

# St. Kitts Approach Unit Air Traffic Management Contingency Plan



ST. CHRISTOPHER AIR & SEA PORTS AUTHORITY

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## **OBJECTIVE**

This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of Air Traffic Services (ATS) and is related to ICAO Annex 11 – Air Traffic Services Chapter 2, paragraph 2.28.

It is designed to provide routes, using existing airways in most cases, which will allow aircraft operators to fly through or avoid airspace within St. Kitts Control Zone.

## **AIR TRAFFIC MANAGEMENT**

### **ATS Responsibilities**

In the event that ATS cannot be provided within St. Kitts Control Zone, SCASPA's Air Traffic Services Unit through its Aeronautical Information Services (AIS) shall publish the corresponding NOTAM indicating the following:

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

In the event that SCASPA AIS office is unable to issue the NOTAM, TAPA (Antigua) Aeronautical Information Department (AIM) will take action to issue the appropriate NOTAM for St. Kitts.

## **Separation**

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

## **Level Restrictions**

Aircraft on long-haul international flights to St. Kitts and aircraft transiting St. Kitts' Control Zone shall be given priority with respect to their cruising levels (where possible).

## **Delegation of Airspace**

In the event of a catastrophic ATS facility failure TMA2(surface – FL65), which is controlled by St. Kitts, will be handed over to TAPA Approach (APP). Aerodrome Control will be provided at St. Kitts and Nevis Airports. TAPA APP will provide approach control service for St. Kitts.

## **Other Measures**

Other measures related to the closure of airspace and the implementation of the contingency scheme in St. Kitts Control Zone may be taken as follows:

- a) Adjacent Units shall inform TAPA Approach when it becomes apparent that communication have been lost with the St. Kitts APP.
- b) TAPA APP shall broadcast on Frequency 121.0 MHZ an advisory that contingency measures have been put in place if applicable.
- c) Pilots immediately upon becoming aware of a loss of communication with St. Kitts APP Unit shall, if operating in accordance with IFR:
  - maintain the last assigned altitude and other clearances, and
  - attempt to contact St. Kitts APP on other published ATC frequencies for St. Kitts.

**Note:** *if unable to contact St. Kitts APP, pilots are to attempt contact with Nevis Tower on frequency 120.5 Mhz or self-transfer to appropriate adjacent Units.*

- d) Departing traffic from airports within St. Kitts Control Zone shall:
  - Maintain VFR,
  - Contact TAPA APP for further onward clearances.
- e) All VFR flights both international and domestic will be required to file a flight plan.
- f) All Special VFR operations will be suspended.
- g) VFR departures shall be permitted at a rate of one departure every ten minutes from each airport.
- h) VFR arrivals shall be permitted at a rate of one every ten (10) minutes from each airport.
- i) Scheduled commercial IFR operations can be permitted at a rate to arrive over the SKB NDB Navigational Aids (NAVAIDs) at a rate not exceeding one (1) every ten (10) minutes and a departure not exceeding one (1) every ten (10) minutes,
- j) General Aviation and International Non-Scheduled carriers shall obtain prior permission for operations.

## **TRANSITION TO CONTINGENCY SCHEME**

During times of uncertainty, when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route.

In the event of airspace closure that has not been promulgated, St. Kitts APP should, if possible, broadcast to all aircraft in its airspace about the closure and inform pilots to stand by for further instructions.

## **TRANSFER OF CONTROL AND COORDINATION**

Except by prior coordination, the transfer of communications between St. Kitts APP and other ATS units shall be executed before the common boundary. In the event of total communication failure TAPA APP will coordinate with other ATS units on behalf of St. Kitts APP.

St. Kitts APP unit shall review current coordination requirements in light of contingency operations or short notice of airspace closure as deemed necessary.

## **PILOTS AND OPERATOR PROCEDURES**

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate outside of normal traffic flows, could result in an interception by military aircraft.

Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO. Annex 2 – *Rules of the Air*, paragraph 3.8 and Appendix 2, Sections 2 and 3.

Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where secondary surveillance radar (SSR) is used for ATS purposes.

Transponders should be set on a discreet code assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by military aircraft, the pilot shall immediately:

- a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with international procedures.
- b) Notify, if possible, the appropriate ATS Unit.

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- c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz and 243 if equipped; and
- d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS Units.

If any instructions received by radio from any source conflict with those given by the intercepting aircraft, the intercepting aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

### **OVERFLIGHT APPROVAL**

Aircraft operators should obtain over-flight approval from TKPK for flights operating through St. Kitts Control Zone, where required.

In contingency situation, flights may be rerouted at short notice and may not be possible for operators to give the required advanced notice in a timely manner to obtain approval.

States/Territories/International Organizations responsible for the airspace in which contingency routes are established should consider making special arrangements to expedite flight approvals in these contingency situations.

### **CONTINGENCY UNIT**

The ATM National Contingency Unit assigned the responsibility of monitoring developments that may dictate the enforcement of the contingency plan and coordination of contingency arrangements is:

**Name of Agency: St. Christopher Air & Sea Ports Authority**

**Contact Person: Mr. Don Grant**

**Telephone: 1-869-465-8472**

**Mobile: 1-869-662-8490/762-3145**

**Email: [don.grant@scaspa.com](mailto:don.grant@scaspa.com)**

## **St. Kitts Approach Unit Air Traffic Management Contingency Plan**

During a contingency situation, the ATM National Contingency unit will inform the ICAO NACC Officer and adjacent ATS Units



## **POINTS OF CONTACT**

List of points of contact for the St. Kitts ATS department.

<b>NAME</b>	<b>POSITION</b>	<b>TELEPHONE/CELL</b>	<b>E-MAIL</b>
Don Grant	Airport Manager	1-869-662-8490 1-869-762-3145	don.grant@scaspa.com
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