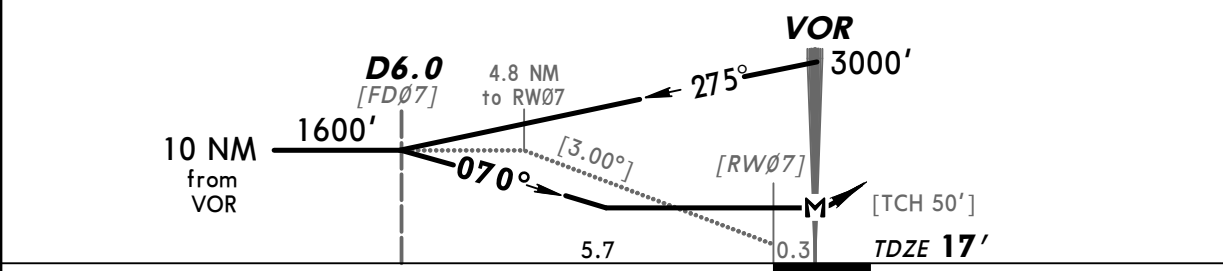
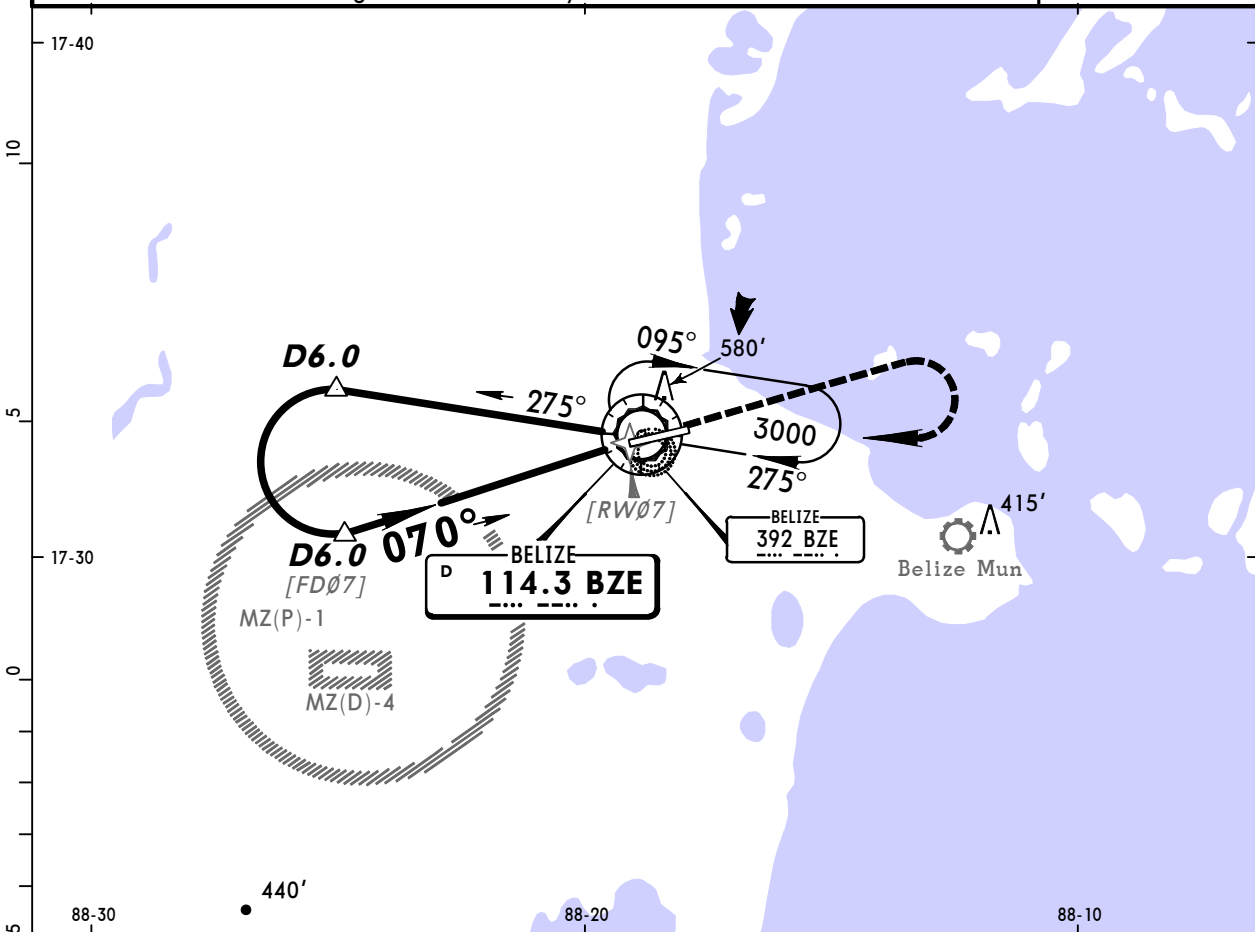


MZBZ/BZE
 PHILIP S W GOLDSON INTL

JEPPESEN
 29 DEC 06 (13-1)

BELIZE CITY, BELIZE
 VOR DME Rwy 07

*GOLDSON Approach		*GOLDSON Tower		*GOLDSON Ground	
121.0		118.0		121.9	
VOR BZE 114.3	Final Apch Crs 070°	No FAF	MDA(H) 440' (423')	Apt Elev 15'	TDZE 17'
MISSED APCH: Climb STRAIGHT AHEAD to 1500'. Turn RIGHT to return to holding pattern at 3000'.					
Alt Set: IN (hPa on req) Trans level: FL 200 Trans alt: 19500'					
1. CAUTION: Uncontrolled light aircraft activity at Belize Mun 8 NM east-southeast.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3000'	BZE 114.3
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at VOR										

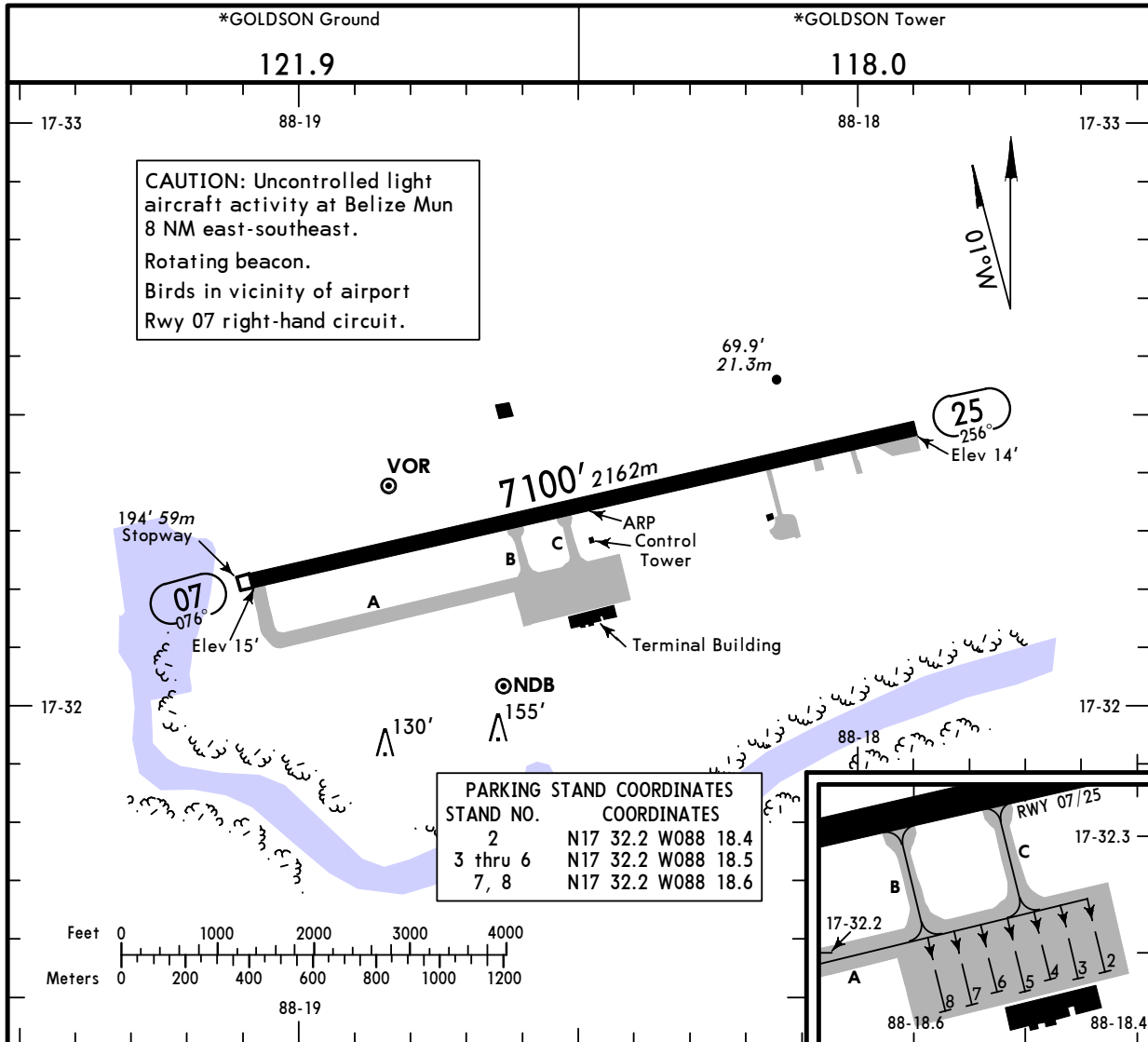
STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
MDA(H) 440' (423')		Prohibited North of Rwy	
		Max Kts	MDA(H)
A	1600m	100	500' (485') - 1600m
B		135	510' (495') - 2400m
C	2000m	180	610' (595') - 3200m
D		205	710' (695') - 4000m

PANS OPS 3

MZBZ/BZE
 Apt Elev 15'
 N17 32.3 W088 18.5

JEPPESSEN
 29 DEC 06 (13-1)

BELIZE CITY, BELIZE
 PHILP S W GOLDSON INTL



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
07 25	MIRL PAPI-L	grooved		148' 45m

TAKE-OFF

AIR CARRIER All Rwys MIRL		AIR CARRIER (FAR 121) All Rwys Adequate Vis Ref	
A	RVR 250m	2 Eng	VIS 400m
B	RVR 300m	3 & 4 Eng	
C	RVR 400m		
D	RVR 400m		

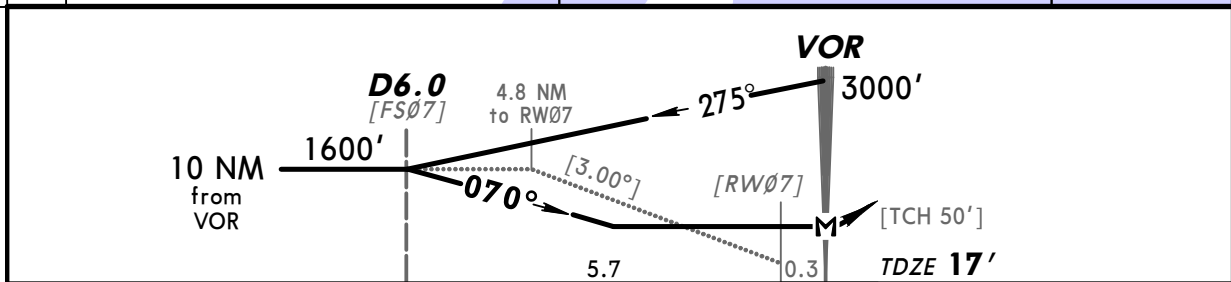
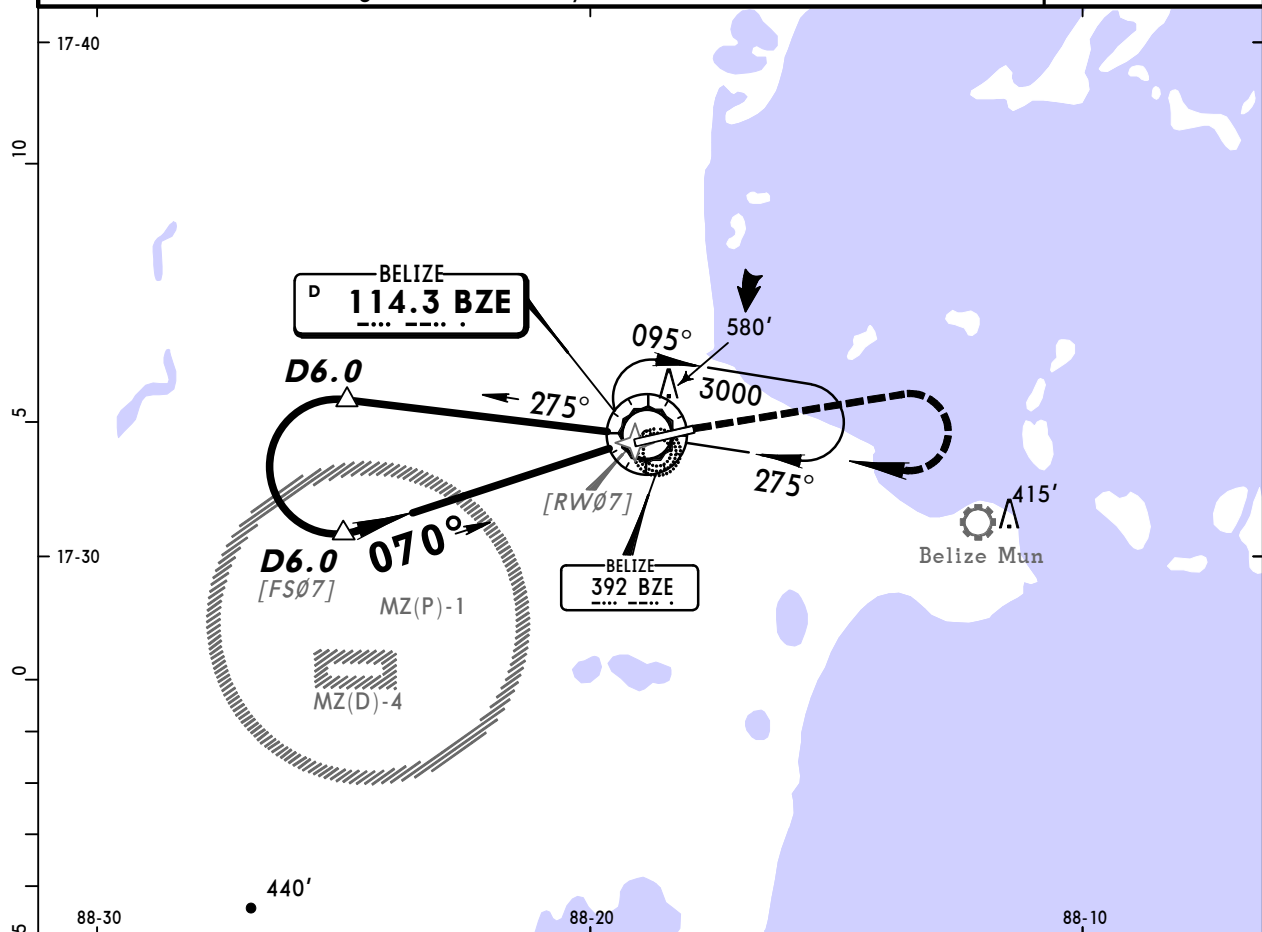
Acft departing IFR: Will be required to maintain rwy heading after take-off until they have crossed 1000' before turning on course. Right turns must be requested by pilot and approved by ATC prior to departure.

MZBZ/BZE
 PHILIP S W GOLDSON INTL

JEPPESEN
 29 DEC 06 (13-2)

BELIZE CITY, BELIZE
VOR Rwy 07

*GOLDSON Approach		*GOLDSON Tower		*GOLDSON Ground	
121.0		118.0		121.9	
VOR BZE 114.3	Final Apch Crs 070°	No FAF	MDA(H) 440' (423')	Apt Elev 15' TDZE 17'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500'. Turn RIGHT to return to holding pattern at 3000'.					
Alt Set: IN (hPa on req)		Trans level: FL 200		Trans alt: 19500'	
1. CAUTION: Uncontrolled light aircraft activity at Belize Mun 8 NM east-southeast.					MSA BZE VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3000'	BZE
Descent angle [3.00°]	372	478	531	637	743	849		↑	↻ RT	114.3
MAP at VOR										

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
MDA(H) 440' (423')		Prohibited North of Rwy	
A	1600m	Max Kts	MDA(H)
B		100	500' (485') - 1600m
C		135	510' (495') - 2400m
D		180	610' (595') - 3200m
	2000m	205	710' (695') - 4000m

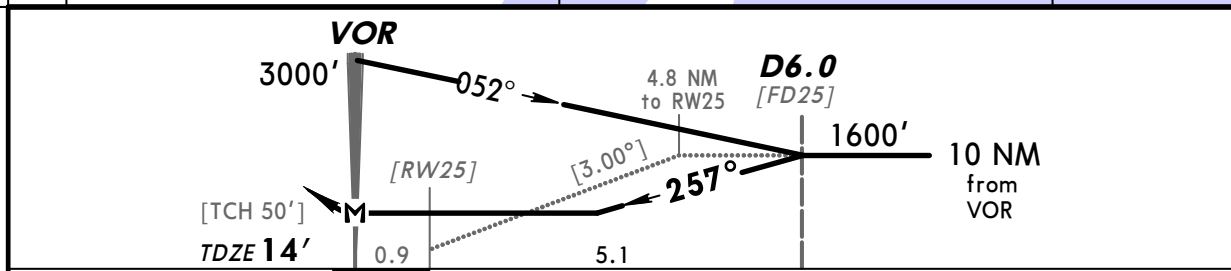
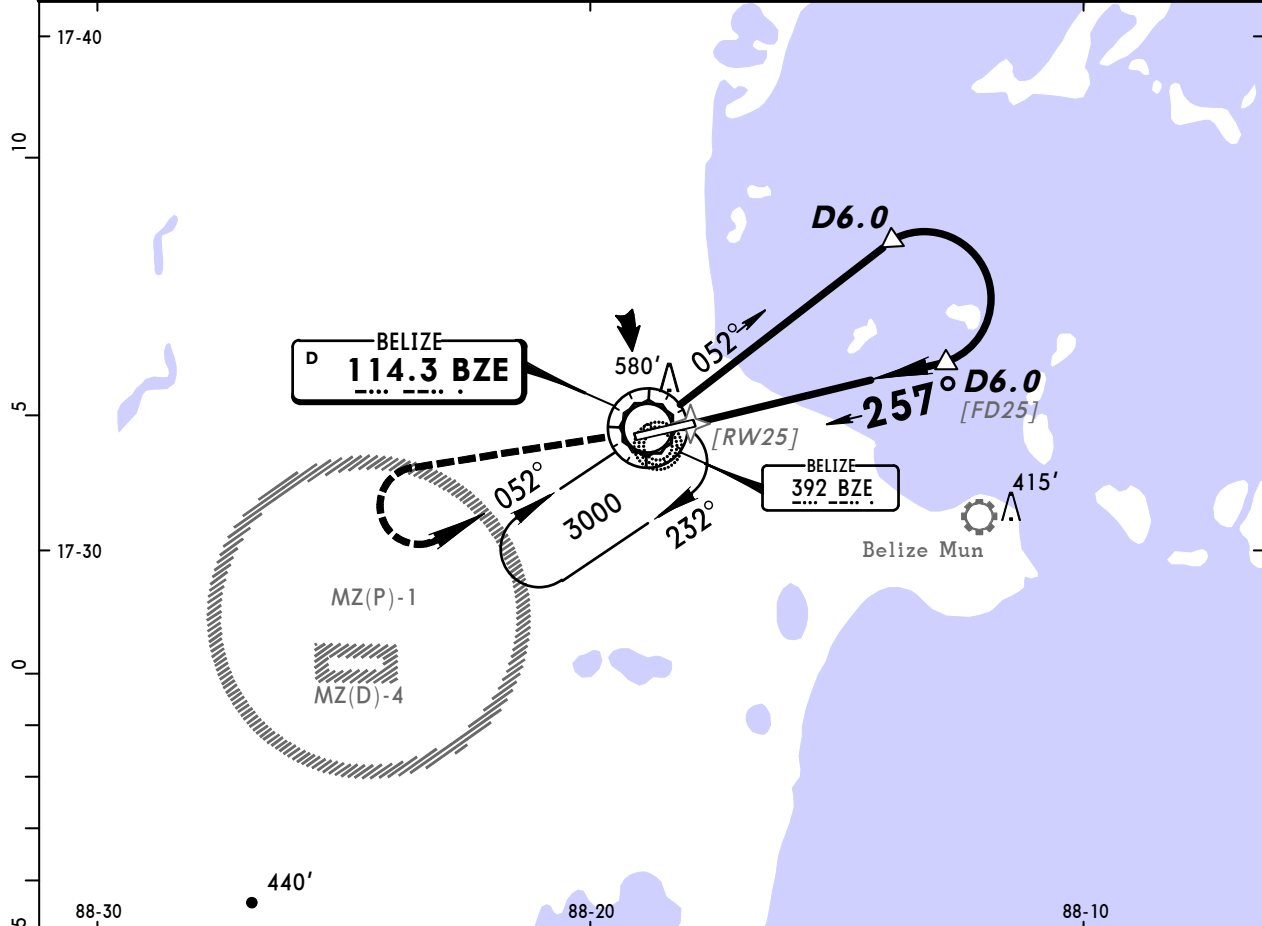
PANS OPS 3

MZBZ/BZE
 PHILIP S W GOLDSON INTL

JEPPESEN
 29 DEC 06 (13-3)

BELIZE CITY, BELIZE
VOR DME Rwy 25

*GOLDSON Approach		*GOLDSON Tower		*GOLDSON Ground	
121.0		118.0		121.9	
VOR BZE 114.3	Final Apch Crs 257°	No FAF	MDA(H) 580' (566')	Apt Elev 15' TDZE 14'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500'. Turn LEFT to return to holding pattern at 3000'.					
Alt Set: IN (hPa on req)		Trans level: FL 200		Trans alt: 19500'	
1. CAUTION: Uncontrolled light aircraft activity at Belize Mun 8 NM east-southeast.					MSA BZE VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3000'	BZE
Descent angle [3.00°]	372	478	531	637	743	849		↑	LT	114.3
MAP at VOR										

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
MDA(H) 580' (566')		Prohibited North of Rwy	
A		Max Kts	MDA(H)
B	1600m	100	580' (565') - 1600m
C	2400m	135	580' (565') - 2400m
D	2800m	180	610' (595') - 3200m
		205	710' (695') - 4000m

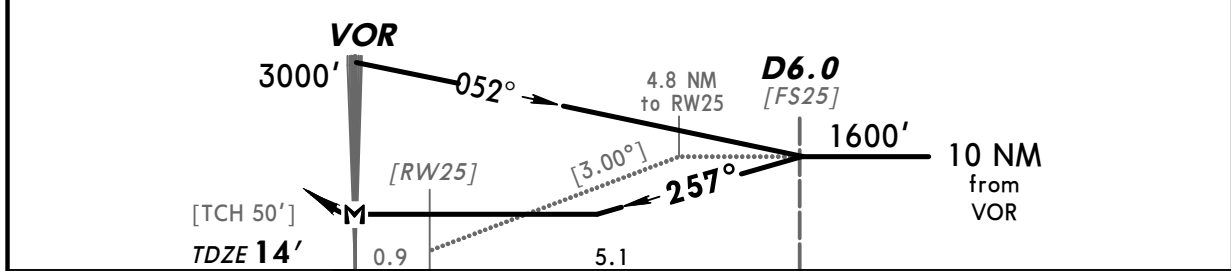
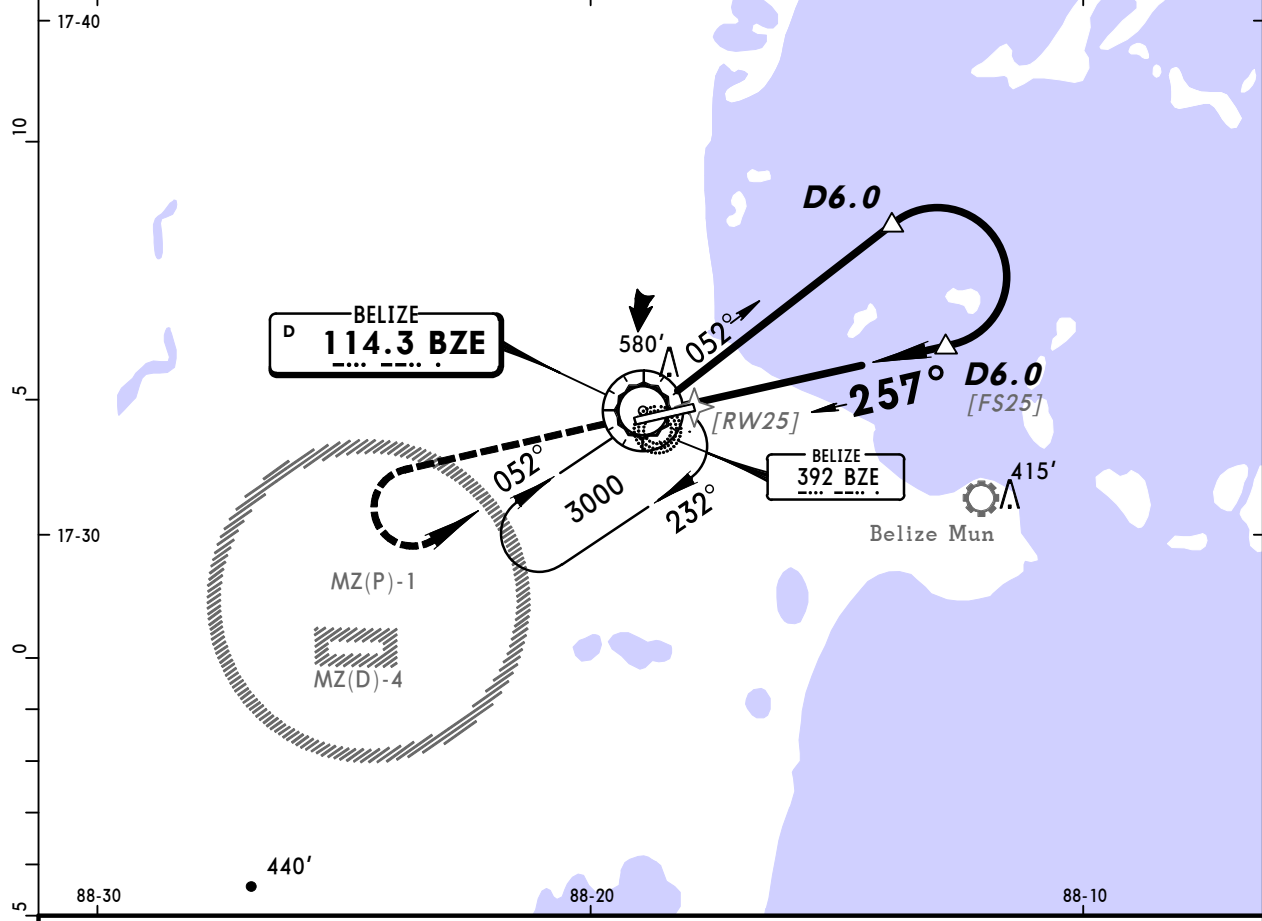
PANS OPS 3

MZBZ/BZE
 PHILIP S W GOLDSON INTL

JEPPESEN
 29 DEC 06 (13-4)

BELIZE CITY, BELIZE
VOR Rwy 25

*GOLDSON Approach		*GOLDSON Tower		*GOLDSON Ground	
121.0		118.0		121.9	
VOR BZE 114.3	Final Apch Crs 257°	No FAF	MDA(H) 580' (566')	Apt Elev 15' TDZE 14'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500'. Turn LEFT to return to holding pattern at 3000'.					
Alt Set: IN (hPa on req)			Trans level: FL 200	Trans alt: 19500'	
1. CAUTION: Uncontrolled light aircraft activity at Belize Mun 8 NM east-southeast.					MSA BZE VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3000'	BZE
Descent angle [3.00°]	372	478	531	637	743	849		↑	↶	114.3
MAP at VOR										

STRAIGHT-IN LANDING RWY25		CIRCLE-TO-LAND	
MDA(H) 580' (566')		Prohibited North of Rwy	
		Max Kts	MDA(H)
A		100	580' (565') - 1600m
B	1600m	135	580' (565') - 2400m
C	2400m	180	610' (595') - 3200m
D	2800m	205	710' (695') - 4000m

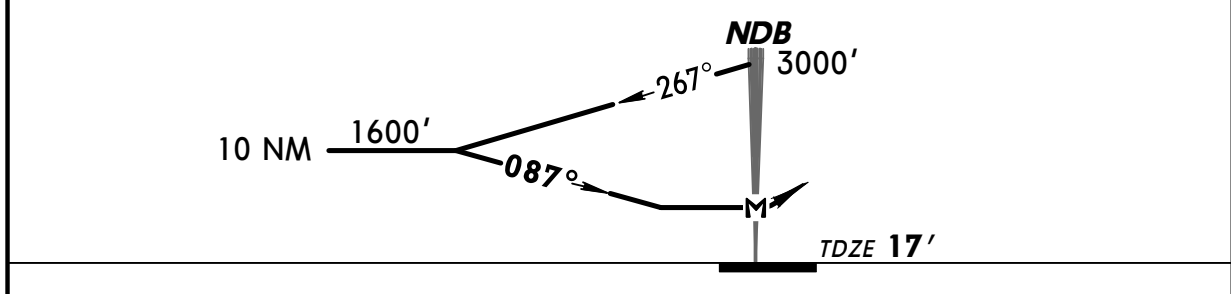
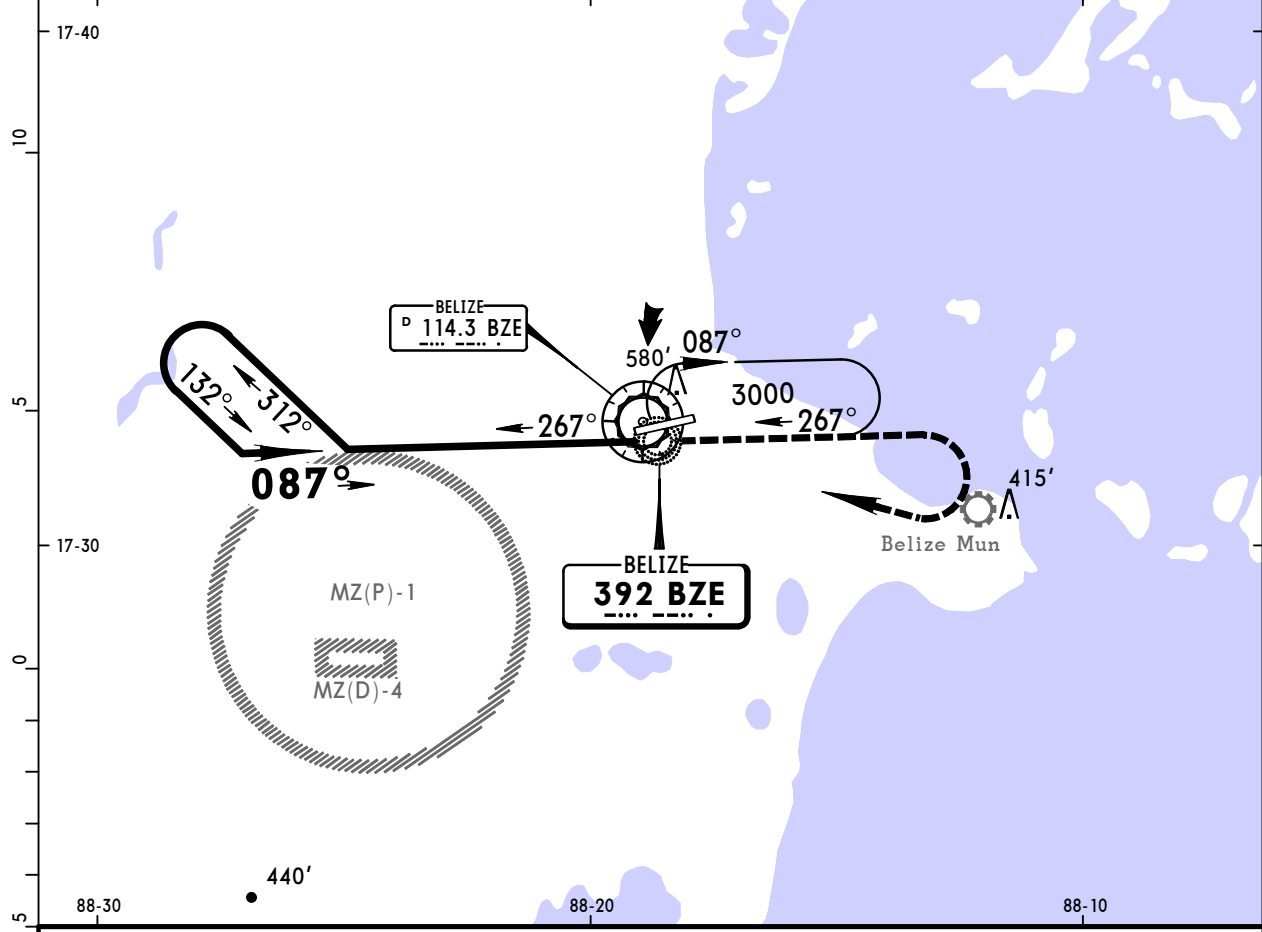
PANS OPS 3

MZBZ/BZE
 PHILIP S W GOLDSON INTL

JEPPESEN
 29 DEC 06 (16-1)

BELIZE CITY, BELIZE
 NDB Rwy 07

*GOLDSON Approach		*GOLDSON Tower		*GOLDSON Ground	
121.0		118.0		121.9	
NDB BZE 392	Final Apch Crs 087°	No FAF	MDA(H) 440' (423')	Apt Elev 15'	TDZE 17'
MISSED APCH: Climb STRAIGHT AHEAD to 1500'. Turn RIGHT to return to holding pattern at 3000'.					
Alt Set: IN (hPa on req)		Trans level: FL 200		Trans alt: 19500'	
1. CAUTION: Uncontrolled light aircraft activity at Belize Mun 8 NM east-southeast.					
MSA BZE NDB					



				PAPI-L	1500'	3000'	BZE
					↑	↻ RT	392
MAP at NDB							

STRAIGHT-IN LANDING RWY07				CIRCLE-TO-LAND			
MDA(H) 440' (423')				Prohibited North of Rwy			
				Max Kts	MDA(H)		
A	1600m			100	500' (485') - 1600m		
B				135	510' (495') - 2400m		
C				180	610' (595') - 3200m		
D	2000m			205	710' (695') - 4000m		

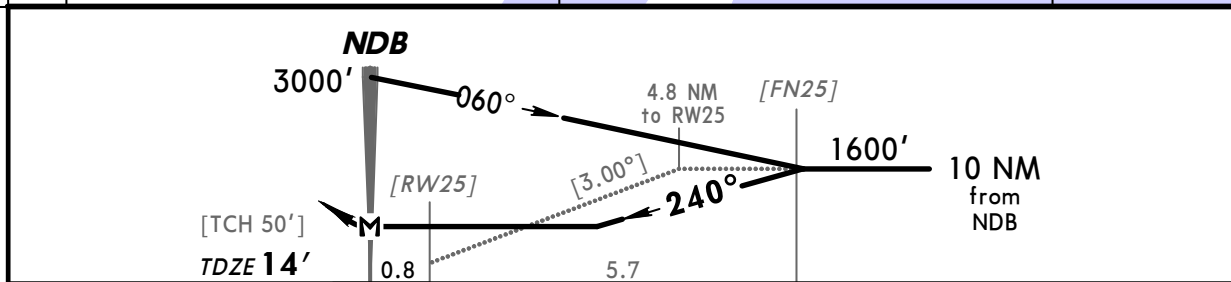
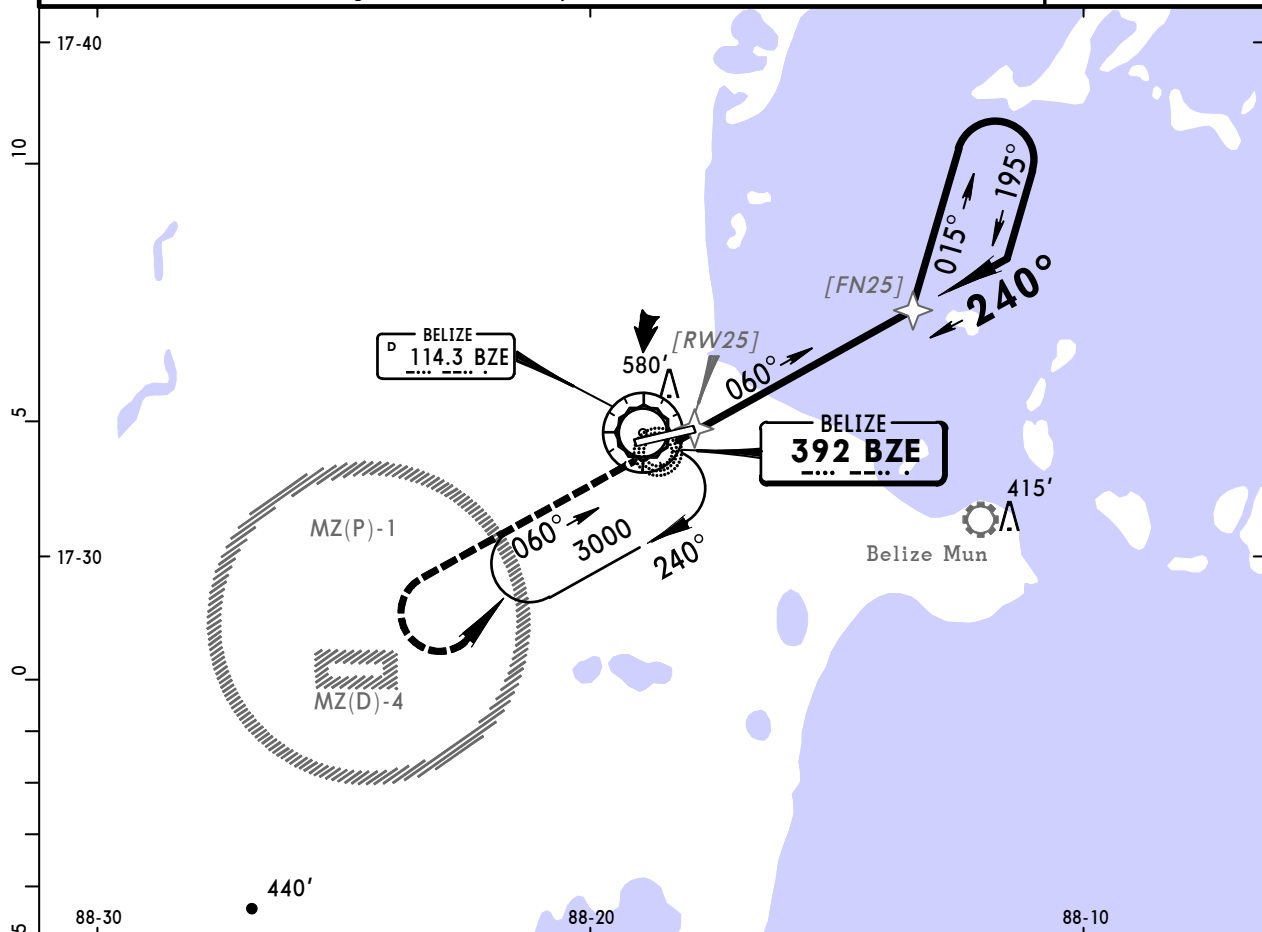
PANS OPS 3

MZBZ/BZE
 PHILIP S W GOLDSON INTL

JEPPESEN
 29 DEC 06 (16-2)

BELIZE CITY, BELIZE
 NDB Rwy 25

*GOLDSON Approach 121.0		*GOLDSON Tower 118.0		*GOLDSON Ground 121.9	
NDB BZE 392	Final Apch Crs 240°	No FAF	MDA(H) 580' (566')	Apt Elev 15' TDZE 14'	<p>1600' 080° 2900' 350° MSA BZE NDB</p>
MISSED APCH: Climb STRAIGHT AHEAD to 1500'. Turn LEFT to return to holding pattern at 3000'.					
Alt Set: IN (hPa on req)		Trans level: FL 200		Trans alt: 19500'	
1. CAUTION: Uncontrolled light aircraft activity at Belize Mun 8 NM east-southeast.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3000'	BZE
Descent angle [3.00°]	372	478	531	637	743	849		↑	LT	392
MAP at NDB										

STRAIGHT-IN LANDING RWY25						CIRCLE-TO-LAND				
MDA(H) 580' (566')						Prohibited North of Rwy				
A						Max Kts	MDA(H)			
B	1600m					100	580' (565') - 1600m			
C	2400m					135	580' (565') - 2400m			
D	2800m					180	610' (595') - 3200m			
						205	710' (695') - 4000m			

PANS OPS 3