

# Saint Lucia Approach Unit Air Traffic Management Contingency Plan



**April 22, 2025**

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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 the Saint Lucia Control Zone.

## **AIR TRAFFIC MANAGEMENT**

### **ATS Responsibilities**

In the event that ATS cannot be provided within Saint Lucia Control Zone, Saint Lucia Air Sea Ports Authority's (SLASPA) Air Traffic Services Unit through its Aeronautical Information Services (AIS) shall publish the corresponding NOTAM indicating the following:

- a) Time and date of the beginning of the contingency measures;
- b) Aerodrome available for landing and airspaces available for overflying traffic to be avoided;
- c) Details of the facilities and services available or not available and any limitation on ATS provision (e.g. APP, and TWR), including an 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.

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In the event that the SLASPA AIS office is unable to issue the NOTAM, Martinique Civil Aviation Department through its Aeronautical Information Management Department (AIM) will take action to issue the appropriate NOTAM for Saint Lucia.

### Delegation of Airspace

In the event of a catastrophic ATS facility failure TMA2 (4500 feet – FL105), which is controlled by Saint Lucia, will be handed over to Martinique Approach (APP). Saint Lucia CTR (surface – 4500 feet) will be downgraded to Class G airspace. Aerodrome Control will be provided at Hewanorra and George Charles Airports. Martinique APP will provide approach control service for Saint Lucia.

### Separation

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

### Level Restrictions

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

### Other measures

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

- a) Adjacent Units shall inform Martinique Approach when it becomes apparent that communication has been lost with the Saint Lucia APP.
- b) Martinique APP shall broadcast on Frequency 121.000 MHz an advisory that contingency measures have been put in place if applicable.

*Note that Saint Lucia APP has internal contingencies for the use of hand held devices for such broadcast.*

c) Pilots immediately upon becoming aware of a loss of communication with Saint Lucia APP Unit shall, if operating in accordance with IFR:

- maintain the last assigned altitude and other clearances, and
- attempt to contact Saint Lucia APP on other published ATC frequencies for Saint Lucia.

**Note:** *If unable to contact Saint Lucia APP, pilots are to attempt contact with Martinique APP on frequency 121.000 MHz or self- transfer to appropriate adjacent Units.*

d) Departing traffic from airports within Saint Lucia Control Zone shall:

- Maintain VFR,
- Restrict climb to 4500 feet or below, and
- Contact Martinique 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 (1) departure every ten (10) minutes from each airport

h) VFR arrivals shall be permitted at a rate of one (1) every ten (10) minutes

i) Scheduled commercial IFR operations can be permitted at a rate to arrive over the BNE or SLU 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, Saint Lucia 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 Saint Lucia APP and other ATS units shall be executed before the common boundary. In the event of total communication failure Martinique APP will coordinate with other ATS units on behalf of Saint Lucia APP.

Saint Lucia 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 intercept by military aircraft.

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

Pilots need to continuously guard the VHF emergency frequency 121.500 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 discrete 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;
- c) Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.500 MHz and 243.000 MHz if equipped; and
- d) Set transponder to code 7700, unless otherwise instructed by the appropriate ATS Unit.

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

## **OVERFLIGHT APPROVAL**

Aircraft operators should obtain over-flight approval from SLASPA for flights operating through the Saint Lucia Control Zone, where required.

In a contingency situation, flights may be rerouted at short notice and it 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** : Saint Lucia Air & Sea Ports Authority

**Contact Person** : Kendell Peter  
**Telephone** : +1 758 457-6116  
**Mobile** : +1 758 721-9336  
**Email** : Kendell.peter@slaspa.com

During a contingency situation, the ATM National Contingency Unit will inform the ICAO NACC Office and adjacent ATS Units.

## POINTS OF CONTACT

### Points of Contact for Saint Lucia ANS Department

NAME	POSITION	TELEPHONE/CELL	E-MAIL
AMY CHARLES	DIRECTOR OF AIRPORTS	W: +1 758 457 6115 M: +1 758 728 4854	amy.charles@slaspa.com
KENDELL PETER	MANAGER – AIR NAVIGATION SERVICES	W: +1 758 457 6116 M: +1 758 721 9336	Kendell.peter@slaspa.com
LYNDEN LEONCE	TECHNICAL OFFICER – AIR NAVIGATION SERVICES	W: +1 758 457 6167 M: +1 758 728 4867	lynden.leonce@slaspa.com
REMY AVRIL	SENIOR ATC OFFICER	M: +1 758 728 4886 O: +1 758 457 6167	remy.avril@slaspa.com
RICARDO CHARLES	SENIOR ATC OFFICER AIM POINT OF CONTACT	M: +1 758 724 6436 O: +1 758 457 6167	ricardo.charles@slaspa.com

W: Work Desk

M: Mobile

O: Main Office

### Other Essential Points of Contact


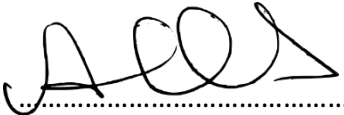
NAME	POSITION	TELEPHONE/CELL	E-MAIL
MARTINIQUE – ANS	ANS PERMANENT MANAGER	+596 596 93 60 75	sna-ag_iao-ld.sna-ag.ld@aviation-civile.gouv.fr
GRANTLEY ADAMS TMA	CHIEF ATC OFFICER	+1 246 428 6162	catcobgi@sunbeach.net
ARGYLE TMA	CHIEF ATC	+1 784 456 5994	catcsvg@gmail.com
EDDIAN MENDEZ	ICAO, REGIONAL OFFICER, ATM/SAR	W: +52 55 5250 3211 M: +52 1 55 3643 9265	emendez@icao.int
JULIO DE SOUZA PEREIRA	IATA, ASSISTANT DIRECTOR SAFETY & FLIGHT OPERATIONS	+55 112 187 4211	pereiraj@iata.org

W: Work Desk

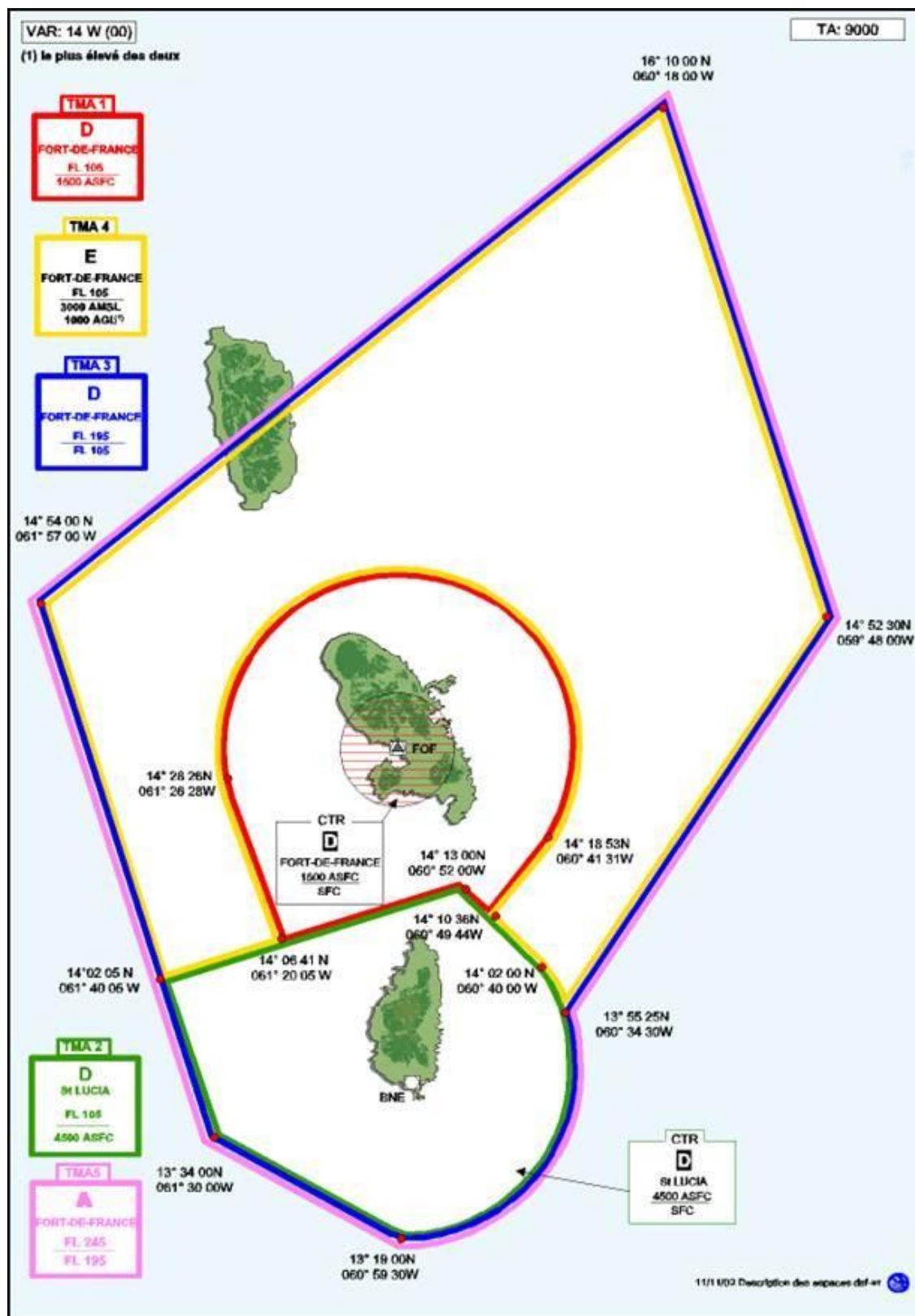
M: Mobile



## DOCUMENT APPROVAL

AUTHORITY	NAME & SIGNATURE	DATE
REVIEWED BY: Manager – Air Navigation Services	 ..... Mr. Kendell Peter	...22/04/2025... dd/mm/yyyy
APPROVED BY: Director of Airports	 ..... Ms. Amy Charles	...22/04/2025... dd/mm/yyyy

## APPENDIX 1 - AIRSPACE



## APPENDIX 2 – AIRSPACE (VERTICAL CUT)

