... No. 1
Colour Perception Standard .............................. No. 1
Hearing Standard ............................................... No. 2

(j) **Commercial Pilot's Licence (Trailing Gliders)**

Physical Standard ........................................... No. 2
Visual Standard ............................................... No. 1
Colour Perception Standard .............................. No. 1
Hearing Standard ............................................... No. 2

(k) **Flight Navigator's Licence**

Physical Standard ........................................... No. 2
Visual Standard ................................. No. 2
Colour Perception Standard .................. No. 1
Hearing Standard .............................. No. 1

(l) Flight Engineer’s Licence

Physical Standard ................................. No. 2
Visual Standard ................................. No. 3
Colour Perception Standard ................. No. 1
Hearing Standard .............................. No. 1

196. A person who is the holder of a flying machine pilot’s licence (private or commercial) and who has been granted or makes application for, an instrument rating shall be required to satisfy Hearing Standard No. 1.

Physical Requirements

197. The medical examination and assessment will be based on the following requirements of mental and physical fitness:

(a) The applicant shall be required to be free from such active or latent, acute, or chronic, physical disability, as would entail a degree of functional incapacity which is likely to interfere with the safe handling of an aircraft at any altitude throughout a prolonged or difficult flight.

(b) The medical examination will include a full inquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by him and will be taken into consideration by the medical examiner.
(c) **Examination of the nervous system** - The applicant shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe handling of an aircraft. Cases of past or present insanity and cases in which syphilis, past or present, has affected the central nervous system will be assessed as permanently unfit.

As to injuries of the head –

(i) Cases of simple concussion, or simple fracture of the skull without associated intracranial injury will be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight. If the applicant has been incapacitated for a period in excess of one month the licence if renewed will be valid only for a period of two months in the first instance, thereafter its validity will be restricted to consecutive periods of two months until the medical examiner is satisfied that the after-effects of the concussion or fracture are no longer likely to cause a sudden incapacity in flight.
(ii) Cases of head injury associated with intracranial injuries will be assessed as permanently unfit if a local lesion of the brain or meninges persists.

(iii) Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault will be assessed as permanently unfit.

(d) General surgical examination - The applicant shall be required to be completely free from hernia.

Cases of active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease will be assessed as unfit. Cases of functional after effects of lesions affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe handling of aircraft at any altitude throughout a prolonged or difficult flight may be assessed as fit.

Cases of sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression will be assessed as unfit.

Cases of extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude will be assessed as unfit.
Cases of sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression will be assessed as unfit. Cases of compensated nephrectomy without hypertension or uraemia may be assessed as fit.

An applicant who has undergone a major operation on the biliary passages or the digestive tract or its adnexae, or the urinary system, which has involved a total or partial excision or a diversion of any of these organs will be assessed as unfit until such time as the medical examiner having access to the details of the operation concerned considers that the effects of the operation are not liable to cause sudden incapacity in the air.

(e) General medical examination - The heart shall not possess any abnormality, congenital or acquired, which is likely to interfere with the safe handling of aircraft. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within “normal” limits.

The systolic and diastolic blood pressures shall be within normal limits.

There shall be no significant functional or structural abnormality of the circulatory tree.
There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. In the case of an examination, for the first grant of a licence, radiography will form a part of the chest examination, and similar radiographic examinations will be carried out as necessary thereafter.

Cases of pulmonary emphysema will not be assessed as unfit unless the condition is causing symptoms.

Cases of active pulmonary tuberculosis will be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit. Cases of doubt about the activity of a lesion, where symptoms of activity of the disease are lacking, clinically, will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three month period, a further radiographic record will be made and compared carefully with the original. If there is no sign of extension of the disease and there are no general symptoms nor symptoms referable to the chest, the applicant may be assessed as fit for a period of three months. Thereafter, provided there continues to be no sign of extension of the disease as shown by radiographic examinations carried out at the end of each three month period, the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least two years and comparison of all the radiographic records shows no changes or only retrogression of the lesion, the lesion will be regarded as
“quiescent” or “healed”.

Cases of disabling disease with important impairment of the functioning of the gastro-intestinal tract and its adnexae will be assessed as unfit.

Cases of significant metabolic, nutritional or endocrine disorders will be assessed as unfit. Proven cases of diabetes mellitus will be assessed as permanently unfit; doubtful cases will be assessed as unfit until the condition is proven to be non-diabetic.

Cases of severe and moderate enlargement of the spleen persistently below the costal margin will be assessed as unfit.

Cases of significant localised and eneral enlargement of the lymphatic glands and of diseases of the blood will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.

Cases presenting any signs of organic disease of the kidneys will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical examiner to be pathological. Cases of the affections of the urinary passages and of the genital organs will be assessed as unfit; those due to transient conditions may be assessed as temporarily unfit.

An applicant who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone
adequate treatment. An applicant showing any clinical signs of active syphilis will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three month period, provided the applicant furnishes proof, satisfactory to the medical examiner, that he has undergone adequate treatment in the interim and that the serological reaction for syphilis is negative, he may be assessed as fit but where a licence is granted or renewed in these circumstances it will be valid only for a period of three months in the first instance. Thereafter, provided serological reactions for syphilis continue to be negative at the end of each three months' period the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least three years and the serological reactions have continued to be negative, the restriction on the period of validity of the licence may be removed. In cases where the serological reaction for syphilis remains persistently positive, examinations of the cerebrospinal fluid at the end of each period of six months with negative results may be accepted in lieu of negative serological reactions at the end of each period of three months.

Applicants of the female sex who have a history of severe menstrual disturbances that have proven unamenable to treatment and that are likely to interfere with the safe handling of aircraft will be assessed as unfit.
In the event of pregnancy the applicant will be assessed as temporarily unfit until, at least, after the pregnancy has been terminated. After confinement or miscarriage the applicant will not be permitted to exercise the privileges of the licence until she has undergone a medical examination and been assessed as fit. Cases of applicants of the female sex who have undergone gynaecological operations will be considered individually.

(f) Eye examination - The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is likely to interfere with its proper function to an extent that would jeopardise safety in flight.

(Note: The details of the Visual Requirements are specified in regulations 200 to 204 and those for Colour Perception in regulations 205 and 206 of these Regulations).

(g) Ear examination - There shall be –

(i) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(ii) no unhealed (unclosed) perforation of the tympanic membranes except that a dry perforation of non-infectious origin need not render the applicant unfit;

(iii) no permanent obstruction of the Eustachian tubes;
(iv) no permanent disturbances of the vestibular apparatus.

(NOTE: The details of the Hearing Requirements are specified in regulations 207 to 210 of these Regulations).

(h) **Nose, throat and mouth examination** - There shall be free nasal air entry on both sides. There shall be no serious malformation nor serious, acute or chronic, affection of the buccal cavity or upper respiratory tract. Applicants with significant defects of speech will be assessed as unfit.

198. The medical examination and assessment will be based on the following requirements of mental and physical fitness:

(a) The applicant shall be required to be free from such active or latent, acute or chronic physical disability, as would entail a degree of functional incapacity which is likely to interfere with the safe performance of the duties at any altitude throughout a prolonged or difficult flight.

(b) The medical examination will include a full inquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by him and will be taken into consideration by the medical examiner.

(c) **Examination of the nervous system** - The applicant shall have no history of significant or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required
to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe performance of the duties. Cases of past or present insanity and cases in which syphilis, past or present, has affected the central nervous system will be assessed as permanently unfit.

As to injuries of the head:

(i) Cases of simple concussion, or simple fracture of the skull without associated intracranial injury will be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight. If the applicant has been incapacitated for a period in excess of one month the licence if renewed will be valid only for a period of two months in the first instance, thereafter its validity will be restricted to consecutive periods of two months until the medical examiner is satisfied that the after-effects of the concussion or fracture are no longer likely to cause a sudden incapacity in flight.

(ii) Cases of head injury associated with intracranial injuries will be assessed permanently unfit if a local lesion of the brain or meninges persists.

(iii) Cases of head injury in which there has been
an operation on the skull with loss of bony substance involving the two tables of the cranial vault will be assessed as permanently unfit.

(d) General surgical examination - The applicant shall be required to be completely free from hernia.

Cases of active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease will be assessed as unfit. Cases of functional after effects of lesions affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe performance of the duties may be assessed as fit.

Cases of sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression will be assessed as unfit.

Cases of extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude will be assessed as unfit.

Cases of sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression will be assessed as unfit.
Cases of compensated nephrectomy without hypertension or uraemia may be assessed as fit. An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, or the urinary system, which has involved a total or partial excision or a diversion of any of these organs will be assessed as unfit until such time as the medical examiner having access to the details of the operation concerned considers that the effects of the operation are not liable to cause sudden incapacity in the air.

\((e)\) **General medical examination** - The heart shall not possess any abnormality, congenital or acquired, which is likely to interfere with the safe performance of the duties. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculo-ventricular dissociation may be regarded as coming within “normal” limits.

The systolic and diastolic blood pressures shall be within normal limits.

There shall be no significant functional or structural abnormality of the circulatory tree.

There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. In the case of an examination for the first grant of a licence, radiography will form a part of the chest
examination, and similar radiographic examinations will be carried out as necessary thereafter.

Cases of pulmonary emphysema will not be assessed as unfit unless the condition is causing symptoms.

Cases of active pulmonary tuberculosis will be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit. Cases of doubt about the activity of a lesion, where symptoms of activity of the disease are lacking, clinically, will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three month period, a further radiographic record will be made and compared carefully with the original. If there is no sign of extension of the disease and there are no general symptoms nor symptoms referable to the chest, the applicant may be assessed as fit for a period of three months. Thereafter, provided there continues to be no sign of extension of the disease as shown by radiographic examinations carried out at the end of each three month period, the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least two years and comparison of all the radiographic records shows no changes or only retrogression of the lesion, the lesion will
be regarded as “quiescent” or “healed”.

Cases of disabling disease with important impairment of the functioning of the gastro-intestinal tract and its adnaxae will be assessed as unfit.

Cases of significant metabolic nutritional or endocrine disorders will be assessed as unfit. Proven cases of diabetes mellitus will be assessed as permanently unfit; doubtful cases will be assessed as unfit until the condition is proven to be non-diabetic.

Cases of severe and moderate enlargement of the spleen persistently below the costal margin will be assessed as unfit.

Cases of significant localised and general enlargement of the lymphatic glands and of diseases of the blood will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.

Cases presenting any signs of organic disease of the kidneys will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical examiner to be pathological. Cases of affections of the urinary passages and of the genital organs will be assessed as unfit; those due to transient conditions may be assessed as temporarily unfit.
An applicant who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment. An applicant showing any clinical signs of active syphilis will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three month period, provided the applicant furnishes proof, satisfactory to the medical examiner, that he has undergone adequate treatment in the interim and that the serological reaction for syphilis is negative, he may be assessed as fit but where a licence is granted or renewed in these circumstances it will be valid only for a period of three months in the first instance. Thereafter, provided serological reactions for syphilis continue to be negative at the end of each three month period, the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least three years and the serological reactions have continued to be negative, the restriction on the period of validity of the licence may be removed. In cases where the serological reaction for syphilis remains persistently positive, examinations of the cerebrospinal fluid at the end of each period of six months with negative results may be accepted in lieu of negative serological reactions at the end of each period of three months.

Applicants of the female sex who have a history of severe menstrual disturbances that have proven unamenable to treatment and that are likely to
interfere with the safe performance of the duties will be assessed as unfit.

In the event of pregnancy the applicant will be assessed as temporarily unfit until at least, after the pregnancy has been terminated. After confinement or miscarriage the applicant will not be permitted to exercise the privileges of the licence until she has undergone a medical examination and been assessed as fit. Cases of applicants of the female sex who have undergone gynaecological operations will be considered individually.

(f) **Eye examination** - The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is likely to interfere with its proper function to an extent that would jeopardise safety in flight.

(NOTE: The details of the Visual Requirements are specified in regulations 200 to 204 and those for Colour Perception in regulations 205 and 206 of these Regulations).

(g) **Ear Examination** - There shall be –

(i) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(ii) no unhealed (unclosed) perforation of the tympanic membranes except that a dry perforation of non-infectious origin need not
render the applicant unfit;

(iii) no permanent obstruction of the Eustachian tubes;

(iv) no permanent disturbances of the vestibular apparatus.

(NOTE: The details of the Hearing Requirements are specified in regulations 207 to 210 of these Regulations).

(h) Nose, throat and mouth examination - There shall be free nasal air entry on both sides. There shall be no serious malformation nor serious, acute or chronic, affection of the buccal cavity or upper respiratory tract. Applicants with significant defects of speech will be assessed as unfit.

199. The medical examination and assessment will be based on the following requirements of mental and physical fitness:

(a) The applicant shall be required to be free from any congenital or acquired disability causing such degree of functional incapacity as is likely to interfere with the safe handling of aircraft under ordinary conditions of flight.

(b) The medical examination will include a full inquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by him and will be taken into consideration by the medical examiner.
(c) Examination of the nervous system - The applicant shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe handling of aircraft in flight. Cases of past or present insanity and cases in which syphilis, past or present, has affected the central nervous system will be assessed as permanently unfit.

As to injuries of the head:

(i) Cases of simple concussion, or simple fracture of the skull without associated intracranial injury will be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight.

(ii) Cases of head injury associated with intracranial injuries will be assessed as permanently unfit if a local lesion of the brain or meninges persists.

(iii) Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault will be assessed as permanently unfit; cases repaired by plates ensuring
present and future integrity of the central nervous system may be assessed as fit subject to a period of one year elapsing from the time of the repair.

(d) General surgical examination - The presence of hernia will not necessarily entail an assessment of unfitness. Cases in which the medical examiner is satisfied that a well fitting appliance will adequately control the hernia may be assessed as fit, subject to the appliance being worn by the applicant whilst exercising the privileges of the licence.

Cases of active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease will be assessed as unfit. Cases of certain qualifying functional after effects of lesions affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe handling of aircraft in flight may be assessed as fit.

Cases of sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstruction due to stricture or compression will be assessed as unfit.

Cases of extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude will be assessed as unfit.
Cases of sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression will be assessed as unfit. Cases of compensated nephrectomy without hypertension or uraemia may be assessed as fit.

An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, or the urinary system, which has involved a total or partial excision or a diversion of any of these organs will be assessed as unfit until such time as the medical examiner having access to the details of the operation concerned considers that the effects of the operation are not liable to cause sudden incapacity in the air.

(e) General medical examination - The heart shall not possess any abnormality, congenital or acquired, which is likely to interfere with the safe handling of aircraft in flight. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within “normal” limits.

The cystolic and diastolic blood pressures shall be within normal limits.

There shall be no significant functional nor structural abnormality of the circulatory tree. The
presence of varicosities will not necessarily entail an assessment of unfitness.

There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. Radiography will form a part of the medical examination in all doubtful clinical cases.

Cases of pulmonary emphysema will not be assessed as unfit unless the condition is causing symptoms.

Cases of active pulmonary tuberculosis will be assessed as unfit.

Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

Cases of disabling disease with important impairment of the functioning of the gastro-intestinal tract and its adnexae will be assessed as unfit.

Proven cases of diabetes mellitus will be assessed as permanently unfit; doubtful cases will be assessed as unfit until the condition is proven to be non-diabetic.

Cases of significant localised and general enlargement of the lymphatic glands and of diseases of the blood will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.
Cases presenting any signs of organic disease of the kidneys will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical examiner to be pathological. Cases of affections of the urinary passages and of the genital organs will be assessed as unfit; those due to transient conditions may be assessed as temporarily unfit.

An applicant who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment.

In the event of pregnancy the applicant will be assessed as temporarily unfit until, at least, after the pregnancy has been terminated.

After confinement or miscarriage the applicant will not be permitted to exercise the privileges of the licence until she has undergone a medical examination and been assessed as fit.

\(f\) Eye examination - There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is likely to interfere with its proper function to an extent that would jeopardise safety in flight.

\(\text{NOTE:}\) The details of the Visual Requirements are specified in regulations 200 to 204 and those for Colour Perception in regulations 205 and 206 of these Regulations.
(g) **Ear examination** - There shall be –

(i) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(ii) no permanent disturbances of the vestibular apparatus.

(NOTE: The details of the Hearing Requirements are specified in regulations 207 to 210 of these Regulations).

(h) **Nose, throat and mouth examination** - There shall be free nasal air entry on both sides. There shall be no serious malformation nor serious, acute or chronic, affection of the buccal cavity or upper respiratory tract. Applicants with significant defects of speech will be assessed as unfit.

**Visual Requirements**

200. Visual acuity for distance shall be measured by means of a series of optotypes of Snellen or Landholt, illuminated at not less than 10 nor more than 15 foot candles and placed at a distance of 20 feet from the applicant.

201. (1) Each eye of the applicant will be tested separately. The use of contact lenses will not be permitted during the test, and the expression “correcting glasses” shall not for the purpose of the following three regulations include contact lenses.

(2) Applicants will not be permitted during the test to attempt to improve visual acuity by partially closing the eyelids so as to produce a stenopaic effect.

202. The applicant must have –

**Visual Standard No. 1.**
(a) a visual acuity for distance of at least 6/9 in each eye, with or without correcting glasses:

Provided that if this degree of visual acuity is obtained only by means of correcting glasses, the degree of vision in each eye without glasses shall not be less than 6/18 and correcting glasses equivalent to those used during the test shall be worn at all times when the applicant is exercising the privileges of any licence issued to him which requires this Standard to be attained;

(b) a near visual acuity which enables him with each eye, and either without correcting glasses or with such correcting glasses as it is his normal custom to wear, to read No. 3 on the Jaeger chart at a distance of 12 inches.

(c) not more than + 2.25 diopters of hypermetropia;

(d) normal fields of vision.

Visual Standard No. 2.

203. The applicant must have -

(a) a visual acuity for distance of at least 6/12 in each eye with or without correcting glasses:

Provided that if this degree of visual acuity is obtained only by means of correcting glasses, the degree of vision in each eye without glasses shall not be less than 6/30 and correcting glasses equivalent to those used during the test shall be worn at all times when the applicant is exercising the privileges of any licence issued to him which requires this Standard to be attained;

(b) a near visual acuity which enables him with each eye and either without correcting glasses or with such correcting glasses as it is his normal custom to wear, to read No. 3 on the Jaeger chart at a
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distance of 12 inches.

(c) normal fields of vision.

204. The applicant must have –

(a) a visual acuity for distance of at least 6/12 in each eye with or without correcting glasses:

Provided that if this degree of visual acuity is obtained only by means of correcting glasses, the degree of vision in each eye without glasses shall not be less than 6/60 and correcting glasses equivalent to those used during the test shall be worn at all times when the applicant is exercising the privileges of any licence issued to him which requires this Standard to be attained;

(b) a near visual acuity which enables him, with each eye and either without correcting glasses or with such correcting glasses as it is his normal custom to wear, to read No. 3 on the Jaeger chart at a distance of 12 inches;

(c) normal fields of vision.

Colour Perception Requirements

205. Colour perception sense shall be measured either by means of pseudo-isochromatic plates or of a suitable colour perception lantern. Tests by the latter method shall be carried out in a completely darkened room.

206. The applicant must be able readily and accurately either to read the pseudo-isochromatic plates or to identify the colour signal red, signal green, and white, when displayed by means of the colour perception lantern.
Hearing Requirements

207. The applicant must be free from any hearing defect likely to interfere with the efficient exercise by him of the privileges of the licence for which he is being examined.

208. Auditory acuity shall be measured by the following methods, either or both of which shall be employed according to the requirements of the relevant Hearing Standard –

(a) by means of a standard pure tone audiometer in a room in which the intensity of the background noise does not exceed 50 decibels;

(b) by a test of the applicant’s ability to hear normal speech.

209. In neither ear shall the applicant’s hearing loss when measured in the manner specified in subparagraph (a) of regulation 208 of these Regulations exceed 25 decibels at frequencies 500, 1000, and 2000 cycles per second and 40 decibels at a frequency of 3000 cycles per second.

210. The applicant must be able, using both ears simultaneously and standing with his back to the examiner, to hear accurately and readily conversation carried on by the examiner in normal tones at a distance of 8 feet from him in a room in which the intensity of the background noise does not exceed 50 decibels.

PART XI
TOWING

211. With reference to Article 46 of the Order, application by the holder of a flying machine pilot’s licence for a towing rating entitling the holder to fly flying machines towing gliders of which the maximum total weight authorised exceeds 1,250 lbs. should be made in writing to the Director.
212. Subject as hereinafter provided, an applicant for a towing rating shall be required to produce evidence of flying experience and undergo tests and examinations as specified in regulation 214 of these Regulations.

213. A towing rating shall not authorise the towing of a glider or gliders by more than one flying machine.

214. (1) An applicant for a towing rating must be the holder of a commercial, senior commercial or airline transport pilot’s licence (flying machines), granted under the provisions of the Order.

(2) The applicant shall be required to satisfy the requirements as to flying experience and undergo tests and examination as specified in sub-paragraphs (a), (b) and (c) below.

(a) **Flying Experience** - The applicant shall be required to produce satisfactory evidence that he has, during the twelve months immediately preceding the date of the application, carried out:

(i) as pilot in charge of a flying machine towing a glider, not less than five hours flying, including at least ten flights, not less than three of which shall have been carried out at night; and

(ii) as pilot in charge of a glider towed by a flying machine and released therefrom, not less than three hours’ flying including at least ten flights one of which shall have been carried out at night.

(b) **Practical Flying Tests** - Two flights as pilot in charge of a flying machine, of a type included in Authority limited to towing by one machine.

Requirements for grant.
Group 1 of the aircraft rating of the applicant’s licence, towing one or more gliders, during each of which flights the applicant shall, in accordance with a plan arranged beforehand, fly to the position where the glider or gliders are to be released, and after such release, drop the tow rope within the assigned area and land the flying machine at the assigned place.

In respect of one of these flights the total weight of the glider or gliders shall approximate to the maximum weight which the flying machine may be permitted to tow in the circumstances of the flight. The other flight shall be carried out at night and the position of release shall be when the flying machine is down wind of the place at which the glider or gliders are to land and is flying across wind at a suitable height above the level of that place.

The tests shall be subject to the following conditions:

(i) The tests may be carried out in any order;

(ii) the tests shall be witnessed or conducted as the case requires, by properly accredited examiners who shall deposit their reports with the appropriate authorities. The reports shall give full details of the flights, and in particular, of the landings; and

(iii) the applicant shall, before each test, furnish the examiners with proof of his identity.
(c) Technical Examination:

(i) General knowledge of the procedure for towed flights, including the systems of intercommunication which may be used; the methods of towing; the effect of variation of load, and of wind and other meteorological conditions on gliding and towed flights; the principles governing the selection of landing grounds for gliders;

(ii) knowledge of the types of gliders approved for towing by such types of flying machines included in Group 1 of the aircraft rating of the applicant’s licence as have been approved for towing; the flight characteristics of and the instruments prescribed for such types of gliders; the permissible limits of loading for such combinations of flying machines and gliders; the types of tow rope which may be used; the methods of inspection of tow ropes and quick release devices;

(iii) practical knowledge of aviation law, with particular reference to the Order and the Regulations issued thereunder, also knowledge of any information notified with respect to the responsibilities of a pilot in towing operations:

Provided that –

(i) an applicant who is the holder of a
commercial pilot’s licence (trailing gliders) may be exempted from the technical examination in the subjects specified in subparagraphs (c) (i) and (ii) of this paragraph; and

(ii) an applicant who has at any time flown as a pilot of flying machines towing gliders in any of Her Majesty’s air forces may, according to his qualifications and experience, be exempted from all or any of the above requirements as to flying experience and practical flying tests, and from the technical examination in the subjects specified in subparagraphs (c) (i) and (ii) of this paragraph. Such exemption may be made conditional upon the satisfactory completion of a special flying test.

**PART XII**

**FLYING INSTRUCTION**

215. With reference to Article 26 of the Order, application for the inclusion in a licence extension or renewal of a rating to give instruction in flying (i) flying machines, and (ii) gliders (of which the maximum total weight authorised exceeds 1,250 lbs.) towed by flying machines, should be made in writing to the Director. Such ratings may be included in a licence, extended or renewed in accordance with the requirements and conditions specified in this Part:

Provided that the requirements for the inclusion in a licence, extension or renewal of a rating to give instruction in the flying of flying machines other than aeroplanes (e.g. helicopters or gyroplanes), while generally as specified in this Part for flying machines, may be subject to such modifications as the Governor may consider appropriate in the particular case.
216. A rating may be included in a licence entitling the holder thereof to give instruction in flying in the capacity either of Instructor or of Assistant Instructor according to the qualifications of the applicant.

217. The period for which a rating to give instruction in flying may continue in operation, following either the inclusion in a licence or any renewal thereof, shall not exceed twelve months.

Flying Machines

218. (1) A rating to act in the capacity of Assistant Instructor may be included in a flying machine pilot’s licence of any class and will be limited to particular classes and types of flying machines.

(2) A rating in respect of one or more classes or types of flying machines may be extended to cover the giving of instruction in flying additional classes or types on the Governor being satisfied that the applicant has completed such examination and tests as may be appropriate in the circumstances of the case.

(3) Such a rating will be made valid only for the giving of instruction under the direction of a competent Instructor and will not authorise the holder to give directions to a pupil in regard to either the pupil’s first solo flight or his first solo cross-country flight.

(4) An applicant for an Assistant Instructor’s rating shall, subject to the provisions of regulation 220 of these Regulations, be required –

(a) to produce satisfactory evidence that he has carried out not less than one hundred hours flying as pilot in charge of a flying machine, of which, not less than thirty hours shall have been carried out on the class of flying machine to which the application relates;
(b) to produce satisfactory evidence that he has passed a flying instructor’s course, the syllabus of which has been approved;

(c) to undergo an oral examination in the subjects of such a course;

(d) to undergo a flying test, with an approved examiner on board, for the purpose of determining the applicant’s practical ability to act as an Assistant Instructor; and

(e) if the application relates to seaplanes -

(i) to undergo an oral examination for the purpose of determining his knowledge of the practical matters relating to the manoeuvring of seaplanes on the water; and

(ii) to undergo a test on a seaplane of the type or group to which the application relates, with an approved examiner on board, for the purpose of determining the applicant’s practical ability to give instruction in the handling of such seaplane on the water.

219. (1) A rating to act in the capacity of Instructor may be included in a private, commercial, senior commercial or airline transport pilot’s licence (flying machines) and will be limited to the giving of instruction on such types of flying machines, specified in the aircraft rating of the licence, as the holder is, by the terms of the licence, entitled to fly as pilot in charge.

(2) An applicant for an Instructor’s rating shall, subject to the provisions of regulation 220 of these Regulations, be required –
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(a) to produce satisfactory evidence that –

(i) he has carried out not less than four hundred hours’ flying as a pilot in charge of a flying machine, of which not less than thirty hours shall have been carried out on the class and type of flying machine to which the application relates;

(ii) his flying experience includes not less than one hundred hours’ flying in the capacity of Assistant Instructor;

(b) to undergo a flying test, with an approved examiner on board, for the purpose of determining the applicant’s practical ability to act as an Instructor; and

(c) to satisfy the requirements for a rating to act as an Assistant Instructor specified in sub-paragraphs (b), (c) and, when applicable, (e) of paragraph (4) of regulation 218 of these Regulations.

220. An applicant who has qualified as an instructor in flying flying machines in any of Her Majesty’s air forces may, according to his qualifications and experience, be exempted from all or any of the requirements specified in paragraph (4) of regulation 218 or paragraph (2) of regulation 219 of these Regulations. Such exemption may be made conditional upon the satisfactory completion of any part of the examinations and tests.

Exemptions.

Giders Towed by Flying Machines

221. (1) An applicant for a rating to give instruction in flying gliders (of which the maximum total weight authorised exceeds 1,250 lbs.) towed by flying
machines shall be required –

(a) to produce satisfactory evidence that he has carried out not less than four hundred hours’ flying as pilot in charge of a glider or flying machine, of which –

(i) not less than thirty hours’ flying and eighty landings shall have been carried out by him as pilot in charge of a glider; and

(ii) not less than twenty-five hours’ flying, including five flights during which a glider has been towed by the flying machine and released therefrom, shall have been carried out by him as pilot in charge of a flying machine;

(b) to undergo an oral examination in the subjects of a gliding instructor’s course conducted in accordance with an approved syllabus.

(2) In addition, the applicant may be required to undergo a flying test, on a flying machine or a glider towed by a flying machine, or on both, with an approved examiner on board, for the purpose of determining his practical ability to give instruction in flying gliders towed by flying machines:

Provided that an applicant (i) in whose licence there is included a rating to give instruction in flying flying machines, or (ii) who has qualified as an instructor in flying flying machines or gliders in any of Her Majesty’s air forces may, according to his qualifications and experience, be exempted from all or any of the requirements of this regulation. Such exemption may be made conditional upon the satisfactory completion of a special examination or test.
PART XIII

CAPTIVE BALLOONS, KITES AND MOORED AIRSHIPS

222. With reference to Article 39 of the Order, application for permission –

(a) to fly a captive balloon within Belize; or

(b) to fly a kite within Belize,

(i) at an altitude exceeding 200 feet above ground level; or

(ii) at any altitude if it is to be flown within a distance of 3 statute miles from the boundary of an aerodrome; or

(c) to moor an airship at any place within Belize,

should be made to the Director, and be accompanied by a map showing the exact position or positions at which the aircraft is to be flown. The map should, if the application relates to a moored airship, or to a balloon or kite which is to be moored to a stationary object on the ground or water, be on a scale of not less than 6 inches to a mile.

223. An application in respect of a captive balloon should also include –

(a) a description of the balloon and of the mooring cable and equipment to be used for operating it;

(b) particulars of the qualifications and experience of the persons to be employed in operating the balloon; and
224. The conditions normally attached to a permission given in respect of a captive balloon which is to be moored to a stationary object on the ground or water include the following—

(a) the flying ground from which the balloon is flown shall be such that in every direction from the winch to which the cable of the balloon is attached there is a distance free from obstruction of at least 100 yards or such less distance as the Governor may specify in the case of a balloon other than a spherical balloon;

(b) the balloon shall not be left unattended either by day or night unless it has been hauled down, and either has been “bagged” down or has had its ripping panel made fast to the ground;

(c) the balloon shall be securely and adequately moored and the mooring cable, and winch, if any, shall be approved.

225. (1) The following conditions as to lighting and marking shall be complied with in respect of every captive balloon or kite flown within Belize and in respect of every airship moored at any place within Belize:

CAPTIVE BALLOONS AND KITES

A. In the case of a captive balloon or kite—

(a) By night, lights shall be shown in accordance with the following provisions—
(i) the balloon or kite, when flown at an altitude exceeding 200 feet above the ground, or at any altitude if it is less than 3 statute miles from an aerodrome, shall show a group of two steady lights consisting of an unobstructed white light of at least five candles placed twelve feet vertically above an unobstructed red light of at least five candles both being visible, so far as is reasonably practicable, in all directions, and the white light being placed not less than 15 feet or more than 30 feet below the basket; or, if there is no basket, below the lowest part of the balloon or kite;

(ii) in addition, from the mooring cable of the balloon or kite there shall be displayed at intervals of 1,000 feet measured from the said group of two lights, similar groups of two lights, white and red, and, if the lowest group of lights is obscured by clouds, an additional group shall be displayed below the cloud base;

(iii) in addition, the position of the object to which the balloon or kite is moored on the ground shall be marked by a group of three flashing lights arranged in a horizontal plane at the apexes of a triangle approximately equilateral and each side of which measures at least 80 feet; one side of this triangle shall be perpendicular to the horizontal projection of the cable and shall be delimited by two red lights; the third light shall be a green light
placed opposite the direction of the cable.

(b) By day, the mooring cable of a captive balloon shall have attached to it at intervals of not more than 600 feet measured from the basket, or, if there is no basket, from the lowest part of the balloon, tubular streamers not less than 16 inches in diameter and 6 feet in length, and marked with alternate bands of white and red 20 inches in width.

(c) By day, the mooring cable of a kite shall be marked, either –

(i) in the manner required by the last preceding sub-paragraph in the case of a captive balloon; or

(ii) by streamers of stout paper attached to the cable at intervals of 300 feet measured from the lowest part of the kite, such streamers to be not less than 32 inches in length or 1 foot in width in their widest part and marked with alternate bands of white and red 4 inches wide.

(d) By way of exception to the provisions of this sub-paragraph, captive balloons and kites used for meteorological observations which, owing to their insufficient static lift, cannot display the lights and markings required by this sub-paragraph to be displayed, may be flown, subject to the permission in writing of the Governor, but only over areas which are notified as danger areas. In
every such case the position of the object to which the captive balloon or kite is moored on the ground shall be marked as required by sub-paragraph (a) (iii) of this sub-paragraph.

MOORED AIRSHIPS

B. In the case of a moored airship –

(a) when moored to a mooring mast the airship shall show by night at or near the rear an unobstructed white light of at least five candles showing, so far as is reasonably practicable, in all directions;

(b) when moored to the surface of the ground or water by a cable the airship shall show the following steady lights –

(i) an unobstructed white light of at least five candles showing ahead through angles of 110° from dead ahead to each side in its horizontal plane;

(ii) an unobstructed white light of at least five candles showing astern through angles of 70° from dead astern to each side in its horizontal plane;

(iii) in addition, the airship and its mooring cable shall be lighted or marked in accordance with such of the provisions of sub-paragraph A as are applicable in the case of a captive balloon:
Provided that -

\((a)\) in a case where it is necessary to fit more than one lamp in order to show as light required by sub-paragraph A or sub-paragraph B of this regulation, such lamps shall be fitted and constructed so that, so far as is reasonably practicable, not more than one is visible from any one point;

\((b)\) the requirements of sub-paragraph B shall not apply to an airship while picking up its moorings; and

\((c)\) an airship while picking up its moorings, although it shall be considered as making way and not being under command, shall show only the lights required by the Rules of the Air and Air Traffic Control in Schedule II to the Order to be shown until it is finally fast.

226. Regulations 225 and 226 of these Regulations have effect subject to the provisions of Article 39 of the Order as to the powers of the Governor.

**PART XIV**

**AERODROMES**

227. With reference to Article 57 of the Order, the conditions under which noise and vibration may be caused by aircraft (including military aircraft) on Government aerodromes, licensed aerodromes or on aerodromes at which the manufacture, repair or maintenance of aircraft is carried out by persons carrying on business as manufacturers or repairers of aircraft, shall be as follows, that is to say that, whether in the course of the manufacture of the aircraft or otherwise –
Civil Aviation

(a) the aircraft is taking off or landing, or

(b) the aircraft is moving on the ground or on water, or

(c) the engines are being operated in the aircraft -
   (i) for the purpose of ensuring their satisfactory performance,
   (ii) for the purpose of bringing them to a proper temperature in preparation for, or at the end of, a flight, or
   (iii) for the purpose of ensuring that the instruments, accessories or other components of the aircraft are in a satisfactory condition,

and also such special conditions, if any, as may be prescribed as respects any such aerodromes as aforesaid.

228. With reference to Article 51 of the Order, application for the grant or renewal of an aerodrome licence should be made to the Director, on a form which will be supplied by him on request.

229. An aerodrome licence may be granted for any period up to a maximum of twelve months, and on each occasion of renewal may be renewed for a period not exceeding twelve months.
SCHEDULE
[Regulation 66]

Areas Specified in Connection with the Carriage of Flight Navigators as Members of the Operating Crews of Public Transport Aircraft

The following areas are hereby specified for the purpose of regulation 66:

AREA A - ARCTIC

All that area north of latitude 66° 33' north, excluding any part thereof lying within 300 nautical miles of Norway.

AREA B - ANTARCTIC

All that area south of latitude 50° south.

AREA C – SAHARA

All that area enclosed by rhumb lines joining successively the following points:

32° north latitude 03° west longitude
24°      ''      '' 14°      ''      ''
14°      ''      '' 14°      ''      ''
18°      ''      '' 28° east      ''
24°      ''      '' 28°      ''      ''
28°      ''      '' 23°      ''      ''
32°      ''      '' 03° west      ''

AREA D - ARABIAN DESERT

All that area enclosed by rhumb lines joining successively the following points:
Civil Aviation

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>E</td>
<td>South America (Central)</td>
</tr>
<tr>
<td>F</td>
<td>South America (Patagonia)</td>
</tr>
<tr>
<td>G</td>
<td>Pacific Ocean</td>
</tr>
</tbody>
</table>

**Area E - South America (Central)**

All that area enclosed by rhumb lines joining successively the following points:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
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<tbody>
<tr>
<td>05°</td>
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<td>10°</td>
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<td>30°</td>
<td>60°</td>
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<tr>
<td>30°</td>
<td>70°</td>
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<tr>
<td>18°</td>
<td>69°</td>
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<tr>
<td>14°</td>
<td>75°</td>
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<tr>
<td>05°</td>
<td>80°</td>
</tr>
<tr>
<td>05°</td>
<td>75°</td>
</tr>
</tbody>
</table>

**Area F - South America (Patagonia)**

All that area enclosed by rhumb lines joining successively the following points:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>50°</td>
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<tr>
<td>40°</td>
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<td>40°</td>
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<td>50°</td>
<td>65°</td>
</tr>
<tr>
<td>50°</td>
<td>75°</td>
</tr>
</tbody>
</table>

**Area G - Pacific Ocean**

All that area enclosed by rhumb lines joining successively the following points:
excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

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All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "

excluding any part thereof lying within 300 nautical miles of New Zealand.

AREA H - AUSTRALIA

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
26° " " 118° " "
30° " " 118° " "
30° " " 145° " "
26° " " 145° " "
21° " " 140° " "
18° " " 123° " "

AREA I – INDIAN OCEAN

50° south latitude 110° east longitude
20° " " 110° " "
13° " " 120° " "$
AREA J – ATLANTIC OCEAN

All that area enclosed by rhumb lines joining successively the following points:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
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<tbody>
<tr>
<td>50° south</td>
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<td>19°</td>
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<td>05° south</td>
<td>30°</td>
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<tr>
<td>50°</td>
<td>55°</td>
</tr>
<tr>
<td>50°</td>
<td>15° east</td>
</tr>
</tbody>
</table>
CHAPTER 239

AIR NAVIGATION (RADIO) REGULATIONS

ARRANGEMENT OF REGULATIONS

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2. Interpretation.
3. Prohibition.

PART II
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CHAPTER 239

AIR NAVIGATION (RADIO) REGULATIONS  

(Originally made by the Governor under Article 68 of the Colonial Air Navigation Order, 1955.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

PART I

GENERAL

1. These Regulations may be cited as the AIR NAVIGATION (RADIO) REGULATIONS.

2. (1) In these Regulations, unless the context otherwise requires –

“aeronautical station” means a radio-communication land station which performs a service with aircraft stations; if, however, it also performs other services, it shall be deemed to be an aeronautical station only during the period of its service with aircraft stations;

“aircraft station” means a radio station on board an aircraft;

“Belize” means the territory of Belize and includes references to the territorial waters adjacent thereto;

“British Civil Airworthiness Requirements” means the requirements relating to radio apparatus which are incorporated in the “British Civil Airworthiness Requirements” as amended, published by the Air Registration Board, Greville House, 37 Gratton Road, Cheltenham, Gloucestershire;

“Director” means the Chief Civil Aviation Officer;

“designated international airport” means an airport designated by a Contracting State as available for use by international air services;

“flight radio operator’s licence” means a licence granted by the Governor under Article 23 of the Order to operate radio apparatus in aircraft registered in Belize;

“Governor” means the Minister for the time being having responsibility for matters relating to Air Navigation and Transport and includes, in relation to any purpose of these Regulations, any person authorised by the Minister for the purpose, and references to a person authorised by the Governor include references to the holder for the time being of any office designated by the Minister;

“licensed operator” means the holder of a flight radio operator’s licence;

“radio navigation apparatus” means radio apparatus designated to assist the navigation of the aircraft;

“the Order” means the Colonial Air Navigation Order, 1955, as from time to time amended.

(2) Subject and without prejudice to the foregoing provisions of this regulation, expressions used in these Regulations shall, unless the contrary intention otherwise requires have the same respective meanings as in the Order.

(3) Unless the context otherwise requires, these Regulations apply only to and in relation to aircraft registered in Belize.
3. No person shall cause a Type B electromagnetic wave to be emitted from an aircraft station.  

Prohibition.

4. For the purposes of these Regulations, frequencies shall be measured by the standard of measurement for the time being in use by the Permanent Secretary.  

Measurement of frequencies.

PART II

INSTALLATION AND COMPULSORY CARRIAGE OF RADIO APPARATUS

5. (1) Except as provided in this regulation, radio apparatus shall not be installed in any aircraft unless the apparatus and the installation thereof comply with the following requirements –

   (a) the apparatus shall be of a type approved in writing by the Governor as satisfying “British Civil Airworthiness Requirements” and as being suitable for the purpose for which it is intended to be used;

   (b) the apparatus shall have been constructed, tested and inspected in accordance with all relevant requirements of “British Civil Airworthiness Requirements” in a manner approved in writing by the Governor; and

   (c) the apparatus shall be installed in the aircraft in a manner approved in writing by the Governor as complying with all relevant requirements of the “British Civil Airworthiness Requirements”. Any such approval given for the purpose of this requirement shall remain in force for such period, not exceeding twelve months, as may be shown therein, but may be renewed from time to time on
application to the Governor:

Provided that the requirements of this paragraph shall not be deemed to apply to self-contained portable receivers which are not attached physically or connected electrically to the aircraft or its electrical system.

(2) Where radio apparatus manufactured elsewhere than in the United Kingdom is installed in an aircraft and in respect of such apparatus a document has been issued by the competent authorities of the State in which it was manufactured certifying that the apparatus is of a type approved by them, the Governor may, if he is satisfied that the apparatus has been designed and constructed to standards not lower than those required in respect of similar types of apparatus manufactured in the United Kingdom, and subject to such conditions as he thinks fit, confer on such documents the same validity as if it had been issued in accordance with the provisions of paragraph (1)(a) of this regulation. The provisions of paragraph (1)(c) of this regulation shall apply to such apparatus and to the installation of such apparatus in the aircraft.

Carriage of radio apparatus.

6. (1) Subject to the provisions of paragraph (3) of this regulation and to the provisions of regulation 7:

(A) No aircraft shall carry out a flight –

(i) in circumstances which require it to communicate by radio with Air Traffic Control in order to comply with the Rules of the Air and Air Traffic Control in Schedule II to the Order unless it is equipped with radio apparatus capable of maintaining two-way communication with the appropriate aeronautical stations at any time during the flight; or
(ii) under Instrument Meteorological Conditions within a control area or a control zone unless it is equipped with radio navigation apparatus capable of enabling the aircraft to be navigated in accordance with the flight plan submitted to the appropriate Air Traffic Control and with any instructions received from Air Traffic Control.

(B) No public transport aircraft, except a public transport aircraft which is being used solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aircraft, shall carry out a flight –

(i) under Instrument Flight Rules outside control areas and control zones unless it is equipped with radio apparatus capable of maintaining two-way communication with at least one aeronautical station at any time during the flight and of enabling the aircraft to be navigated in accordance with the plan for the flight;

(ii) under Visual Flight Rules over a route where navigation is not or cannot be effected by visual reference to landmarks unless it is equipped with radio apparatus capable of maintaining two-way communication with at least one aeronautical station at any time during the flight and of enabling the aircraft to be navigated in accordance with the plan for the flight;
(iii) under Visual Flight Rules or Instrument Flight Rules unless it is equipped with radio apparatus capable of maintaining two-way communication with the appropriate aeronautical station for purposes of aerodrome control or approach control when arriving at or departing from a designated international airport or an aerodrome in Belize which has been notified for the purposes of this requirement;

(iv) under Visual Flight Rules over water beyond gliding distance from the nearest shore unless it is equipped with radio apparatus capable of maintaining continuous communication with an aeronautical station;

(v) under Instrument Flight Rules unless it is equipped with radio apparatus capable of receiving messages containing meteorological information transmitted by aeronautical stations for the assistance of aircraft; provided that if the said messages can be received by means of the radio apparatus carried in the aircraft in accordance with sub-paragraph B (i) of paragraph (1) of this regulation additional apparatus for the purpose of this sub-paragraph need not be provided; or

(vi) in the course of which it may have to land at an aerodrome in IFR weather conditions unless it is equipped with radio apparatus capable of receiving signals transmitted by
an aeronautical station for the purpose of
guiding the aircraft to a point above the
aerodrome from which a visual landing can
be effected.

(2) Radio apparatus carried in aircraft in accordance with the
requirements of this regulation shall be in working order and shall be as notified
in respect of the type of apparatus and the radio frequency employed, or, if no
such notification is made, shall be suitable for satisfactory operation at the altitude
or altitudes at which the flight is planned to be carried out and in the conditions
obtaining on the route to be flown.

(3) In exceptional circumstances exemption from compliance with
all or any of the requirements of this regulation and of regulation 7 may be
granted by the Governor in respect of any aircraft or type of aircraft and subject
to any conditions he may think fit. In particular, the Governor may grant such
exemption in any case where, owing to the absence of radio facilities available
for air navigation, it appears to him that the carriage in the aircraft of radio
navigation apparatus would serve no useful purpose.

7. Subject to the provisions of paragraph (3) of regulation 6, the following
requirements of this regulation relating to the carriage of licensed flight radio
operators shall apply in respect of aircraft required to be equipped with radio
apparatus in accordance with the provisions of regulation 6 –

(a) the aircraft shall carry at least one licensed flight
radio operator qualified under the terms of his
licence to operate, for the sending and receiving
of morse or spoken messages, the radio apparatus
with which the aircraft is equipped;

(b) if the aircraft carries out two-way communication
by means of morse code and is flown under
Instrument Flight Rules within a control area or a
control zone, the flight radiotelegraphy operator shall be a separate person from any other member of the operating crew and, while on duty as a flight radiotelegraphy operator, shall not carry out any duties in the aircraft other than those of a flight radiotelegraphy operator;

(c) if the aircraft carries out two-way communication by means of morse code as distinct from spoken messages, the flight radio operator (if he is the holder of the appropriate pilot’s licence) shall not act in the capacity of pilot of the aircraft except in case of emergency and as a temporary measure;

(d) if the aircraft is employed on a scheduled journey the Governor may, at his discretion, require further conditions to be complied with in respect of the flight radio operators and the radio apparatus to be carried in the aircraft, according to the particular circumstances of the case.

8. The following provisions of this paragraph of this regulation shall apply to flights on which the requirements specified in regulations 6 and 7 are required to be complied with -

(a) before commencing any such flight, the person in command of the aircraft shall satisfy himself that the aircraft is equipped with radio apparatus in accordance with the requirements of regulation 6, and that such apparatus is fit in every way, for the flight, and in the case of a public transport aircraft, other than a training aircraft that a certificate of serviceability has been issued in accordance with the provisions of paragraph (2)
of regulation 10 and is in force. If a flight radiotelegraphy operator other than the pilot is to be carried on such flight, he shall be responsible for furnishing such information to the person in command as will enable him so to satisfy himself;

(b) if the radio apparatus becomes defective during the flight the aircraft shall comply with such of the Rules of the Air in Schedule II to the Order as may be appropriate in the circumstances of the case;

(c) in this and the following two regulations the expression “training aircraft” means a public transport aircraft the use of which in the public transport category is wholly limited to flights made for the purpose of training persons carried in the aircraft to perform duties in the aircraft.

PART III
MAINTENANCE AND OVERHAUL OF RADIO APPARATUS

9. (1) The provisions of this regulation shall apply to aircraft stations installed in public transport aircraft other than training aircraft.

(2) The aircraft station shall be examined at intervals in accordance with a maintenance schedule approved by the Governor, and for this purpose there shall be provided by the operator of the aircraft, for the use of persons employed on the maintenance of the aircraft station, data in the form of manuals or other suitable publications, giving essential information as to the operation and procedures necessary for the servicing and maintenance of the aircraft station. The examination shall extend to all accessories on board the aircraft installed to ensure the efficient working of the aircraft station and its correct
tuning and shall include the bonding of the aircraft station.

(3) The place and date of every such examination and of any other examination and of any action taken to rectify defects shall be recorded and certified in a suitable book by the holder of an aircraft radio maintenance engineer’s licence granted or rendered valid by the Governor.

10. (1) The provisions of this regulation shall apply to flights by public transport aircraft other than training aircraft in circumstances in which the carriage of radio equipment is prescribed by regulation 6.

(2) Except as provided by paragraph (6) of this regulation, no such flight shall be commenced unless the aircraft station is fully serviceable and has been examined and found to have been maintained in accordance with the maintenance schedule prescribed in paragraph (2) of regulation 9 and a certificate of serviceability in the following form, or in such other form as may be approved by the Governor as suitable for the purpose, is in force -

Aircraft Radio Station Certificate of Serviceability

Aircraft Type ..........................................
Registration Marks .................................

I hereby certify that, with the exception of the items listed below, the radio station in the above aircraft is fully serviceable and that all maintenance and examination in accordance with the approved maintenance schedule for that station has been carried out and that all adjustments and rectifications found necessary have been made and examined to my satisfaction.

(Give details, in the space below, of any unserviceable apparatus. If none write “no items unserviceable”.)

Signed ...............................
Aircraft Radio Maintenance Engineer:

Licence No. .................................................................

Time of issue .........................................................

Dated at ............................................................., this ......................

day of ............................................................., 20

(3) (i) Prior to the issue of a certificate of serviceability the operator of the aircraft shall furnish such information as may be necessary to enable the aircraft radio maintenance engineer, who is to sign the certificate, to be satisfied that up to the time of issue of such certificate all maintenance and examination required to be carried out in accordance with the approved maintenance schedule for the aircraft station has been so carried out;

(ii) a certificate of serviceability, which shall be prepared in ink or indelible pencil, shall be issued at such periods as may be laid down in the maintenance schedule for the aircraft station;

(iii) a certificate of serviceability shall be issued by the holder of an aircraft radio maintenance engineer’s licence granted or rendered valid by the Governor, shall be made out in the prescribed manner and signed in duplicate, and shall come into force immediately after it has been issued;

(iv) one duplicate copy of a certificate of serviceability shall be carried in the aircraft and shall be kept with the journey log book of the aircraft, whenever such log book is required to be carried in the aircraft, until a further certificate is issued. The other duplicate copy of the certificate shall be retained by the operator of the aircraft and preserved by him for a minimum
period of six months.

(4) A certificate of serviceability shall cease to be in force at a time when a new certificate is required to be issued in accordance with the terms of the approved maintenance schedule for the aircraft station to which it relates.

(5) (i) If any of the radio apparatus comprising an aircraft station is unserviceable, details of the defective apparatus shall be recorded in the certificate of serviceability and the aircraft may then fly provided that the circumstances of the flight are such that carriage in the aircraft of radio apparatus of that type is not compulsory under the provisions of regulation 6;

(ii) exceptionally, when an aircraft is located away from its operating base and, through unforeseen circumstances, a certificate of serviceability relating to the aircraft station installed therein ceases to be in force and facilities for complying with the provisions of paragraphs (2) and (3) of this regulation are not available, the aircraft may continue to fly without a further certificate having been issued until it arrives at a place where such facilities are available, provided that the person in command thereof is satisfied that the aircraft station, or such of the radio apparatus thereof as is required to be carried under the provisions of regulation 6, is functioning satisfactorily.

(6) On the completion of every flight a flight radio operator carried on that flight shall record whether the aircraft station was functioning satisfactorily during the flight, and, in the event of any defect having been disclosed, shall record the nature of the defect. The record shall be handed by the person in command of the aircraft to the operator of the aircraft and shall be preserved by him for a minimum period of six months.

11. (1) The provisions of this regulation shall apply to radio apparatus installed or intended to be installed in public transport aircraft.

(2) Except as provided by paragraph (6) of this regulation the
overhaul, repair, replacement or modification of such apparatus, excluding such minor repairs as would in accordance with ordinary aeronautical practice be carried out by the operating crew, shall only be undertaken by, or under the supervision of, the holder of an aircraft radio maintenance engineer’s licence granted or rendered valid by the Governor, or by a person or firm approved for this purpose by the Governor (hereinafter in this regulation called an “approved person or firm”).

(3) The work shall be carried out in all essential respects in accordance with the design approved by the Governor in conformity with which the apparatus was constructed, including such modifications as have been so approved for embodiment therein, or, alternatively shall be undertaken in accordance with any requirements made by the Governor.

(4) All materials used shall be as approved by the Governor for the design in conformity with which the apparatus was constructed or as otherwise so approved.

(5) Particulars of any overhaul, repair, replacement of modification shall be recorded and certified in a suitable book by the holder of an aircraft radio maintenance engineer’s licence granted or rendered valid by the Governor, or by or on behalf of an approved person or firm. This certificate shall be in the following form, or in such other form as may be approved by the Governor as suitable for the purpose:

Aircraft Radio Station or Aircraft Radio Apparatus Certificate of Overhaul or Repair

Aircraft Type ..................................................  
Registration Marks .................................  

or

Details of Aircraft Radio Apparatus ...............................  
................................................................................................
................................................................................................
I hereby certify that in carrying out the overhaul, repair, replacement or modification specified below, all the conditions and requirements of the Air Navigation (Radio) Regulations for the time being in force which are applicable thereto have been complied with.

(Give details in the space below.)

Signed

Dated at ................................ this ........................................
day of ........................................, 20 ..........................................

Number of Aircraft Radio Maintenance Engineer’s Licence ...................

If the person certifying does not hold a valid aircraft radio maintenance engineer’s licence, but is authorised by an approved person or firm to sign the certificate on their behalf, the following additional details shall be given:

(i) Name of approved person or firm .........................

(ii) Address of approved person or firm ......................

(6) (i) Exceptionally, when an aircraft is located away from its operating base, the person in command of the aircraft may, in emergency only, authorise the temporary repair of the aircraft station installed therein to be undertaken by a person other than as specified in paragraph (2) of this regulation;

(ii) in such cases particulars of the occurrence and of the work carried out shall be recorded in a suitable book by a flight radio operator carried in the aircraft and this book shall be handed by the person in command of the aircraft to the operator of the aircraft at the earliest opportunity. The
operator of the aircraft shall cause the aircraft station to be examined by a person in possession of an aircraft radio maintenance engineer’s licence granted or rendered valid by the Governor, or by an approved person or firm, as soon as possible after such an occurrence.

(7) All records relating to overhaul, repair, replacement or modification shall be retained by the operator of the aircraft in which the apparatus is installed, or intended to be installed, and shall be preserved by him for a minimum period of two years.

12. The operator of an aircraft registered in Belize shall, on demand made by persons authorised in writing for this purpose by the Governor, produce or cause to be produced any record or certificate made or given in accordance with the requirements prescribed in Regulations 9, 10 and 11.

13. Any aircraft station (other than an aircraft station comprising only the radio apparatus specified in the proviso to paragraph (1) of Regulation 6) may be inspected by persons authorised in writing for this purpose by the Governor in order to ensure that its nature, installation and condition are such that it can be employed without prejudice to the safety of the aircraft or to the efficiency of the radio services.

**PART IV

OPERATION OF RADIO APPARATUS**

14. Except as otherwise provided in this Part, radio apparatus in aircraft shall be operated in compliance with these Regulations and in conformity with—

(a) the conditions contained in the licence issued by the Administrative Secretary, Housing and Planning in respect of the use of radio apparatus in the aircraft; and

**Production of records and certificates.**

**Inspection of station.**

**Operation.**
Provided that nothing in these Regulations shall exempt an aircraft, when flying outside Belize, from complying with any regulations in force in the country flown over.

15. Except that watch may be discontinued for reasons of safety (e.g. danger of lightning or danger arising from a defect in the aircraft station as mentioned in regulation 17) and subject to the provisions of regulation 18 –

(a) every aircraft required by Part II of these Regulations to be equipped with radio apparatus; and

(b) every aircraft, whether registered in Belize or elsewhere, flying in circumstances which require it to communicate with Air Traffic Control in order to comply with the Rules of the Air in Schedule II to the Order,

shall carry out a continuous watch on the calling frequency in use in the area flown over, unless it has been exempted therefrom by the aeronautical station with which it is in communication.

16. No aircraft, whether registered in Belize or elsewhere, or unregistered, shall send radio messages or signals while flying within Belize except in accordance with the conditions of the aircraft station licence and in the following circumstances:

(a) when sending is necessary to ensure the safety of any aircraft or of persons on board aircraft;
Civil Aviation

(b) when sending is necessary in order to comply with the instructions contained in Chapters III, IX, XI, XVI, XIX, XX and XXIII to XXVIII inclusive, of “Civil Aviation Communications Handbook”;

(c) when sending is required by the procedure prevailing on the route on which the aircraft is flying;

(d) in accordance with the special permission in writing given by the Governor.

17. An aircraft which is equipped with an aircraft station having a defect such as to impair the safety of the aircraft shall not undertake any flight until the aircraft station has been rendered safe, or, if such defect occurs during flight, shall land as soon as possible unless the aircraft station can be and is speedily rendered safe during flight.

18. An aircraft station which is in such a condition that it cannot be employed without causing interference to the efficiency of the radio-communication service of air navigation shall not be used (a) in an aircraft registered in Belize wherever the aircraft may be, or (b) in an aircraft registered elsewhere than in Belize, or in an unregistered aircraft, when such aircraft is flying within Belize.

19. No person shall send any message or signal from an aircraft station on a frequency which is not notified for use by aircraft stations.

20. Radio apparatus installed in an aircraft shall not be operated for the purpose of sending morse or spoken messages otherwise than by a licensed flight radio operator and in accordance with the privileges attaching to his licence:

Provided that

(a) if a licensed flight radio operator has become

Defect in aircraft station.

Aircraft station causing interference.

Prohibited frequency.

Persons authorised to operate.
incapacitated during a flight the person in command of the aircraft may, as a temporary measure, authorise a person not licensed for the purpose to work the apparatus for sending and receiving distress, urgency and safety messages, messages relating thereto and messages or signals regarding the navigation of the aircraft;

(b) the Governor may, at his discretion, grant permission to particular persons, or to persons of such classes or description as he may specify, not being licensed flight radio operators, to operate radio apparatus in aircraft for sending spoken messages to aeronautical stations in Belize, or to aircraft flying within Belize, on frequencies above 60 mc/s. that are not regarded internationally as frequencies to be used by aircraft on international flights. Any such apparatus worked by unlicensed operators shall be incapable of easy adjustment for changing frequencies to any other than those for which the apparatus is licensed, and shall be worked in accordance with such conditions as may be attached to the permission.

Telecommunication log books. 21. With reference to Article 27 (3) of the Order, telecommunication log books shall be kept by the persons and entries in such books shall include the particulars and be made and signed in the form and manner specified in Chapter III of the “Civil Aviation Communications Handbook”.

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PART V
LICENSING OF FLIGHT RADIO OPERATORS AND
AIRCRAFT RADIO MAINTENANCE ENGINEERS

22. With reference to Article 23 of the Order, application for the grant or renewal of a licence to act in the capacity of flight radio operator, or for an extension of a rating included in such a licence, should be made to the Director, on a form which will be supplied by him on request.

23. Licences may be granted only to applicants who have reached the minimum ages indicated below –

   (a) for a flight radiotelephony operator’s restricted licence ......................................................... 17 years

   (b) for a general flight radiotelephony operator’s licence ............................................................. 18 years

   (c) for a first class radiotelegraphy operator’s licence (temporary) ............................................. 18 years

   (d) for a first class flight radiotelegraphy operator’s licence ......................................................... 20 years

24. An applicant for the grant of a flight radio operator’s licence shall be required to satisfy the following conditions –

   (a) be a natural-born Belizean citizen or a citizen of a country belonging to the Commonwealth, whose father or mother is (or was at death) a Belizean citizen, or citizen of a country belonging to the Commonwealth, or irrespective of parents’ nationality, a Belizean citizen or citizen of a country belonging to the Commonwealth (natural-born or
naturalised) who has been either resident in the Commonwealth or employed in the service of the Crown for five of the preceding eight years, or has in some other way satisfactorily demonstrated his close connection with the Commonwealth;

(b) satisfy the requirements in respect of technical competency specified in regulation 27;

(c) in the case of an applicant for a first class flight radiotelegraphy operator’s licence (temporary) or a flight radiotelegraphy operator’s licence, pass a medical examination in accordance with regulations 29 to 34;

(d) in the case of an applicant for a first class flight radiotelegraphy operator’s licence, produce evidence of radio experience in accordance with regulation 35, and

(e) give a written undertaking to preserve the secrecy of correspondence.

25. The aircraft radio apparatus for the operation of which a flight radio operator’s licence is valid shall be as specified in the certificate of competency.

26. (1) A flight radiotelephony operator’s restricted licence entitles the holder to operate, in accordance with the terms of the licence, radiotelephony apparatus on board any aircraft:

Provided that-

(a) the power delivered to the aerial by the transmitter in the absence of modulation does not exceed 50
(b) the power delivered to the aerial by the transmitter in the absence of modulation does not exceed 250 watts, and

(i) the operation of the transmitter requires only the use of simple external switching devices;

(ii) frequencies cannot be adjusted manually by the operator; and

(iii) the stability of the frequencies must be maintained automatically by the transmitter.

(2) A general flight radiotelephony operator’s licence entitles the holder to operate, in accordance with the terms of the licence, radiotelephony apparatus on board any aircraft.

(3) A first class flight radiotelegraphy operator’s licence (temporary) entitles the holder to operate, in accordance with the terms of the licence, radiotelegraphy or radiotelephony apparatus on board any aircraft but only under the supervision of a person who is the holder of a first class flight radiotelegraphy operator’s licence.

(4) A first class flight radiotelegraphy operator’s licence entitles the holder to operate, in accordance with the terms of the licence, radio apparatus on board any aircraft.

27. (1) General Flight Radiotelephony Operator - The applicant shall be required to satisfy the Governor, by examination or otherwise, of his technical competency in the following matters –

(a) knowledge of the elementary principles of
radiotelephony;

(b) detailed knowledge of the practical operation and adjustment of radiotelephone apparatus;

(c) ability to send correctly and to receive correctly messages by radiotelephony;

(d) knowledge of the Radio Regulations annexed to the International Telecommunication Convention applying to radiotelephony communications and particularly of that part of those Regulations relating to the safety of life, and of the special instructions and operating procedures applying to radiotelephony communications in the radio-communication service in air navigation, as contained in the handbook “Radiotelephony Procedure” (C.A.P. 46) published by Her Majesty’s Stationery Office.

(2) Restricted Flight Radiotelephony Operator - The applicant shall be required to satisfy the Director by examination or otherwise, of his competency in the following matters –

(a) practical knowledge of radiotelephony operation and procedure;

(b) ability to send correctly and to receive correctly messages by radiotelephony; and

(c) knowledge of the Radio Regulations annexed to the International Telecommunication Convention applying to radiotelephony communications and particularly of that part of those Regulations
relating to the safety of life, and of the special instructions and operating procedures applying to radiotelephony communications in the radio-communication service in air navigation, as contained in the handbook “Radiotelephony Procedure” (C.A.P. 46) published by Her Majesty’s Stationery Office.

(3) **First Class Flight Radiotelegraphy Operator (Temporary)**

- The applicant shall be required to satisfy the Governor, by examination or otherwise, of this technical competency in the following matters –

  *(a)* theoretical and practical knowledge of the general principles of electricity, of the theory of radio in relation to the sending and receiving of morse and spoken messages and air navigation, and of the adjustment of and practical working of the principal radio apparatus used in aircraft stations including apparatus for direction finding and the taking of direction finding bearings;

  *(b)* theoretical and practical knowledge of the accessory apparatus, such as motor-generators, accumulators, etc., used in the operation and adjustment of the apparatus specified in *(a)* of this paragraph;

  *(c)* practical knowledge necessary to effect during flight with the means available on board, the repair of damage which may occur to the radio apparatus;

  *(d)* ability to send correctly and to receive correctly by ear, code groups (mixed letters, figures and punctuation marks) at a speed of twenty groups
per minute, and of a plain language passage in English at a speed of twenty-five words per minute. Each code group must comprise five characters, each figure or punctuation mark counting as two characters. The passage in plain language must average five characters to the word. The duration of each test of sending and receiving will as a rule be five minutes;

(e) ability to transmit correctly and to receive correctly telephone communications;

(f) knowledge of the Radio Regulations annexed to the International Telecommunication Convention applying to radio communications and particularly of that part of those Regulations relating to the safety of life; knowledge of the documents relating to charges for radiotelegraphy communications*; knowledge of the special instructions and operating procedures applying to the radio communication service in air navigation, as contained in Chapters III, IV, IX, XI, XVI to XX inclusive and XXIII to XXVIII inclusive, of the “Civil Aviation Communications Handbook”;

(g) knowledge of the general geography of the world, of the principal air navigation routes, and of the most important telecommunication routes.

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*This knowledge is required only in the case of operators handling public correspondence.
(4) **First-Class Radiotelegraphy Operator** - The applicant must be the holder of a first-class flight radio-telegraphy operator’s licence (temporary).

(5) **Certificate of Competency** - A certificate of competency will be issued to an applicant who satisfies the Governor as to his technical competency in the foregoing matters.

(6) **Extension of Radio Apparatus Rating** - An applicant may be examined in special radio communication or radio navigation systems not covered by the basic examination and if successful, an appropriate entry will be made in the certificate of competency. For the purpose of obtaining such an entry in respect of particular radio navigation systems an applicant may be required to satisfy the Governor that he has an elementary knowledge of air navigation.

28. Syllabuses and particulars of the examination referred to in regulation 27 are published in the handbook entitled “Flight Radio Operators” Licences (C. A. P. 90), as from time to time amended, obtainable from the Director.

29. (1) A person applying for the grant or renewal of a first-class flight radiotelegraphy operator’s licence (temporary) or a first-class flight radiotelegraphy operator’s licence shall be required to undergo a medical examination to ascertain whether his physical condition conforms with the standard of fitness, i.e., physical, visual, colour perception and hearing, specified in regulation 34:

Provided that an applicant who does not satisfy the specified medical requirements may, at the discretion of the Governor, be accepted as eligible for the grant or renewal of a licence so far as medical requirements are concerned. Any licence granted or renewed in accordance with this proviso may be made subject to such conditions and restrictions as the Governor may consider appropriate in the particular case.
(2) The medical examination shall be conducted by specially qualified medical officers appointed by or acting under the authority of the Governor. Applications for examination should be made to the Director.

30. Every applicant who presents himself for medical examination for the grant or renewal of a licence shall be required to furnish to the medical examiner a declaration signed by him stating whether he has previously undergone such medical examination and, if so, where, when and with what result. A false declaration may entail the cancellation of any licence granted or renewed as a result of the examination.

31. If the holder of a licence is aware, or has reasonable grounds to suspect, that his physical, aural or eye condition has deteriorated in any respect, even if only temporarily as a result of a common minor ailment, so that it may be below the standard of medical fitness required for the grant of such a licence, he shall not act in any capacity for which he is so licensed until he is satisfied that his condition has been restored to the required standard.

32. (1) If the holder of a licence -

(a) suffers any personal injury as the result of an accident occurring while he is acting in any capacity for which he is licensed;

(b) suffers any personal injury involving incapacity for work as the result of an accident occurring otherwise than while he is acting in any capacity for which he is licensed; or

(c) suffers from any illness involving incapacity for work during twenty days or more,

he shall send notification of the occurrence in writing, to the Director, as soon as possible in the case of accident, and in the case of illness, as soon as the
said period of twenty days has elapsed.

(2) The holder of a licence may, after suffering any such personal injury or illness as aforesaid, be required to undergo a full or partial medical examination. He shall not, therefore, resume acting in any capacity for which he is licensed until he has either been examined and pronounced fit or notified that an examination is not required.

(3) Pregnancy shall be regarded as incapacitating the holder of a licence from carrying out flying duties. As soon as the condition has been diagnosed the holder of a licence shall cease flying and shall not again fly until she has, in due course, been examined and pronounced fit.

(4) The medical examinations required for the purpose of this regulation shall be in accordance with the same conditions and standards as for the grant or renewal of a licence, except, however, as provided by regulation 33.

33. If an applicant for the renewal of a licence is for the time being acting as a member of the operating crew of an aircraft in a region distant from official medical centres the medical examination which he should normally pass to obtain renewal of the licence may exceptionally, at the discretion of the Governor –

(a) be deferred once for a period of six months in the case of a member of the operating crew of a private aircraft; or

(b) be deferred for two consecutive periods of three months each in the case of a member of the operating crew of a public transport or aerial work aircraft, on condition that the applicant obtains locally on each occasion a satisfactory medical certificate after having been examined by a qualified medical officer.
34. The medical examination and assessment will be based on the following requirements of mental and physical fitness:

A. **Physical Standard**

   *(a) General*

   (i) The applicant shall be required to be free from such active or latent, acute, or chronic, physical disability, as would entail a degree of functional incapacity which is likely to interfere with the safe performance of the duties at any altitude throughout a prolonged or difficult flight;

   (ii) the medical examination will include a full inquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by him and will be taken into consideration by the medical examiner.

   *(b) Examination of the nervous system*

   The applicant shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe performance of the duties. Cases of past or present
insanity and cases in which syphilis, past or present, has affected the central nervous system will be assessed as permanently unfit.

(c) Injuries of the head

(i) Cases of simple concussion, or simple fracture of the skull without associated intracranial injury will be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight. If the applicant has been incapacitated for a period in excess of one month the licence if renewed will be valid only for a period of two months in the first instance, thereafter its validity will be restricted to consecutive periods of two months until the medical examiner is satisfied that the after-effects of the concussion or fracture are no longer likely to cause a sudden incapacity in flight;

(ii) cases of head injury associated with intracranial injuries will be assessed as permanently unfit if a local lesion of the brain or meninges persists;

(iii) cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault will be assessed as permanently unfit.
(d) General surgical examination

The applicant shall be required to be completely free from hernia.

Cases of active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease will be assessed as unfit. Cases of functional after effects of lesions affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe performance of the duties may be assessed as fit.

Cases of sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression will be assessed as unfit.

Cases of extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude will be assessed as unfit.

Cases of sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression will be assessed as unfit. Cases of compensated nephrectomy without hypertension or uraemia may be assessed as fit.

An applicant who has undergone a major surgical
operation on the biliary passages or the digestive tract or is adnexae, or the urinary system, which has involved a total or partial excision or a diversion of any of these organs will be assessed as unfit until such time as the medical examiner having access to the details of the operation concerned considers that the effects of the operation are not liable to cause sudden incapacity in the air.

(e) General medical examination

The heart shall not possess any abnormality, congenital or acquired, which is likely to interfere with the safe performance of the duties. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within “normal” limits.

The systolic and diastolic blood pressures shall be within normal limits.

There shall be no significant functional nor structural abnormality of the circulatory tree.

There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. In the case of an examination for the first grant of a licence, radiography will form a part of the chest examination, and similar radiographic examinations will be carried out as necessary thereafter.
Cases of pulmonary emphysema will not be assessed as unfit unless the condition is causing symptoms. Cases of active pulmonary tuberculosis will be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit. Cases of doubt about the activity of a lesion, where symptoms of activity of the disease are lacking, clinically, will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three month period, a further radiographic record will be made and compared carefully with the original. If there is no sign of extension of the disease and there are no general symptoms nor symptoms referable to the chest, the applicant may be assessed as fit for a period of three months. Thereafter, provided there continues to be no sign of extension of the disease as shown by radiographic examinations carried out at the end of each three month period, the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least two years and comparison of all the radiographic records shows no changes or only retrogression of the lesion, the lesion will be regarded as “quiescent” or “healed”.

Cases of disabling disease with important impairment of the functioning of the gastro-intestinal tract and its adnexae will be assessed as unfit.

Cases of significant metabolic, nutritional or endocrine disorders will be assessed as unfit. Proven cases of
diabetes mellitus will be assessed as permanently unfit; doubtful cases will be assessed as unfit until the condition is proven to be non-diabetic.

Cases of severe and moderate enlargement of the spleen persistently below the coastal margin will be assessed as unfit.

Cases of significant localised and general enlargement of the lymphatic glands and of diseases of the blood will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.

Cases presenting any signs of organic disease of the kidneys will be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal elements considered by the medical examiner to be pathological. Cases of affections of the urinary passages and of the genital organs will be assessed as unfit; those due to transient conditions may be assessed as temporarily unfit.

An applicant who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment. An applicant showing any clinical signs of active syphilis will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three month period, provided the applicant furnishes proof, satisfactory to the medical examiner, that he has undergone adequate treatment in the interim and that the serological reaction for syphilis is negative,
he may be assessed as fit but where a licence is granted or renewed in these circumstances it will be valid only for a period of three months in the first instance. Thereafter, provided serological reactions for syphilis continue to be negative at the end of each three month period, the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least three years and the serological reactions have continued to be negative, the restriction on the period of validity of the licence may be removed. In cases where the serological reaction for syphilis remains persistently positive, examinations of the cerebro-spinal fluid at the end of each period of six months with negative results may be accepted, in lieu of negative serological reactions at the end of each period of three months.

Applicants of the female sex who have a history of severe menstrual disturbances that have proven unamenable to treatment and that are likely to interfere with the safe performance of the duties will be assessed as unfit.

In the event of pregnancy the applicant will be assessed as temporarily unfit until, at least, after the pregnancy has been terminated. After confinement or miscarriage the applicant will not be permitted to exercise the privileges of the licence until she has undergone a medical examination and been assessed as fit. Cases of applicants of the female sex who have undergone gynaecological operations will be considered individually.
(f) **Eye examination**

The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is likely to interfere with its proper function to an extent that would jeopardise safety in flight.

(NOTE: The details of the Visual Standard are specified in paragraph B and those for Colour Perception in paragraph C of this regulation).

(g) **Ear Examination**

There shall be –

(i) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(ii) no unhealed (unclosed) perforation of the tympanic membranes except that a dry perforation of non-infectious origin need not render the applicant unfit;

(iii) no permanent obstruction of the Eustachian tubes;

(iv) no permanent disturbances of the vestibular apparatus.

(NOTE: The details of the Hearing Standard are specified in paragraph D of this regulation.)
(h) **Nose, throat and mouth examination**

There shall be free nasal air entry on both sides. There shall be no serious malformation nor serious, acute or chronic, affection of the buccal cavity or upper respiratory tract. Applicants with significant defects of speech will be assessed as unfit.

B. **Visual requirements**

The visual acuity for distance shall be measured by means of a series of optotypes of Snellen or Landholt, illuminated at not less than 10 or more than 15 foot candles and placed at a distance of 20 feet from the applicant. Each eye will be tested separately. The use of contact lenses will not be permitted during the test, and the expression “correcting glasses” shall not for the purpose of this paragraph include contact lenses. Applicants will not be permitted during the test to attempt to improve visual acuity by partially closing the eyelids so as to produce a stenopoeic effect.

The candidate must have –

(a) a visual acuity for distance of at least 6/12 in each eye, with or without correcting glasses:

Provided that if this degree of visual acuity is obtained only by means of correcting glasses, the degree of vision in each eye without glasses shall not be less than 6/60 and correcting glasses equivalent to those used during the test shall be worn at all times when the applicant is exercising the privileges of any first-class flight radiotelegraphy operator’s licence (temporary) or first-class flight radiotelegraphy operator’s licence which may be issued to him under these Regulations;

(b) a near visual acuity which enables him, with each eye, and either without correcting glasses or with
such correcting glasses as it is his normal custom to wear, to read No. 3 on the Jaeger chart at a distance of 12 inches;

\[ (c) \] normal fields of vision.

C. Colour Perception Requirements

Colour perception sense shall be measured either by means of pseudoisochromatic plates or of a suitable colour perception lantern. Tests by the latter method shall be carried out in a completely darkened room.

The applicant must be able readily and accurately either to read the pseudoisochromatic plates or to identify the colours signal red, signal green, and white, when displayed by means of the colour perception.

D. Heading requirements

The applicant must be free from any hearing defect likely to interfere with the efficient exercise by him of the privileges of the licence for which he is being examined.

Auditory acuity shall be measured by means of a standard pure tone audiometer in a room in which the intensity of the background noise does not exceed 50 decibels.

In neither ear shall the applicant’s hearing loss measured as aforesaid exceed 25 decibels at frequencies 500, 1,000 and 2,000 cycles per second and 40 decibels at a frequency of 3,000 cycles per second.

35. (1) An applicant for the grant of a flight radiotelephony operator’s restricted licence or a general flight radiotelephony operator’s licence shall not be required to furnish evidence of radio experience.
(2) An applicant for the grant of a first-class flight radiotelegraphy operator’s licence (temporary) shall not be required to furnish evidence of radio experience.

(3) An applicant for grant of a first-class flight radiotelegraphy operator’s licence shall be required to furnish the following evidence of radio experience -

(a) a minimum of one year’s manual radiotelegraphy operating experience, of a kind approved by the Governor, in the aeronautical or maritime mobile services. Such experience must have been acquired during a period reasonably recent in relation to the application and at least four months of it should normally have been obtained during the twelve months immediately preceding the date of the application; and

(ii) satisfactory evidence that he has performed the duties of a temporary flight radiotelegraphy operator in flight under the provisions of his temporary licence for a minimum period of twenty-five hours during the twelve months immediately preceding the date of the application; or

(b) satisfactory evidence of such other experience which in the opinion of the Governor is of at least the equivalent value to that prescribed in sub-paragraph (a) above.

36. (1) The period for which a flight radio-operator’s licence may remain in force, following either the grant or any renewal thereof, shall not exceed twelve months.
(2) An applicant for the renewal of a licence shall be required to undergo a medical examination in accordance with regulations 29 to 34, except in the case of an applicant for the renewal of a flight radiotelephony operator’s restricted licence or a general flight radiotelephony operator’s licence, and may, at the discretion of the Governor, be required to undergo all or any part of the technical examination specified for the grant of a licence of the class to which the application relates.

(3) An applicant for the renewal of a flight radiotelephony operator’s restricted licence or a general flight radiotelephony operator’s licence shall be required to furnish evidence of having satisfactorily carried out radio communication, under the provisions of his licence, during the six months immediately preceding the date of the application.

(4) An applicant for the renewal of a first-class flight radiotelegraphy operator’s licence shall be required to furnish satisfactory evidence of having been actively employed in the performance of appropriate radio operating duties in the aeronautical service for a period of not less than two months during the twelve months immediately preceding the date of the application:

Provided that applications from persons unable to satisfy these requirements may be dealt with at the discretion of the Governor.

37. With reference to Article 34 (3) of the Order application for the grant or renewal of a licence to act in the capacity of aircraft radio maintenance engineer, or for an extension of a rating included in such a licence, should be made to the Director, on a form which will be supplied by him on request.

38. An applicant for the grant of an aircraft radio maintenance engineer’s licence –

(a) must not be less than 21 years of age;
(b) must satisfy the Governor, by examination or otherwise, that his theoretical and practical knowledge of aircraft radio apparatus is in accordance with the relevant standards notified by the Governor; and

(c) must produce satisfactory evidence of having had not less than three years practical experience of a kind notified and approved by the Governor; such experience shall have been acquired during a period reasonably recent in relation to the application.

39. A certificate of competency will be issued to an applicant who satisfies the Governors as to his technical competency in the foregoing matters.

40. The aircraft radio apparatus for the maintenance, examination and certification in working order of which an aircraft radio maintenance engineer’s licence is valid shall be as specified in the certificate of competency.

41. An applicant may be examined in respect of special radio communication apparatus or radio navigation apparatus not covered by the basic examination and, if successful, an appropriate entry will be made in the certificate of competency.

42. Syllabuses and particulars of the examination referred to in regulations 38 and 41 are published in the handbook entitled “Aircraft Radio Maintenance Engineers’ Licences” (C.A.P. 101), as from time to time amended, obtainable from the Director.

43. (1) The period for which an aircraft radio maintenance engineer’s licence may remain in force, following either the grant or any renewal thereof, shall not exceed twelve months.
(2) An applicant for the renewal of such a licence –

(a) shall be required to furnish satisfactory evidence of having been actively employed in the performance of appropriate radio duties for a period of not less than two months during the twelve months immediately preceding the date of the application:

Provided that applications from persons unable to satisfy this requirement may be dealt with at the discretion of the Governor;

(b) may, at the discretion of the Governor, be required to undergo all or any part of the technical examination specified for the grant of a licence.
CHAPTER 239

AIR NAVIGATION (INVESTIGATION OF ACCIDENTS)
REGULATIONS

ARRANGEMENT OF REGULATIONS

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3. Application.
5. Access to and removal of, aircraft restricted.
10. Re-hearing.
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CHAPTER 239

AIR NAVIGATION (INVESTIGATION OF ACCIDENTS) REGULATIONS

(Originally made by the Governor under paragraph 3 of the First Schedule to the Colonial Aviation (Application of Act) Order, 1952, and Article 73 of the Colonial Air Navigation Order, 1955.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. These Regulations may be cited as the AIR NAVIGATION (INVESTIGATION OF ACCIDENTS) REGULATIONS.

2. In these Regulations –

“accident” includes any fortuitous or unexpected event by which the safety of an aircraft or any person is threatened;

“aircraft” includes all balloons (whether captive or free), gliders, airships and flying machines;

“air navigation” includes in relation to any purpose of these Regulations, navigation of an aircraft during the time from which any person boards it with the intention of flight until every such person has disembarked;

“Governor” in relation to any purpose of these Regulations, means the Minister for the time being having responsibility for matters relating to Air Navigation and Transport, and includes any person authorised by the Minister for the
purpose, and references to a person authorised by the Governor include references to the holder for the time being of any office designated by the Minister;

“owner” means, where an aircraft is registered, registered owner;

“substantial damage” includes any damage which necessitates the replacement or extensive repair of any major component.

3. (1) These Regulations relate to civil aviation only and shall apply to accidents arising out of or in the course of air navigation which occur to any civil aircraft in or over Belize or elsewhere to civil aircraft registered in Belize.

(2) The provisions of these Regulations shall apply to aircraft belonging to or exclusively employed in the service of Her Majesty, not being military aircraft as defined in the Colonial Air Navigation Order, 1955.

4. (1) An accident to which these Regulations apply shall be notified in accordance with the provisions of paragraph (2) of this regulation if, between the time when any person boards an aircraft with the intention of flight and such time as all persons have disembarked therefrom –

(a) any person suffers death or serious injury while in or upon the aircraft or by direct contact with the aircraft or anything attached thereto; or

(b) the aircraft receives substantial damage.

(2) Where an accident occurs of which notification is required to be given under paragraph (1) of this regulation, the person in command of the aircraft involved at the time of the accident or if he be killed or incapacitated then the next senior uninjured officer of the aircraft (if any), or if there is no uninjured officer, then the owner, operator, hirer, or other person on whose behalf he was in command of the aircraft, as the case may be, shall forthwith send notice thereof, by the quickest means of communication available to the
Inspector of Accidents, and if the accident occurs in or over Belize he shall also notify the constable in charge of the nearest police station.

(3) The notice shall be sent as soon as possible, and if the accident occurs in or over Belize, within twenty-four hours after the occurrence of the accident, unless the person whose duty it is to send the notice proves that it was not possible to send it within that time.

(4) In every case, the notice shall state as far as possible –

(a) the type, nationality and registration marks of the aircraft;

(b) the name of the owner, operator and hirer, if any, of the aircraft;

(c) the name of the person in command of the aircraft;

(d) the date, Greenwich mean time, and the local time of the accident;

(e) the last point of departure and the next point of intended landing of the aircraft;

(f) the position of the aircraft with reference to some easily defined geographical point;

(g) the number of persons (if any) –

(i) killed

(ii) seriously injured

as a result of the accident;
(h) the nature of the accident so far as is known;

(i) brief particulars of damage to the aircraft.

(5) Upon receipt of such notice the Inspector of Accidents shall with the least possible delay send a copy thereof to the Governor.

(6) Where an accident to which these Regulations apply occurs, whether in or over Belize or elsewhere, the owner, operator or hirer of the aircraft shall, if so required by notice in writing from either the Governor or the Inspector of Accidents, send to the Inspector of Accidents, within such time as may be specified in the notice, such information with respect thereto as may be required by the notice.

(7) In the case of an accident occurring in or over Belize to an aircraft registered outside Belize the Governor shall forward the information provided under paragraph (4) of this regulation to the territory of registration of the aircraft concerned with the least possible delay and by the quickest means of communication available, at the same time indicating to what extent an inquiry or investigation will be carried out.

5. (1) Where an accident occurs in or over Belize of which notification is required to be given under regulation 4 of these Regulations, no person other than an authorised person shall have access to the aircraft involved in the accident and the aircraft shall not, except under the authority of the Inspector of Accidents for that purpose, be removed or otherwise interfered with:

Provided that -

(a) the aircraft may be removed or interfered with so far as may be necessary for the purpose of extricating persons or animals involved, removing
any mails carried by the aircraft, preventing destruction by fire or other cause, or preventing any danger or obstruction to the public or to air navigation or to another transport;

(b) goods or passengers’ baggage may be removed from the aircraft under the supervision of a constable, but if the aircraft has come from a place outside Belize, shall not be removed from the vicinity of the aircraft except on clearance or with the consent of an officer of Customs and Excise;

(c) if an aircraft is wrecked on the water, the aircraft or any contents thereof may be removed to such extent as may be necessary for bringing it or them to a place of safety.

(2) In this regulation the expression “authorised person” means any person authorised by the Inspector of Accidents either generally or specially to have access to any aircraft involved in an accident and includes any constable or any officer of Customs and Excise.

6. (1) For the purposes of carrying out investigations into the causes and circumstances of accidents to which these Regulations apply, the Governor shall appoint, generally or in any special case, a fit person to be an Inspector of Accidents.

(2) The Governor may cause an investigation to be carried out by an Inspector of Accidents of any accident to which these Regulations apply, whether or not such accident is one whereof notification is required to be given under regulation 4 of these Regulations.

(3) Public notice that such investigation is taking place shall be given in such manner as the Governor may think fit and shall state that any person
who may desire to make representations concerning the circumstances or causes of the accident may do so in writing within a time to be specified in the notice.

7. (1) The Inspector of Accidents by whom the investigation is made (in this regulation referred to as “the Inspector”) shall have power:

(a) by summons under his hand to call before him and examine all such persons as he thinks fit, to require such persons to answer any question or furnish any information or produce any books, papers, documents, and articles which the Inspector may consider relevant, and to retain any such books, papers, documents and articles until the completion of the investigation;

(b) to take statements from all such persons as he thinks fit and to require any such person to make and sign a declaration of the truth of the statement made by him;

(c) to have access to and examine any aircraft involved in the accident, and the place where the accident occurred, and for that purpose to require any such aircraft or any part or equipment thereof to be preserved unaltered pending examination;

(d) to examine, remove, test, take measures for the preservation of, or otherwise deal with the aircraft or any part thereof or anything contained therein;

(e) to enter and inspect any place or building the entry or inspection whereof appears to the Inspector to be requisite for the purposes of the
investigation;

(f) to take measures for the preservation of evidence.

(2) The investigation shall be held in private.

(3) Where it appears to the Inspector that in order to resolve any conflict of evidence or that for any other reason it is expedient so to do, he may permit any person to appear before him and call evidence and examine witnesses.

(4) Where it appears to the Inspector that any degree of responsibility for the accident may be attributed to any person, and if it appears to the Inspector to be practicable so to do, that person or, if he be deceased, his legal personal representatives shall be given notice that blame may be attributed to him and be permitted to make a statement or give evidence and to produce witnesses and to examine any witnesses from whose evidence it appears that he may be blameworthy.

(5) The Attorney General may intervene at any stage of an investigation in order to make representations or to examine witnesses if it appears to him expedient so to do in the public interest.

(6) Every person summoned by the Inspector as a witness in accordance with this regulation may be allowed such expenses as the Governor may from time to time determine.

(7) Where an accident has occurred in or over Belize to an aircraft registered in any country other than Belize, the Governor may authorise an investigator appointed by the duly competent authority of that other country to carry out an investigation, and in that event the Governor shall, so far as he is able, facilitate inquiries by the investigator so appointed.

8. (1) Upon the completion of an investigation, the Inspector of Accidents authorised to make the inquiry shall make a report to the Governor.
(2) The Inspector of Accidents shall state in his report -

(a) the circumstances of the case and his conclusions as to the cause of the accident, adding any observations and recommendations which he thinks fit to make with a view to the preservation of life and the avoidance of similar accidents in future, and

(b) to what extent effect has been given to the provisions of paragraph (4) of regulation 7 of these Regulations.

(3) The Governor may cause the whole or any part of such report to be made public in any manner he thinks fit.

9. (1) Where it appears to the Governor that it is expedient to hold a public inquiry into the causes and circumstances of an accident to which these Regulations apply, he may direct that a public inquiry be held by a Commissioner appointed by him, and in any such case any investigation being carried out by an Inspector of Accidents relating to the accident shall be discontinued.

(2) The Commissioner (hereinafter called “the Court”) shall be an Attorney-at-Law of the Supreme Court of Belize of not less than ten years standing in either case.

(3) The Court shall be assisted by not less than two Assessors possessing aeronautical, engineering or other special skill or knowledge, one of whom may be an Inspector of Accidents.

(4) The Assessors shall be appointed by the Governor.
(5) Where the Governor has directed a public inquiry to be held, he shall remit the case to the Attorney General, and thereafter the preparation and presentation of the case shall be presented under the direction of the Attorney General.

(6) The Inspector of Accidents shall render such assistance to the Court and to the Attorney General as is in his power and for that purpose shall have the powers conferred by paragraph (1) of regulation 7 of these Regulations on an Inspector of Accidents with respect to an investigation conducted by him.

(7) Every public inquiry held under these Regulations shall be conducted in such manner, that, if a charge is made against any person, that person shall have an opportunity of making a defence.

(8) When a public inquiry has been ordered the Attorney General may cause a notice, to be called a notice of inquiry, to be served upon the owner, operator, hirer and person in command of any aircraft involved in the accident, as well as upon any person who, in his opinion, ought to be served with such notice.

(9) The notice shall contain a statement of the questions which on the information then in the possession of the Attorney General he intends to raise on the hearing of the inquiry, and the Attorney General may, at any time before the hearing of the inquiry, by a subsequent notice amend, add to, or omit any of the questions specified in the notice of inquiry.

(10) The Attorney General, the owner, the operator, the hirer, the person in command and any other person upon whom a notice of inquiry has been served, shall be deemed to be parties to the proceedings.

(11) The Court shall have, for the purposes of the inquiry, all the powers of a court of summary jurisdiction, and without prejudice to those
powers, the Court may –

(a) enter and inspect, or authorise any person to enter and inspect, any place or building entry or inspection whereof appears to the Court requisite for the purposes of the inquiry;

(b) by summons require the attendance as witnesses of all such persons as the Court thinks fit to call and examine, and require such persons to answer any questions or furnish any information or produce any books, papers, documents and articles which the Court may consider relevant;

(c) administer the oath to any such witness, or require any such witness to make and sign a declaration of the truth of the statements made by him in his examination.

(12) The Assessors shall have the same powers of entry and inspection as the Court.

(13) Affidavits and statutory declarations may, by permission of the Court and saving all just exceptions, be used as evidence at the hearing.

(14) At the time and place appointed for holding the inquiry the Court may proceed with the inquiry whether the parties, upon whom a notice of inquiry has been served, or any of them are present or not.

(15) The Court shall hold the inquiry in open court save to the extent to which the Court is of opinion that in the interest of justice or in the public interest any part of the evidence, or any argument relating thereto, should be heard in camera.
(16) The proceedings on the inquiry shall commence with the production and examination of witnesses on behalf of the Attorney General.

(17) These witnesses, after being examined on behalf of the Attorney General may be cross-examined by the parties in such order as the Court may direct, and may then be re-examined on behalf of the Attorney General.

(18) Questions asked and documents tendered as evidence in the course of the examination of these witnesses shall not be open to objection merely on the ground that they do or may raise questions which are not contained in or which vary from the questions specified in the notice of inquiry or subsequent notices referred to in paragraph (9) of this regulation.

(19) When the examination of the witnesses produced on behalf of the Attorney General has been concluded, the Attorney General shall state the questions in reference to the accident and the conduct of persons connected with the accident upon which the opinion of the Court is desired.

(20) In framing the questions for the opinion of the Court, the Attorney General shall make such modifications in, additions to or omissions from the questions in the notice of inquiry or subsequent notices referred to in paragraph (9) of this regulation, as, having regard to the evidence which has been given, the Attorney General or the Court may think fit.

(21) After the questions for the opinion of the Court have been stated, the Court shall proceed to hear the parties to the proceedings and determine the questions so stated.

(22) Each party to the proceedings shall be entitled to address the Court and produce witnesses or recall any of the witnesses who have already been examined for further examination and generally adduce evidence.

(23) The parties shall be heard and their witnesses examined, cross examined and re-examined in such order as the Court shall direct.
(24) Further witnesses may also be produced and examined on behalf of the Attorney General and may be cross-examined by the parties and re-examined on behalf of the Attorney General.

(25) When the whole of the evidence in relation to the questions for the opinion of the Court has been concluded any of the parties who desires so to do may address the Court upon the evidence and the Court may be addressed in reply upon the whole case on behalf of the Attorney General.

(26) The Court may adjourn the inquiry from time to time and from place to place, and where an adjournment is asked for by any party to the inquiry, the Court may impose such terms as to payment of costs or otherwise as it may think just as a condition of granting the adjournment.

(27) The Court shall make a report to the Governor stating fully the circumstances of the case and the opinion of the Court touching the causes of the accident and adding any observations and recommendations which the Court thinks fit to make with a view to the preservation of life and the avoidance of similar accidents in the future, including a recommendation for the cancellation, suspension or endorsement of any licence, certificate or other document.

(28) Each Assessor shall either sign the report with or without reservations, or state in writing his dissent therefrom and his reasons for such dissent, and such reservations or dissent and reasons (if any) shall be forwarded to the Governor with the report.

(29) The Governor shall, unless there are good reasons to the contrary, cause any such report and reservations or dissent and reasons (if any) to be made public wholly or in part in such manner as he thinks fit.

(30) Every person attending as a witness before the Court shall be allowed such expenses as may have been allowed to him if he were a witness.
at any legal proceeding:

Provided that, in the case of any party to the proceedings or any person in the employment of such a party, any such expenses may be disallowed if the Court, in its discretion, so directs.

(31) The Court may order the costs and expenses of the inquiry, or any part thereof, to be paid by any party, if it finds that the accident was due to the act or default or negligence of that party or of any person in the employment of that party; and any such order shall, on the application of any person entitled to the benefit thereof, be enforced by a court of summary jurisdiction as if the costs and expenses were a fine imposed by that court, but, subject to any such order, such costs and expenses shall be defrayed from general revenue.

(32) Any notice, summons or other document issued under this regulation, may be served by sending the same by registered post to the last known address of the person to be served.

(33) The service of any notice, summons or other document may be proved by the oath or affidavit of the person by whom it was served.

(34) The Commissioner and Assessors appointed under this regulation may be paid such remuneration and allowances (if any) as the Cabinet may direct.

10. (1) The Governor may, in any case where a public inquiry has been held, direct a rehearing of the inquiry either generally or as to any part thereof and shall do so –

(a) if new and important evidence which could not be produced at the inquiry has been discovered; or

(b) if for any other reason there is in his opinion ground for suspecting that a miscarriage of justice has
(2) If the Governor directs any inquiry to be reheard, he may order that the inquiry shall be reheard either by the Court by whom the inquiry was heard in the first instance or by some other person appointed by him to hold the rehearing.

(3) Any rehearing shall be subject to and conducted in accordance with the provisions of these Regulations relating to the holding of public inquiries.

11. Where an Inspector’s investigation of a public inquiry relates to an accident which has occurred in or over Belize to an aircraft registered in any country other than the United Kingdom, an accredited representative of the country in which the aircraft is registered, or of any country which has on request, furnished information in connection with the accident, may take part in the investigation or in the inquiry as the case may be, and he may be accompanied by such technical and other advisers as may be considered necessary by the authorities of the country by which he is appointed.

12. (1) A person shall not obstruct or impede the Court or an Inspector of Accidents or an Assessor or any person acting under the authority of the Governor in the exercise of any powers or duties under these Regulations.

(2) A person shall not without reasonable excuse (proof whereof shall lie on him) fail after having had the expenses (if any) to which he is entitled tendered to him, to comply with any summons or requisition of the Court holding a public inquiry or an Inspector of Accidents holding an investigation under these Regulations.


14. Any person contravening or failing to comply with these Regulations or any provisions thereof shall be liable on summary conviction thereof to a fine not exceeding two hundred dollars, or to imprisonment for a term not exceeding three months.
CHAPTER 239

AIR TRANSPORT (LICENSING OF AIR SERVICES)

REGULATIONS

ARRANGEMENT OF REGULATIONS

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30. Provisional licence included in term “licence”.

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32. Proceedings for an offence against the regulations.

33. Journeys to which regulations do not apply.
CHAPTER 239

AIR TRANSPORT (LICENSING OF AIR SERVICES) REGULATIONS

(Originally made by the Governor with the approval of the Secretary of State under section 13 of the Civil Aviation Act, 1949, as applied by paragraph (5) of the First Schedule of the Colonial Civil Aviation (Application of Act) Order, 1952.)

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. These Regulations may be cited as the

AIR TRANSPORT (LICENSING OF AIR SERVICES) REGULATIONS.

A. Definitions

2. In these Regulations unless the context otherwise requires –

“air service” means any service performed by any aircraft for hire or reward: provided that a member of a club carried in an aircraft belonging to the club for the purposes of instruction shall not, if the instructor is also a member of the club, be deemed to be carried for hire or reward, notwithstanding that payment is made for such instruction or carriage;

“the Convention on International Civil Aviation” and “the International Air Services Transit Agreement” mean respectively, the Convention and the Agreement so styled which were signed at Chicago on behalf of the Government of the United Kingdom on the 7th December 1944;
“the Chief Civil Aviation Officer” means the person for the time being lawfully discharging in Belize the functions of the office of Chief Civil Aviation Officer; “licence” means a licence granted under regulation 6 hereof;

“the Licensing Authority” means the Air Transport Licensing Authority constituted by regulation 5 hereof;

“permit” means a permit granted under regulation 24 hereof;

“provisional licence” means a licence granted under regulations 14 or 15 of these Regulations;

“scheduled journey” means one of a series of journeys which are undertaken between the same two places and which together amount to a systematic service operated in such a manner that the benefits thereof are available to members of the public from time to time seeking to take advantage of them;

“the two Corporations” means the British Airways Corporation.

\[B. \text{ Licences for Scheduled Journeys}\]

3. The regulations in this sub-division of these Regulations shall not apply to the carriage of passengers, mail or cargo by air for hire or reward upon journeys other than scheduled journeys.

4. (1) Subject to the provisions of this sub-division of these Regulations it shall not be lawful for any person to use any aircraft for the carriage in Belize of passengers, mail or cargo for hire or reward upon any scheduled journey between two places, of which at least one is in Belize except under, and in accordance with the provisions of, a licence or a provisional licence granted by the Licensing Authority hereinafter specified.

(2) Any person who uses any aircraft in contravention of these
Regulations shall be liable on conviction in the case of a first offence to a fine not exceeding two thousand dollars or to imprisonment for a term not exceeding three months or to both such fine and such imprisonment, and in the case of a second or subsequent offence to a fine not exceeding twenty thousand dollars or to imprisonment for a term not exceeding two years or to both such fine and such imprisonment.

(3) The provisions of these Regulations shall not apply in respect of aircraft of any state which is a party to the International Air Services Transit Agreement, which fly across Belize without landing, or land in Belize in accordance with the provisions of that Agreement.

5. (1) The Licensing Authority for the purposes of these Regulations shall consist of such number of members not being less than three, as the Minister may from time to time determine, and shall be known as the “Air Transport Licensing Authority”.

(2) Every member of the Licensing Authority shall be appointed by the Minister and, unless he shall earlier resign his office by writing under his hand addressed to the Minister, shall hold office for such term as the Minister shall at the time of making the appointment determine but shall be eligible for re-appointment from time to time on the expiration of his term of office. The Minister shall nominate one of the members to be Chairman.

(3) The Minister may from time to time appoint deputy members to act in place of members who are ill or absent. Such deputy members may be appointed either for a specified term or to act in the place of a specified member during his illness or absence.

(4) The Minister may remove any member or deputy member from his office for inability or misbehaviour.

(5) Where the Minister proposes to appoint a person to be a member or deputy member of the Licensing authority, he shall, before making
the appointment, require that person to declare whether he has any, and if so what, financial interest in any undertaking which provides transport for passengers or goods or which owns or operates aerodromes, manufactures aircraft, aircraft engines or accessories, or supplies aircraft fuel or lubricants.

(6) If any member or deputy member of the Licensing Authority acquires any such financial interest he shall, within four weeks after so doing, give notice thereof in writing to the Minister specifying the interest so acquired, and the Minister, after taking the matter into consideration, may, if he thinks fit, declare that the member or deputy member has vacated his office and the seat of such member or deputy member shall thereupon become vacant.

(7) The Minister may appoint a person to be secretary to the Licensing Authority.

(8) The Licensing Authority may appoint such other officers and servants as may, in the opinion of the Minister, be necessary to enable them to discharge their duties.

(9) The number of members which shall form a quorum of the Licensing Authority for the despatch of business, and the way in which the Licensing Authority shall determine questions for their decision shall be such as the Minister may prescribe.

(10) The Minister acting in his discretion may by direction in writing delegate, after consultation with the Prime Minister, any or all or his functions and powers under paragraphs (1), (2), (3) and (5) of this regulation.

6. (1) The Licensing Authority may grant to anyone applying therefor a licence to carry passengers, mail or cargo by air for hire or reward on such scheduled journeys, and subject to such conditions, as may be specified in the licence:

Provided that the Licensing Authority shall not, without the prior
approval of the Minister, grant a licence if it appears to the Licensing Authority that the grant of a licence could affect the Minister’s responsibility for external affairs, if the Minister has notified the Licensing Authority that the grant of the licence would in his opinion affect his responsibility for external affairs.

(2) The Licensing Authority may attach such conditions to any licence as they may think fit having regard to the nature and circumstances of the application therefor.

(3) It shall be a condition of every licence that –

(a) the holder of the licence and any person having a financial interest in the business of the holder of the licence shall refrain from stipulating that any other person –

(i) shall refuse booking facilities to any other holder of a licence;

(ii) shall grant such facilities to such other holder only on onerous terms; and

(b) the holder of the licence shall perform all such reasonable services as the Postmaster General may from time to time require in regard to the conveyance of mails (and of any persons who may be in charge thereof) upon journeys made under the licence. The remuneration for any such services shall be such as may be from time to time determined by agreement between the Postmaster General and the holder of the licence:

Provided that any disputes and disagreements shall be subject to the provisions of the Arbitration Act.
7. Applications for licences shall be made in the form and manner, and shall contain the particulars prescribed in Form 1 in the Schedule hereto. Every applicant shall furnish to the Licensing Authority such further information as the Licensing Authority may reasonably require for the discharge of their duties in relation to the application.

8. The Licensing Authority shall cause to be published, in the manner prescribed in Form 2 in the Schedule hereto such particulars of any applications for licences received by them as are prescribed in the said Form.

9. Responsible persons or bodies who may reasonably be considered to have an interest, private or public, in the matter of the issue or refusal of a licence, may in the form and manner, and within the time, prescribed in Form 3 in the Schedule hereto make representations or objections with regard to any application for a licence.

10. (1) The Licensing Authority may, if they think fit, for the purpose of determining applications for licences, hold enquiries in public or in private and shall hold an enquiry in public if the applicant, or any person who has duly made an objection, requires the Licensing Authority, by such notice, in such form, as is prescribed in Form 4 in the Schedule hereto so to do.

(2) Before holding any such enquiry, the Licensing Authority shall give to the applicant and to any person who has duly made representations or objections with regard to the application, such notice, in such form, as is prescribed in the said Form and shall give the applicant and any such person an opportunity of being heard at the inquiry.

11. Where an application is made to the Licensing Authority for a licence to remain in force for a period not exceeding ninety days and they are satisfied that it is in the public interest that the application should be determined with expedition, they may determine the application and grant a licence accordingly; and the provisions of these Regulations as to the publication of particulars of
applications, the making of objections and representations, and the holding of enquiries at the instance of the applicant or an objector shall not in that case apply.

12. In exercising their discretion to grant, or to refuse, a licence and their discretion to attach conditions to any licence, the Licensing Authority shall have regard to the co-ordination and development of air services generally with the object of ensuring the most effective service to the public while avoiding uneconomical overlapping, and generally to the interests of the public, including those of persons requiring or likely to require facilities for air transport, as well as those persons providing such facilities. In particular, the Licensing Authority shall have regard to the following matters—

(a) the existence of other air services in the area through which the proposed services are to be operated,

(b) the demand for air transport in that area,

(c) the degree of efficiency and regularity of the air services, if any, already provided in that area, whether by the applicant or by other operators,

(d) the period for which such services have been operated by the applicant or by other operators,

(e) the extent to which it is probable that the applicant will be able to provide a satisfactory service in respect of safety, continuity, regularity of operation, frequency, punctuality, reasonableness of charges and general efficiency,

(f) the financial resources of the applicant,

(g) the type of aircraft proposed to be used,
(h) the remuneration and general conditions of employment of aircraft and other personnel employed by the applicant, and

the Licensing Authority shall take into consideration any objections or representations duly made in accordance with the provisions of these Regulations.

13. The Licensing Authority may grant licences to remain in force for such a period, not exceeding ten years as they may in each case determine, commencing on the date on which the licence is expressed to take effect:

Provided that if, on the date of the expiration of a licence, an application to the Licensing Authority is pending for the grant of a new licence in substitution for an existing licence held by the applicant, the existing licence shall continue in force until the application is granted or refused.

14. The Licensing Authority may if they think fit, pending the determination of an application for a licence, grant to the applicant a provisional licence which shall remain in force until the application is determined.

15. Where a person has, within one month of the date when the provisions of these Regulations as to the applications for licences came into operation, duly applied for a licence authorising him to perform such journeys as may be necessary to enable him to continue to operate any air service, and satisfies the Licensing Authority that he was immediately before that date, operating that service, the Licensing Authority shall grant to the applicant a provisional licence authorizing him to continue to operate that service and such provisional licence shall remain in force –

(a) if the application is granted: until the date from which the licence is expressed to take effect; or
(b) if the application is refused: for a period of three months from the date of the decision of the Licensing Authority.

16. The Licensing Authority shall cause to be published in the manner prescribed in Form 5 in the Schedule hereto, such particulars of their decisions on applications for licences and of their decisions to revoke or suspend a licence as are prescribed in the said Form.

17. (1) Subject to the provisions of paragraph (2) of this regulation, the Licensing Authority may revoke or suspend a licence if –

(a) the holder of the licence has, since the licence was granted, been convicted of an offence against regulations 4 or 23 of these Regulations; or

(b) where the holder of the licence is a body corporate, any officer of that body corporate has, since the licence was granted, been convicted, in his capacity as such an officer, of an offence against regulations 4 or 23 of these Regulations; or

(c) the holder of the licence has failed to comply with any condition subject to which the licence was granted.

(2) Before revoking or suspending any licence under paragraph (1) (c) above, the Licensing Authority shall give to the holder of the licence such notice as is prescribed in Form 6 in the Schedule hereto specifying the grounds upon which it is proposed to revoke or suspend the licence, and shall not revoke or suspend the licence unless they are satisfied, after holding a public enquiry if the holder of the licence (by such notice, in such form as is prescribed in Form 6) requires them so to do, that, owing to the frequency of the failure on the part of the holder to comply with conditions or to the failure having been wilful, the licence should be revoked or suspended.
(3) If the Minister acting in his discretion, considers that a licence granted by the Licensing Authority affects his responsibility for external affairs, he may revoke the licence.

(4) The expression “officer” in paragraph (1)(b) of this regulation means the director, general manager, secretary or other similar officer and includes any person who, with the authority of the body corporate, acts as such officer.

18. A licence may at any time be surrendered by the holder to the Licensing Authority for cancellation. If, during the currency of a licence, the holder applies to the Licensing Authority for a new licence in substitution for the current licence, he shall, if a new licence is granted, surrender the current licence for cancellation on the date from which the new licence is expressed to take effect.

19. (1) The following licence fee shall be paid to the Chief Civil Aviation Officer in respect of each year or part of a year of the term for which a licence is expressed to remain in force –

\( (a) \)
$500.00 in respect of a licence for an aircraft whose point of first departure or of final destination is outside Belize;

\( (b) \)
$250.00 in respect of any other licence.

(2) There shall be paid to the Chief Civil Aviation Officer in respect of any provisional licence granted under regulation 14 of these Regulations a fee of $50.00 where a licence under paragraph (a) has been applied for and $25.00 where a licence under paragraph (b) has been applied for.

20. (1) Every holder of a licence shall make a monthly return in writing to the Licensing Authority giving, in respect of the month to which the return relates, the particulars required in Form 7 in the Schedule hereto with regard...
to all air services authorised by the licence.

(2) Such return shall be sent to the Licensing Authority not later than two months after the expiration of the month to which the return relates.

21. The Licensing Authority shall make an annual report to the Minister as to the exercise of their functions during the year.

C. Permits for Journeys Other Than Scheduled Journeys

22. This sub-division of these Regulations shall not apply to the carriage of passengers, mail or cargo by air for hire or reward on scheduled journeys.

23. (1) Subject to the provisions of these Regulations, it shall not be lawful for any person to use any aircraft for the provision in Belize of any air service except under, and in accordance with the conditions of, a permit granted by the Licensing Authority.

(2) Any person who uses any aircraft in contravention of the provisions of this sub-division shall be liable on conviction in the case of a first offence to a fine not exceeding one thousand dollars or to imprisonment for a term not exceeding three months or to both such fine and such imprisonment and in the case of a second or subsequent offence to a fine not exceeding eight thousand dollars or to imprisonment for a term not exceeding two years or to both such fine and imprisonment.

(3) The provisions of this regulation shall not apply in respect of any journey performed on the authority of Article 5 of the Convention on International Civil Aviation if the aircraft performing the journey flies across Belize without landing or lands in Belize for non-traffic purposes only, but shall apply in respect of any such journey if the aircraft performing the journey takes on or discharges passengers, cargo or mail in Belize.

24. (1) The Licensing Authority may grant to any person applying...
therefor a permit to use aircraft for the provision in Belize of such services (other than such service as is referred to in regulation 4 (1) of these Regulations) for such period and on such conditions as may be specified in the permit.

(2) The Licensing Authority may attach such conditions to any permit as it may think fit having regard to the nature and circumstances of the application therefor.

(3) On the issue of a permit under this sub-division there shall be paid to the Chief Civil Aviation Officer for each day or part thereof for which the permit is to remain in effect (excluding the day of issue) a fee as follows –

(a) in respect of an aircraft on domestic service, a fee of $2.00;

(b) in respect of an aircraft on international service, if the aircraft weighs 10,000 lbs. or less, a fee of $3.00; if the aircraft weighs more than 10,000 lbs. a fee of $3.00 for the first 10,000 lbs. and 50 cts. for every 10,000 or part thereof in excess of 10,000 lbs.

(4) The Licensing Authority may delegate to the Chief Civil Aviation Officer powers as may be expedient to enable him to issue or refuse permits required at short notice:

Provided that –

(a) the Licensing Authority shall issue to the Chief Civil Aviation Officer a directive indicating generally the principles to be followed in dealing with permits required at short notice;

(b) the Chief Civil Aviation Officer shall maintain a
written record of each and all such permits or refusals and that he shall bring the complete record before the Licensing Authority for review at their next meeting or shall circulate particulars to the members thereof if the next meeting will not take place within thirty days; and

(c) an aircraft operator shall have the right to appeal to the Licensing Authority against any decisions made by the Chief Civil Aviation Officer.

25. Applications for permits shall be made in such form and shall contain such information as the Licensing Authority may require.

26. (1) The Licensing Authority may revoke or suspend any permit if-

(a) the holder of the permit has, since the permit was granted, been convicted of an offence against regulations 4 or 23 of these Regulations; or

(b) where the holder of the permit is a body corporate, any officer of that body corporate has, since the permit was granted, been convicted, in his capacity as such officer, of an offence against regulations 4 or 23 of these Regulations; or

(c) the holder of the permit has failed to comply with any condition subject to which the permit was granted.

(2) The expression “officer” in paragraph (1) above means a director, general manager, secretary or other similar officer and includes any person who, with the authority of the body corporate, acts as such officer.
D. General Provisions

27. It shall be a condition of every licence or permit that the requirements of any law or instrument having the force of law, for the time being in force in Belize, relating to air navigation or air transport shall be complied with at all times during the currency of the licence or permit in connection with all journeys made under the licence or permit.

28. A licence or permit shall not be capable of being transferred or assigned:

Provided that in the event of the death, incapacity, bankruptcy, sequestration or liquidation of the holder of a licence or permit, or of the appointment of a receiver or manager or trustee in relation to the business of the holder of a licence or permit, the person for the time being carrying on that business shall, if within fourteen days of his commencing so to do he makes application to the Licensing Authority or the Chief Civil Aviation Officer (as the case may be) for a new licence or permit, be entitled to provide the air services authorised by the existing licence or permit subject to the conditions thereof, until the application is determined.

29. Nothing in these Regulations shall require the disclosure by any applicant for a licence or permit to a person other than the Licensing Authority or the Chief Civil Aviation Officer (as the case may be) of information as to the financial resources of the applicant, and any such information received by the Licensing Authority or the Chief Civil Aviation Officer from any such applicant shall be treated as confidential.

30. Any references to a licence in paragraphs (2) and (3) of regulation 6, regulations 20, 27, 28 and 31 of these Regulations shall be construed as including references to a provisional licence.
31. Nothing in these Regulations shall confer upon the holder of a licence, or permit, or upon any other person, any right to the continuance of any benefits arising from the provisions of these Regulations, or from any licence or permit granted thereunder or from any attached to any such licence or permit.

32. (1) Proceedings for an offence against these Regulations shall not be instituted except with the consent of the Attorney General.

(2) Where an offence against these Regulations has been committed by a body corporate every person who, at the time of the commission of the offence was a director, general manager, secretary or other similar officer of the body corporate, or was purporting to act in any such capacity, shall be deemed to be guilty of that offence, unless he proves that the offence was committed without his consent or connivance and that he exercised all such diligence to prevent the commission of the offence as he ought to have exercised having regard to the nature of his functions in that capacity and to all the circumstances.

E. Exemptions

33. Subject to the provisions of paragraph (3) of regulation 23 of these Regulations, nothing in these Regulations shall apply to –

(a) either of the two corporations in respect of such journeys, on such routes, as the Minister may from time to time specify;

(b) any air transport operator, whose principal place of business is in any country other than -

(i) the United Kingdom, or

(ii) a territory for whose foreign relations Her Majesty’s Government in the United Kingdom is responsible,
in respect of journeys performed by such operator in accordance with the provisions of any agreement for the time being in force between Her Majesty’s Government in the United Kingdom and the Government of that country.

SCHEDULE

FORM 1

BELIZE

Application for Licence to Operate a Scheduled Service

(To: THE LICENSING AUTHORITY THROUGH THE CHIEF CIVIL AVIATION OFFICER)

1. APPLICANT (full name) ..........................................................
   If a body Corporate, give full particulars and title of applicant.
2. Nationality of Applicant(s) .....................................................
3. Country in which aircraft are registered ...............................
4. Registered business address (a) Head Office: .................
    (b) Belize: ........................................
5. Particulars of Route it is desired to operate (1) Point of Departure
   ....................................(2) Point of final Destination ...............
   ..........................................................................................
   (3) Intermediate landing points ............................................
    (a) for traffic purposes: ..........................................
    (b) for non-traffic purposes: ......................................
    (c) weather alternates: ..............................................
6. Period for which the Licence is required: .........................
7. Type of aircraft to be used and Passenger Seating
   Accommodation: ................................................................
8. Crew to be carried (Number and function): ..................
9. ANNEXURES: A: Proposed Schedule of Frequencies, with details of intended Time Tables.
   B: Passenger Rates (through and intermediate).
   C: Freight Rates ( do. )
Civil Aviation

[CAP. 239  283]

D: Airmail Conveyance Rates (do.)
E: Free Baggage Allowance & Excess Baggage Rates.

F: Total No. of aircraft belonging to Applicant (individual types and seating capacity).
G: Total Aircrew Personnel on Pay-Roll (e.g. Pilots, co-Pilots, Navigators, Radio-operators, etc.)
H: Details of the Insurance of the Aircraft for the proposed Route.

NOTICE: I hereby give notice that I desire the Licensing Authority to conduct an Enquiry (in Public/in Private) to consider this application.

Date .................................................... Signed ............................
Title ..............................................

CONDITIONS

NOTE: Before the application overleaf is submitted by the Chief Civil Aviation Officer to the Licensing Authority for consideration, the Applicant must first satisfy the Chief Civil Aviation Officer (or the prescribed officer) as regards:

1. Operational procedures to be observed - including Route Capacity Schedules, Operations Manual, Route Book and Aircrew, Preparations for flight; such documents as Flight Plans, Log-books (Aircraft, Engine and Journey), Loadsheets; Radio apparatus to operate on the required frequencies for the proposed Route.

2. Maintenance Manual and Schedule (based on the Air Registration Board
(U.K.)’s requirements). Information is also required as to where major overhauls are to be done; the checks on aircraft and engines; and the availability of adequate spare parts.

3. Traffic handling .............................................................

4. The adequacy and competence of the Staff to be employed.

ENDORSEMENT OF APPLICATION
(By the Chief Civil Aviation Officer or prescribed officer)

The Secretary/Chairman.
Licensing Authority.

..............................................

I CERTIFY that I have verified to the best of my knowledge and ability the particulars given overleaf and in the Annexures; that I have examined the Applicant’s proposed practices in respect of the Conditions 1, 2, 3, and 4 above, and I am of the opinion that

(1) they are satisfactory: ................................................
(2) they are satisfactory on condition that ......................
(3) they are unsatisfactory for the following reasons:-
..................................................................................

Date ................................... Signature ...................................................
Title ...........................................................

____________
FORM 2

Publication, by Licensing Authority, of Particulars of Application(s) to Operate Scheduled Air Service

In accordance with the provisions of regulation 8 of the Air Transport (Licensing of Air Services) Regulations, the Licensing Authority of Belize hereby publish the prescribed particulars of the undermentioned application(s) to operate Scheduled Air Service(s) in, to and from Belize.

Any representations regarding, or objections thereto, in accordance with regulation 9, must be received by the Licensing Authority within fourteen days after the date of the first publication of this Notice; and any Notice, requiring the holding of a Public Enquiry must be received within fourteen days after the date of the first publication of this Notice, in Form 3.

PARTICULARS OF APPLICATION(S) TO OPERATE SCHEDULED AIR SERVICE(S)

1. Applicant: .............................................................................................
2. Date of first publication of application: ..............................................
3. Route applied for: .............................................................................
4. Purposes of Services (Passenger, Freight, Mails): .........................
5. Points of departure, final destination and intermediate points of call:
6. Frequency of flights: ........................................................................
7. Provisional Time Table: ....................................................................
8. Type(s) of Aircraft: ...........................................................................

Signed ......................................
Chairman, Licensing Authority.

Date ......................................

Chairman, Licensing Authority.

THE SUBSIDIARY LAWS OF BELIZE [CAP. 239] REVISED EDITION 2003
FORM 3

Name: .............................................
Address: ..........................................
Date: .............................................
Occupation: ......................................

The Secretary/Chairman.
Licensing Authority.

Representations or Objections Regarding Proposed Scheduled Air Service

With reference to the published Notice dated ......................... regarding the undermentioned application to operate a Scheduled Air Service - and in accordance with regulations 8 and 9 of the Air Transport (Licensing of Air Services) Regulations - I beg to submit representations/objections relating thereto; *and I hereby give notice (in accordance with regulation 10) that I require the Licensing Authority to hold a Public Enquiry before the said application shall be determined.

2. The application referred to is that from-
   Applicant:
   To operate a Service from ...............to ......................

   *Delete this sub-paragraph if a Public Enquiry is NOT desired. Such Notice must be received by the L.A. within fourteen days of the date of the first publication of the Application.

3. Representations/Objections as follows:

   Date ................................... Signed .............................................
FORM 4

Notification of Enquiry Before Determining Application(s) to Operate Scheduled Air Service(s)

FROM: THE SECRETARY, LICENSING AUTHORITY OF BELIZE

To: ..................................... Address: .............................................
Address: ............................ Date: ....................................................

Sir/Madam:

I am directed to notify you - in accordance with regulation 10 of the Air Transport (Licensing of Air Services) Regulations - that the Licensing Authority will hold a Private/Public Enquiry to consider the application by ........................ for a Licence to operate the route ....................................... and to invite you to attend this Enquiry - for the purpose of being heard with regard to the said Application.

2. The Enquiry will be held on (date) ...................................................
at the hour of ................. at (place of meeting) ......................
and I am to request you to notify me at once whether or not you will be present or represented.

Signed ...........................................
Secretary, Licensing Authority.
FORM 5

Publication of Decisions of the Licensing Authority Re Grant, Refusal, Suspension, or Revocation of Licences

In accordance with the provisions of regulations 16 and 17 of the Air Transport (Licensing of Air Services) Regulations, the Licensing Authority of Belize hereby publish the following particulars of their decisions regarding the grant, conditional grant, or refusal of a Licence to operate the undermentioned proposed Service(s) and/or of their revocation or suspension of existing licence(s) to operate the Service(s) specified.

Applicant or Licence Holder: .................................................................
Licence No.: ...........................................................................................
Date of Application or Licence: .................................................................
Route(s): .................................................................................................
Frequency of Flights: ..............................................................................
Time Table: ............................................................................................... 
Type of Aircraft: ......................................................................................

DECISION(S)
(The reasons stated are at the discretion of the Licensing Authority)

(1) Licence Granted (no reason) .............................................................
(2) Application refused for the following reason(s):

..............................................................................................................

(3) Licence No. .........................revoked, for the following reason(s)

..............................................................................................................

(4) Licence No. .........................suspended, for the following
reason(s):
.............................................................................................................

Date ........................................

Signed ........................................
Secretary, Licensing Authority.

FORM 6

Notification of Enquiry Concerning the Revocation/Suspension of a Licence to Operate Scheduled Air Service(s)

From: The Secretary, Licensing Authority,
Address: ...........................................
Date: .............................................

To: .............................................

Sir/Madam:

I am directed to notify you - in accordance with regulation 17 (2) of the Air Transport (Licensing of Air Services) Regulations - that the Licensing Authority of Belize will hold a Private/Public Enquiry to consider the REVOCATION/SUSPENSION of the Licence you hold No . ................. to operate the Route ......................................on the grounds set out below, and to invite you to be present. I am also to request you to state (a) if you will be present or represented, and (b) if you desire the enquiry to be held in public.

The meeting will take place at (place) ............................................
(date) ........................................ at the hour of ...............  
Grounds .................................................................................................  

Signed ...........................................
Secretary, Licensing Authority.

D.C.A. 88  
REPLY
From .............................................
Address ........................................
Date .............................................

To: The Secretary,  
Licensing Authority.

I hereby acknowledge receipt of your notification dated  
.............. and inform you that I shall be present or represented  
by .............. at the meeting, which I desire should be held in  
private/public.

Signed ...........................................

FORM 7

D.C.A. 89.
RETURNS from .................................................................  
Licensed Operator of Route ....................................................  
Month ending .................................................................
To: .................................................................

Subjoined please find the prescribed Returns in respect of Licence  
No. ................. held by .................................................. to operate route  
from ................................................ with intermediate stages indicated below.
Date .............................  
Signed ............................

THE SUBSIDIARY LAWS OF BELIZE  
Printed by the Government Printer,  
No. 1 Power Lane,  
Belmopan, by the authority of  
the Government of Belize.

REVISED EDITION 2003
<table>
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<th>Intermediate Stages</th>
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<td></td>
<td></td>
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<tr>
<td>(2)</td>
<td></td>
<td></td>
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<tr>
<td>(3) etc.</td>
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**Type of Aircraft:**

**Frequency of Services:**

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<th>No.</th>
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<tbody>
<tr>
<td>1. Flights scheduled .......</td>
<td>4. Uninterrupted flights completed ............</td>
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<tr>
<td>2. Flights commenced .......</td>
<td>5. Flights completed after interruption ..........</td>
</tr>
<tr>
<td>3. Flights not commenced ....</td>
<td>6. Flights interrupted, not completed ............</td>
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<tr>
<td>7. Flights not completed because of-</td>
<td>8. Unpremeditated landings because of</td>
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<tr>
<td>(1) Passengers not available..</td>
<td>(1) Lack of fuel ...............</td>
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<tr>
<td>(2) Aircraft not available..</td>
<td>(2) Weather conditions ...........</td>
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<tr>
<td>(3) Weather conditions ...</td>
<td>(3) Failure of radio .............</td>
</tr>
<tr>
<td>(4) Other reasons (state below) ...............</td>
<td>(4) Failure of aircraft/engine</td>
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(5) Other reasons (state below) ...............
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<tr>
<th>Stages of journey</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>etc.</th>
<th>Totals</th>
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</thead>
<tbody>
<tr>
<td>A Stages in land miles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B Passengers carried No.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C MAILS carried</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>D Freight carried</td>
<td></td>
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<td></td>
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<tr>
<td>E TOTAL PAYLOAD</td>
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<td></td>
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<tr>
<td>F PAYLOAD CAPACITY available</td>
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<td></td>
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<tr>
<td>(commencement of flights)</td>
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<table>
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<tr>
<th>Weight in kilos</th>
<th>Weight in lbs.</th>
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<th>FLIGHT PERSONNEL EMPLOYED</th>
<th>Pilots</th>
<th>Co-Pilots</th>
<th>Navigators</th>
<th>Radio Operators No.</th>
<th>Others employed on flying duties No.</th>
<th>Total</th>
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<tbody>
<tr>
<td>No.</td>
<td>No.</td>
<td>No.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</table>

OTHER REMARKS

Signed ........................................
Title ...........................................
Date .............................................
CHAPTER 239

AIR NAVIGATION (MANIFEST EXEMPTION) REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.

2. Exemption.
CHAPTER 239

AIR NAVIGATION (MANIFEST EXEMPTION) REGULATIONS

(Originally made by the Governor under Article 75 of the Colonial Air Navigation Order, 1955.)

Short title. (Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. These Regulations may be cited as the

Exemption. AIR NAVIGATION (MANIFEST EXEMPTION)
REGULATIONS.

2. It is hereby declared that the commanders of all aircraft operating to and from places abroad shall be exempted from the requirements under sub-paragraphs 3 (1) (b) (iv) and 5 (4) (d) of Schedule III of the Colonial Air Navigation Order 1955, to deliver to the proper officer manifests in respect of passengers carried.
CHAPTER 239

CARRIAGE BY AIR (BELIZE DOLLAR EQUIVALENTS) ORDER

ARRANGEMENT OF PARAGRAPHS

1. Short title.

2. Dollar equivalents.
ORDER made by his Excellency the Governor in exercise of the powers conferred upon him by paragraph 4 (4) of the First Schedule of the Carriage by Air (Overseas Territories) Order 1967 and paragraph 4 (4) of Part 1 of the First Schedule of the Carriage by Air Acts (Application of Provisions) (Overseas Territories) Order 1967 and all other powers thereunto him enabling.

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. This Order may be cited as the

CARRIAGE BY AIR (BELIZE DOLLAR EQUIVALENTS) ORDER.

2. The amounts shown in Column 3 of the following table are hereby specified as amounts to be taken for the purposes of Article 22 in the First Schedule to the Carriage by Air Acts 1961 and of that Article as applied by the Carriage by Air Acts (Application of Provisions) (Overseas Territories) Order 1967 as equivalent to the sums expressed in francs and sterling on the same line in Column 1 and 2 respectively of the table.
<table>
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<th>Column 2</th>
<th>Column 3</th>
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<tr>
<td>875,000</td>
<td>37,450</td>
<td>136,580.15</td>
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CHAPTER 239

COLONIAL AIR NAVIGATION ORDER (APPLICATION TO BELIZE) (AMENDMENT) REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Tax.
4. Transfer of aircraft.
5. Amendment to Thirteenth Schedule of principal Order.
CHAPTER 239

COLONIAL AIR NAVIGATION ORDER (APPLICATION TO BELIZE) (AMENDMENT) REGULATIONS

[1st December, 1966.]

REGULATIONS made by His Excellency the Governor in exercise of the powers conferred upon him by Article 73 (3) of the Colonial Air Navigation Order, 1961, and all other powers thereunto him enabling.

(Saved under section 33 of the Civil Aviation Act, Chapter 239.)

1. These Regulations may be cited as the COLONIAL AIR NAVIGATION ORDER (APPLICATION TO BELIZE) (AMENDMENT) REGULATIONS,

and shall be read and construed as one with the Colonial Air Navigation Order, 1961, hereinafter referred to as the principal Order S.I. No. 2316 (U.K.).

2. For the purposes of the Principal Order -

“Aerodrome” means any area of land or water designed, equipped, set apart or commonly used for affording facilities for the take off and landing of aircraft, and which has been licensed as an aerodrome under the Principal Order.

3. A tax of two cents (02 cts.) shall be levied upon every gallon of aviation fuel sold, supplied or delivered at any aerodrome in Belize.

4. (1) Notwithstanding anything contained in sub-paragraph (a) of sub-article (2) of Article 2 of the Colonial Air Navigation Order, 1961, an aircraft may be temporarily transferred to the Belize register if it has been kept

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in Belize for a period exceeding ninety days.

(2) Where an aircraft has been temporarily transferred to the Belize register it shall remain on such register so long as it is kept in Belize.

5. The Thirteenth Schedule of the principal Order is amended as follows-

(a) by the deletion of the signs and figures “£1. 10. 0d.” appearing in paragraph 1 thereof and by the substitution therefor of the sign and figures “$10”;

(b) by the deletion of the signs and figures “£5. 0. 0.” and “£3. 0. 0.” wherever they appear in paragraph 5 thereof and by the substitution therefor of the signs and figures “$32” and “$20” respectively;

(c) by the deletion of the signs and figures “£16. 10. 0.” appearing in paragraph 13 thereof and by the substitution therefor of the sign and figures “$50”;

(d) by the deletion of the signs and figures “10s. 0d.” appearing in paragraph 15 thereof and by the substitution therefor of the sign and figures “$4.00”.

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CHAPTER 239

PHILIP S. W. GOLDSON INTERNATIONAL AIRPORT
REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Prohibited acts.
4. Acts for which permission is required.
5. Offences.
CHAPTER 239

PHILIP S. W. GOLDSON INTERNATIONAL AIRPORT
REGULATIONS

(Originally made under Section 3 of the Aerodomes Act, Chapter 188)
(Saved under Section 33 of the Civil Aviation Act, Chapter 239)

1. These Regulations may be cited as the

PHILIP S. W. GOLDSON INTERNATIONAL AIRPORT
REGULATIONS.

2. In these Regulations-

“the Director” means the Chief Civil Aviation Officer;

“the aerodrome” or “airport” means all that lot, piece or parcel of land known
as the Philip S. W. Goldson International Airport, comprising 370 acres or
thereabouts situate south of the Northern Highway approximately nine miles
from Belize City and bounded as follows:

On the north by Crown Land, land occupied by Her Majesty’s Forces (Airport
Camp) and a 66’ road reserve south of Blocks Nos. 75, 74, 73, 72 and 71;
on the east by Blocks Nos. 69A and 69; on the south by the New Access
Road to the Philip S. W. Goldson International Airport north of Block No.
66A, a 40’ road reserve leading to the Ladyville Power Station and Belize
Beef Corporation and Blocks Nos. 61 and 62 and on the west by Blocks
Nos. 63A, 64 and 64A and more particularly described as follows:

Commencing at a concrete pillar situate at the south-eastern corner of the
parcel of land occupied by Her Majesty’s Forces (Airport Camp), thence in
an easterly direction for an approximate distance of 2130' to the north-eastern corner of Block No. 67, thence in a southerly direction for an approximate distance of 1185' to a concrete pillar at the south-eastern corner of Block No. 67 in the New Access Road to the Philip S. W. Goldson International Airport, thence in a south-westerly direction along the northern side of the said road for an approximate distance of 3530' to its junction with the 40' road reserve leading to the Ladyville Power Station, thence across the road in a westerly direction and continuing in a southerly direction on the western side of the road for an approximate distance of 2000' to a concrete pillar at the north-eastern corner of a parcel of land as shown on Survey Department’s Plan No. 1197, thence in a southerly direction for a distance of 340', to the south-eastern corner of the said parcel of land, thence in a westerly direction for an approximate distance of 170' to a concrete pillar at the south-western corner of the said parcel, thence in a south-westerly direction for an approximate distance of 400' to the north-eastern corner of Block No. 62, thence in a westerly direction for an approximate distance of 985' to a Wooden Post at the south-eastern corner of Block No. 63A, thence in a north-westerly direction for an approximate distance of 1870' to a concrete pillar at the north-eastern corner of Block No. 64, thence in a south-westerly direction for an approximate distance of 1200' to a concrete pillar at the south-western corner of the parcel of land occupied by Her Majesty’s Forces (Airport Camp), thence in the same north-easterly direction for a distance of 3500' back to the point of commencement.

3. Within the aerodrome the following acts are prohibited:

   (a) obstructing or interfering with the proper use of the aerodrome;

   (b) obstructing any person acting in the execution of his duty in relation to the aerodrome;
(c) remaining on the aerodrome after being required to leave it;

(d) allowing any vehicle or animal to be on the aerodrome after having been required to remove it or after its presence on the aerodrome has been forbidden;

(e) boarding or attempting to board any aircraft without the authority of the person in charge of it;

(f) tampering or interfering with any aircraft or anything used in connection with an aircraft;

(g) smoking in or otherwise bringing or lighting any naked light into or in-

(i) any place where any such act is prohibited by notice, or

(ii) any place within 50' of an aircraft or a store of liquid fuel or explosives;

(h) any act causing or tending to cause an outbreak of fire;

(i) throwing, leaving or dropping anything capable of causing injury to any person or property;

(j) climbing any wall, fence, barrier, railing or post;

(k) wilfully giving a false fire or ambulance alarm;

(l) failure to place an aircraft in the place and position
appointed by an aerodrome official for that purpose;

(m) failure properly to moor or otherwise secure any stationary aircraft which is not in a hangar;

(n) driving or placing a vehicle carelessly or dangerously or without due consideration for persons using the aerodrome;

(o) failure by the driver of a vehicle to stop when required by a constable to do so;

(p) failure by the driver of a vehicle which is involved in an accident to give his name and address and the name and address of the owner of the vehicle to any person having reasonable grounds for requiring them;

(q) failure by the driver of a vehicle forthwith to report to a constable or to the person in charge of the aerodrome any accident in which the vehicle is involved;

(r) failure by the driver of a vehicle to comply with any direction for the regulation of traffic given by a constable or a traffic sign;

(s) parking a vehicle elsewhere than in a place provided for that purpose;

(t) failure by the person in charge of a vehicle to remove it from any parking place when required to do so;
(u) walking on or otherwise damaging any flowerbed or anything growing therein;

(v) removing, picking or otherwise damaging any tree, shrub or plant;

(w) failing to keep any animal under control;

(x) using any language likely to cause offence or annoyance to any person;

(y) indecent or disorderly behaviour;

(z) being intoxicated;

(aa) dropping or leaving litter except in a receptacle provided for the purpose.

4. Within the aerodrome the following acts are prohibited unless the permission of the Director has first been obtained:

(a) entering or leaving the aerodrome otherwise than through a gate or entrance for the time being provided for that purpose;

(b) entering any part of the aerodrome or its buildings to which members of the public are not for the time being admitted;

(c) removing, displacing, damaging, defacing, or altering any building, structure or other property, whether movable or immovable (including any notice), forming part of or provided for or in connection with the aerodrome;
(d) digging soil or cutting or removing turf;

(e) grazing animals;

(f) selling or distributing anything, offering anything for sale or hire, or making an offer of services;

(g) exhibiting any notice or advertisement except on premises which the person exhibiting it is authorised to occupy and in accordance with the terms of his occupation;

(h) leaving a vehicle on the aerodrome longer than is reasonably necessary for the transaction of the business for the purpose of which it was brought there;

(i) driving a vehicle elsewhere than in a place provided for the passage or accommodation of such a vehicle;

(j) taking a motor vehicle into a hangar used for the maintenance or storage of aircraft;

(k) running an aircraft engine in a hangar;

(l) filling or discharging from any container (including any part of a vehicle) liquid fuel elsewhere than in a place approved for that purpose by the person in charge of the aerodrome;

(m) lighting a fire elsewhere than in a place constructed for that purpose;
(n) fixing or planting any flag, ribbon, label, bunting, ensign, banner, standard or set of colours in or on any part of the terminal building or in or on any other part of the aerodrome.

5. Any person who does any act which is prohibited by these Regulations shall be guilty of an offence against these Regulations and on summary conviction thereof shall be liable to a fine not exceeding one hundred dollars.

6. (1) Any person suspected of an offence against any of these Regulations shall, upon being requested so to do by a constable or any other person acting on behalf of the Director, correctly state his name and address and the purpose of his being on the aerodrome.

(2) A constable, the Director, the Airport Manager and any person for the time being authorised in writing by the Airport Manager to do so are hereby authorised to exercise the powers conferred by subsection (2) of section 3 of the Aerodromes Act upon any person authorised for the purpose.
CHAPTER 239

BELIZE CITY MUNICIPAL AIRPORT REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Prohibited acts.
4. Acts for which permission is required.
5. Offences.
6. Suspect to state name and address.
CHAPTER 239

BELIZE CITY MUNICIPAL AIRPORT REGULATIONS

(Originally made under Section 3 of the Aerodomes Act, Chapter 188)
(Saved under Section 33 of the Civil Aviation Act, Chapter 239)

[15th May, 1971]

1. These Regulations may be cited as the
BELIZE CITY MUNICIPAL AIRPORT REGULATIONS.

2. In these Regulations-

“the Director” means the Chief Civil Aviation Officer;

“the aerodrome” or “airport” means all that lot, piece or parcel of land known as the Belize City Airstrip or Airport comprising 15.4 acres or thereabouts and the buildings thereon situate in Belize City and bounded as follows:

North - by the sea;

East - by Crown land and a Road Reserve;

South - by the National Stadium;

West - by Landivar, now or formerly the property of St. John’s College Incorporated.

3. Within the aerodrome the following acts are prohibited:

(a) Obstructing or interfering with the proper use of
the aerodrome;

(b) obstructing any person acting in the execution of his duty in relation to the aerodrome;

(c) remaining on the aerodrome after being required to leave it;

(d) allowing any vehicle or animal to be on the aerodrome after having been required to remove it or after its presence on the aerodrome has been forbidden;

(e) boarding or attempting to board any aircraft without the authority of the person in charge of it;

(f) tampering or interfering with any aircraft or anything used in connection with an aircraft;

(g) smoking in or otherwise bringing or lighting any naked light into or in-

(i) any place where any such act is prohibited by notice, or

(ii) any place within 50' of an aircraft or a store of liquid fuel or explosives;

(h) any act causing or tending to cause an outbreak of fire;

(i) throwing, leaving or dropping anything capable of causing injury to any person or property;
(j) climbing any wall, fence, barrier, railing or post;

(k) wilfully giving a false fire or ambulance alarm;

(l) failure to place an aircraft in the place or position appointed by an aerodrome official for that purpose;

(m) failure properly to moor or otherwise secure any stationary aircraft which is not in a hangar;

(n) driving or placing a vehicle carelessly or dangerously or without due consideration for persons using the aerodrome;

(o) failure by the driver of a vehicle to stop when required by a constable to do so;

(p) failure by the driver of a vehicle which is involved in an accident to give his name and address and the name and address of the owner of the vehicle to any person having reasonable grounds for requiring them;

(q) failure by the driver of a vehicle forthwith to report to a constable or to the person in charge of the aerodrome any accident in which the vehicle is involved;

(r) failure by the driver of a vehicle to comply with any direction for the regulation of traffic given by a constable or a traffic sign;

(s) parking a vehicle elsewhere than in a place
provided for that purpose;

(t) failure by the person in charge of a vehicle to remove it from any parking place when required to do so;

(u) walking on or otherwise damaging any flower-bed or anything growing therein;

(v) removing, picking or otherwise damaging any tree, shrub or plant;

(w) failing to keep any animal under control;

(x) using any language likely to cause offence or annoyance to any person;

(y) indecent or disorderly behaviour;

(z) being intoxicated;

(aa) dropping or leaving litter except in a receptacle provided for the purpose.

4. Within the aerodrome the following acts are prohibited unless the permission of the Director has first been obtained:

(a) entering or leaving the aerodrome otherwise than through a gate or entrance for the time being provided for that purpose;

(b) entering any part of the aerodrome or its buildings to which members of the public are not for the time being admitted;
(c) removing, displacing, damaging, defacing or altering any building, structure or other property, whether movable or immovable (including any notice), forming part of or provided for or in connection with the aerodrome;

(d) digging soil or cutting or removing turf;

(e) grazing animals;

(f) selling or distributing anything, offering anything for sale or hire, or making an offer of services;

(g) exhibiting any notice or advertisement except on premises which the person exhibiting it is authorised to occupy and in accordance with the terms of his occupation;

(h) leaving a vehicle on the aerodrome longer than is reasonably necessary for the transaction of the business for the purpose of which it was brought there;

(i) driving a vehicle elsewhere than in a place provided for the passage or accommodation of such a vehicle;

(j) taking a motor vehicle into a hangar used for the maintenance or storage of aircraft;

(k) running an aircraft engine in a hangar;

(l) filling or discharging from any container (including any part of a vehicle) liquid fuel elsewhere than in
a place approved for that purpose by the person in charge of the aerodrome;

(m) lighting a fire elsewhere than in a place constructed for that purpose;

(n) fixing or planting any flag, ribbon, label, bunting, ensign, banner, standard or set of colours in or on any part of the terminal building or in or on any other part of the aerodrome.

5. Any person who contravenes any of these Regulations shall be guilty of an offence against these Regulations and on summary conviction thereof shall be liable to a fine not exceeding twenty-five dollars.

6. (1) Any person suspected of an offence against any of these Regulations shall, upon being requested so to do by a constable or any other person acting on behalf of the Director, correctly state his name and address and the purpose of his being on the aerodrome.

(2) A constable, the Director, and any person for the time being authorised in writing by the Director to do so, are hereby authorised to exercise the powers conferred by subsection (2) of section 3 of the Aerodromes Act on persons authorised under these Regulations.
CHAPTER 239

CAYE CAULKER AIRSTRIP REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Prohibited acts.
4. Acts for which permission is required.
5. Offences.
CHAPTER 239

CAYE CAULKER AIRSTRIP REGULATIONS

(Originally made under Section 3 of the Aerodromes Act, Chapter 188)
(Saved under Section 33 of the Civil Aviation Act, Chapter 239)

[25th January, 1992.]

1. These Regulations may be cited as the

CAYE CAULKER AIRSTRIP REGULATIONS.

2. In these regulations -

“the aerodrome” or “airstrip” means all that lot, piece or parcel of land comprising 17.899 acres or thereabouts and the buildings thereon situate in Caye Caulker and bounded as follows:-

NORTH: Properties now or formerly owned by Central American Investments Limited, Frederick Wagner, J.P. Usher and L. Reyes.

EAST: By Road Reserve extended to Caribbean Sea.

SOUTH: Properties now or formerly owned by Central American Investments Limited and L. Reyes.

WEST: Property now or formerly owned by Central American Investments Limited.

3. Within the aerodrome the following acts are prohibited:-

THE SUBSIDIARY LAWS OF BELIZE

Printed by the Government Printer,
No. 1 Power Lane,
Belmopan, by the authority of
the Government of Belize.
(a) obstructing or interfering with the proper use of the aerodrome;

(b) obstructing any person acting in the execution of his duty in relation to the aerodrome;

(c) remaining on the aerodrome after being required to leave it;

(d) allowing any vehicle or animal to be on the aerodrome after having been required to remove it or after its presence on the aerodrome has been forbidden;

(e) boarding or attempting to board any aircraft without the authority of the person in charge of it;

(f) tampering or interfering with any aircraft or anything used in connection with an aircraft;

(g) smoking in or otherwise bringing or lighting any naked light into or in-

   (i) any place where any such act is prohibited by notice, or

   (ii) any place within fifty feet of an aircraft or a store of liquid fuel or explosives;

(h) any act causing or tending to cause an outbreak of fire;

(i) throwing, leaving or dropping anything capable of causing injury to any person or property;
(j) climbing any wall, fence, barrier, railing or post;

(k) wilfully giving a false fire or ambulance alarm;

(l) failure to place an aircraft in the place and position appointed by an aerodrome official for that purpose;

(m) failure properly to moor or otherwise secure any stationary aircraft which is not in a hangar;

(n) driving or placing a vehicle carelessly or dangerously or without due consideration for persons using the aerodrome;

(o) failure by the driver of a vehicle to stop when required by a constable to do so;

(p) failure by the driver of a vehicle which is involved in an accident to give his name and address and the name and address of the owner of the vehicle to any person having reasonable grounds for requiring them;

(q) failure by the driver of a vehicle forthwith to report to a constable or to the person in charge of the aerodrome any accident in which the vehicle is involved;

(r) failure by the driver of a vehicle to comply with any direction for the regulation of traffic given by a constable or a traffic sign;
Within the aerodrome the following acts are prohibited unless the permission of the Chief Civil Aviation Officer has first been obtained:

(a) entering or leaving the aerodrome otherwise than through a gate or entrance for the time being provided for that purpose;

(b) entering any part of the aerodrome or its buildings to which members of the public are not for the
(c) removing, displacing, damaging, defacing, or altering any building, structure or other property, whether movable or immovable (including any notice), forming part of or provided for or in connection with the aerodrome;

(d) digging soil or cutting or removing turf;

(e) grazing animals;

(f) selling or distributing anything; offering anything for sale or hire, or making an offer of services;

(g) exhibiting any notice or advertisement except on premises which the person exhibiting it is authorised to occupy and in accordance with the terms of his occupation;

(h) leaving a vehicle on the aerodrome longer than is reasonably necessary for the transaction of the business for the purpose of which it was brought there;

(i) driving a vehicle elsewhere than in a place provided for the passage or accommodation of such a vehicle;

(j) taking a motor vehicle into a hangar used for the maintenance or storage of aircraft;

(k) running an aircraft engine in a hangar;
(1) filling or discharging from any container (including any part of a vehicle) liquid fuel elsewhere than in a place approved for that purpose by the person in charge of the aerodrome;

(m) lighting a fire elsewhere than in a place constructed for that purpose;

(n) fixing or planting any flag, ribbon, label, bunting, ensign, banner, standard or set of colours in or on any part of the terminal building or in or on any other part of the aerodrome.

5. Any person who does any act which is prohibited by these Regulations shall be guilty of an offence against these Regulations and on summary conviction thereof shall be liable to a fine not exceeding two hundred and fifty dollars.

6. (1) Any person suspected of an offence against any of these Regulations shall, upon being requested so to do by a constable or any other person acting on behalf of the Chief Civil Aviation Officer, correctly state his name and address and the purpose of his being on the aerodrome.

(2) A constable, the Chief Civil Aviation Officer, the Airstrip Manager and any person for the time being authorised in writing by the Airstrip Manager to do so are hereby authorised to exercise the powers conferred by subsection (2) of section 3 of the Aerodromes Act upon any person authorised for the purpose.

MADE this 15th day of December, 1991.

(CARLOS DIAZ)
Minister of Energy and Communications