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Agenda Item 4: Follow-up of the activities of the E/CAR/CATG

STATUS OF ANS PROVISION IN SAINT LUCIA

(Presented by Saint Lucia)

EXECUTIVE SUMMARY	
This information paper outlines the provision of air navigation services in **SAINT LUCIA**, including the operational context, services provided, key challenges and opportunities, and current, ongoing or planned implementation projects.	
Strategic Objectives:	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
References:	• Summary of Discussions for the Ninth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/9) Meeting, Miami, United States, 28 to 31 July 2025

1. Introduction

1.1 Saint Lucia is a mountainous island State in the Eastern Caribbean with two operational aerodromes: Hewanorra International Airport (TLPL) in the south and George F. L. Charles Airport (TLPC) in the north. TLPL is the primary international gateway, serving long-haul international operations, regional flights, charter operations, and general aviation, while TLPC supports regional connectivity and access to Castries and the northern part of the island.

Air Navigation Services are essential to Saint Lucia's aviation system because the State depends heavily on safe, reliable, and efficient air transport for tourism, commerce, regional connectivity, emergency response, and national development. The island's terrain, proximity to adjacent airspaces, mixed IFR/VFR operations, and dependence on regional coordination make effective ANS provision particularly important.

Saint Lucia's ANS system also supports wider regional connectivity within the Eastern Caribbean and the Piarco FIR. Its terminal operations must be closely coordinated with Martinique APP,

Piarco ACC, and adjacent Eastern Caribbean ATS units. This makes Saint Lucia's ANS provision not only a national requirement, but also an important element of regional airspace efficiency and safety.

2. **Background**

a. Saint Lucia's ATS responsibility is centred on the Saint Lucia Control Zone and the terminal airspace associated with TLPL and TLPC operations. The Saint Lucia CTR falls within the Martinique TMA, and the wider jurisdiction of the Piarco FIR, with air navigation operations concentrated primarily around Hewanorra International Airport (TLPL).

The controlled airspace around TLPL consists of the Saint Lucia Control Zone and the associated Martinique TMA volumes. The Saint Lucia CTR is described as Class D airspace from the surface to 4,500 ft, extending within a 25 NM radius from the BNE VOR/DME located at TLPL. Saint Lucia APP also controls the delegated lower portion of Martinique TMA (TMA2) from 4,500 ft to FL105 during defined operational hours.

During operational hours, Saint Lucia APP provides terminal control and initial climb/descent management up to FL105. Above that level, traffic is progressively coordinated with Martinique APP and then with Piarco ACC for the upper en-route structure.

Outside Saint Lucia APP operational hours, responsibility arrangements change. The Saint Lucia CTR is reclassified as Class G and responsibility shifts to Martinique APP for procedural coordination.

b. Saint Lucia provides the following air navigation services:
Air Traffic Services (ATS): ATS are provided for TLPL and TLPC operations, including aerodrome control, approach control, flight information service, and alerting service as applicable. At TLPL, the services include Hewanorra Approach, Tower, and Ground. The TLPL ATS frequencies as APP 119.800 MHz, TWR 118.300 MHz, and GND 121.600 MHz. Operations are conducted using procedural separation due to the non-radar environment.

Instrument Flight Procedure support and oversight interface: Saint Lucia currently relies on published instrument approach procedures and participates in regional initiatives to improve IFP design, validation, inspection, and oversight.

Aeronautical Information Management / Aeronautical Information Service (AIM/AIS): Saint Lucia supports the aeronautical data and information chain for published aerodrome, airspace, procedure, NOTAM, and operational information. The IFP and charting modernization work requires close coordination between ATS, AIM, aerodrome, procedure design service providers, ECCAA, and regional partners.

Communications, Navigation and Surveillance (CNS): Saint Lucia currently uses VHF voice communications for ATS and ground-based navigation infrastructure at TLPL, including the BNE VOR/DME and BNE NDB. The BNE VOR/DME is the primary en-route and terminal navigation aid supporting approaches and terminal transitions, and the BNE NDB is a

legacy aid used for non-precision approaches. There is no dedicated Saint Lucia APP radar surveillance system, although Martinique APP operates with radar capability.

Meteorological service (MET): Meteorological information supports flight planning, ATS operations, approach minima, aerodrome operations, and safety decision-making. The detailed institutional provider arrangements and technical systems for MET should be confirmed and included in the technical appendix.

Search and Rescue / Alerting interface (SAR): Saint Lucia provides alerting service through ATS units and coordinates SAR-related notifications in accordance with applicable regional and State arrangements. Detailed SAR organization, RCC/SPOC arrangements, and contact procedures should be confirmed and included in the technical appendix.

c. Saint Lucia's ANS system is functional and supports safe operations at both TLPL and TLPC, but its capabilities vary across service areas.

ATS capability: Saint Lucia provides aerodrome and approach control services. TLPL is supported by Hewanorra Tower, Ground, and Saint Lucia Approach. TLPC is supported by George Charles Tower, Ground, and coordination with Saint Lucia APP. The current environment is primarily procedural, with no dedicated radar surveillance system for Saint Lucia APP. This requires structured coordination, procedural separation, and reliance on published procedures, estimates, position reports, and coordination with adjacent ATS units.

IFP capability: TLPL has RNAV (GNSS) approaches with LNAV/VNAV capability, VOR/DME approaches to RWY 10 and RWY 28 using BNE VOR/DME, and legacy NDB-based approaches. However, TLPL has no published SIDs or STARs. This is a major limitation because departures are handled through direct-to clearances rather than published, repeatable SIDs, and arrival transitions are not formal STARs under ICAO PANS-OPS criteria.

At TLPC, the current IFP set is more limited. TLPC has an RNAV (GNSS) procedure only for RWY 09, with LNAV minima and no vertical guidance. No approach is published for RWY 27, and no SIDs or STARs are published for either runway.

AIM capability: AIM/AIS supports the publication and maintenance of aeronautical information required for safe flight operations. Planned IFP modernization will require strengthened AIM coordination, charting validation, data quality controls, terrain and obstacle data management, and AIRAC-based publication processes.
CNS capability: The current navigation infrastructure at TLPL includes BNE VOR/DME and BNE NDB. The VOR/DME supports approaches and terminal transitions, while the NDB is considered a legacy aid. There is no ILS published at TLPL. Local surveillance is limited; therefore, modernization options include ADS-B, regional surveillance data sharing, and improved integration with adjacent surveillance-capable ATS units.

MET capability: MET information is available to support ATS, aerodrome operations, flight planning, and approach operations. However, the technical appendix should confirm the

service provider, equipment, reporting capability, data links, backup arrangements, and any limitations affecting operational resilience.

SAR / Alerting capability: Alerting service is provided as part of ATS. SAR coordination arrangements should be documented in the technical appendix, including RCC/SPOC points of contact, notification processes, coordination with airport emergency services, marine services, police, fire, hospitals, and regional SAR authorities.

d. Saint Lucia's Aeronautical Information is processed, disseminated and stored by Trinidad & Tobago AIM.

Saint Lucia's terminal operations are closely integrated with Martinique APP and Piarco ACC. During operational hours, Saint Lucia APP is responsible for the CTR from the surface to 4,500 ft and the lower portion of Martinique TMA (TMA2) from 4,500 ft to FL105. Above FL105, traffic is progressively handled by Martinique APP and then by Piarco ACC. Outside of Saint Lucia APP operational hours, Martinique APP assumes responsibility and the Saint Lucia CTR is reclassified as Class G.

Saint Lucia also relies on regional and international support for instrument flight procedure design, inspection, and oversight.

3. **Key Challenges and Opportunities**

a. The main current limitations are as follows:

a) **Limited surveillance capability**: Saint Lucia APP operates in a primarily procedural environment. There is no dedicated radar surveillance system operated by Saint Lucia APP. This limits real-time monitoring, tactical flexibility, and efficiency compared with radar or ADS-B supported environments.

b) **Absence of published SIDs and STARs at TLPL**: TLPL has no published ICAO-compliant SIDs or STARs. Departures are handled through direct-to clearances rather than published repeatable SIDs, and that transition routes toward IAFs are not formal STARs as defined by ICAO PANS-OPS criteria. This reduces predictability and increases controller workload.

c) **Limited IFP coverage at TLPC**: TLPC has only an RNAV (GNSS) RWY 09 approach with LNAV minima and no vertical guidance. There is no RWY 27 approach, and no SIDs or STARs are published for either runway. This limits IFR access, runway flexibility, and resilience during weather or wind changes.

d) **Legacy navigation procedures**: TLPL still uses NDB-based approaches. This is an area for modernization because NDB procedures are being phased out globally due to lower accuracy and reduced compatibility with modern avionics.

e) **Magnetic variation and procedure data currency**: The magnetic variation referenced in current procedures dates back to 2010 and should be updated to maintain procedural integrity.

f) **Airspace classification and continuity issues**: The reclassification of the Saint Lucia CTR to Class G outside active hours, combined with delegated responsibility changes, creates complexity and may affect consistency for IFR/VFR users. The regional recommendation is to reclassify controlled terminal airspace to Class D where feasible to ensure controller authority and clarity.

g) **Need for strengthened IFP design oversight and validation capacity**: CAR Region States face challenges in IFPDS and airspace planning. The E/CAR/CATG/9 working paper identifies the establishment of IFPDS oversight as a regional priority and supports training, surveillance programmes, regional collaboration, and pooling of resources.

b. The main challenges include financing, availability of qualified technical personnel, dependence on external design/validation providers, data quality requirements, regional coordination complexity, terrain constraints, and the need to synchronize ATS, AIM, CNS, aerodrome, regulator, and procedure design activities.

However, Saint Lucia has several strong opportunities:
Implement full PBN-based terminal modernization: Saint Lucia can develop ICAO-compliant RNAV/RNP SIDs and STARs for TLPL and TLPC, improve integration with regional ATS routes, support CDO/CCO concepts, and reduce tactical ATC workload.

a) **Improve TLPC IFR resilience**: A new RNAV (GNSS) RWY 27 procedure, upgraded RWY 09 procedure with vertical guidance, and future RNAV SIDs/STARs would improve operational flexibility at TLPC.

b) **Reduce dependence on legacy NDB procedures**: Modernization can prioritize VOR/DME and RNAV/RNP procedures, with a planned transition away from NDB-based procedures.

c) **Explore surveillance enhancement**: Options include ADS-B implementation, surveillance data sharing with Martinique, or regional surveillance data integration to enable real-time monitoring and improve separation capability.

d) **Use regional IFPD support mechanisms**: The ICAO-supported regional project provides a pathway for training, IFP oversight support, and regional collaboration. The E/CAR/CATG/9 paper identifies training, regulatory support, service provider evaluation, design review, and publication support as project objectives.

e) **Leverage CATCOP modernization**: CATCOP provides a national project framework through which Saint Lucia can modernize air navigation systems, improve infrastructure resilience, support airspace and procedure redesign, and strengthen training and operational readiness.

4. **Projects to Enhance Air Navigation Services in Saint Lucia**

Saint Lucia is involved in several ongoing and planned activities to enhance ANS provision.

a) Piarco FIR Lower Airspace Evaluation and follow-up implementation
Saint Lucia was included in the ICAO-supported evaluation of the Piarco FIR lower airspace. The evaluation assessed Saint Lucia's airspace structure, navigation infrastructure, surveillance capability, instrument procedures, regional integration, and traffic growth expectations. It produced recommendations including the publication of ICAO-compliant SIDs and STARs, replacement of legacy NDB procedures, reclassification of controlled terminal airspace, and pursuit of regional surveillance integration.

b) Development of SIDs and STARs for TLPL
A priority project should be the development and publication of ICAO-compliant SIDs and STARs for TLPL. This would structure terminal traffic flows, reduce controller workload, improve predictability, support regional route integration, and enable CDO/CCO concepts.

c) Enhancement of TLPC procedure set
For TLPC, the recommended projects include development of an RNAV (GNSS) procedure for RWY 27, upgrading the RWY 09 RNAV procedure to include LNAV/VNAV or other vertical guidance where feasible, and designing RNAV SIDs and STARs.

d) Surveillance modernization
Saint Lucia should pursue regional surveillance integration through ADS-B implementation, radar data sharing with Martinique, or other surveillance data-sharing arrangements. This would improve situational awareness, safety margins, separation assurance, and resilience during peak or abnormal operations.

e) IFP design oversight and human resource development
Saint Lucia is benefiting from the ICAO NACC regional project supporting IFP design and inspection/oversight. The E/CAR/CATG/9 working paper identifies four phases: Piarco FIR lower airspace evaluation, basic IFP design training, initial OJT, and an IFPDS inspector workshop. It also notes that beneficiaries should maintain qualified human resources, cooperate with other CAR Region States, and strengthen regional mechanisms for IFPDS and oversight.

f) CATCOP ANS modernization
Saint Lucia's CATCOP-related ANS modernization should be used to support CNS resilience, airspace design, IFP/charting improvements, AIM coordination, training, and operational implementation. The project should ensure that technical specifications for new systems are reviewed by ATS, CNS, AIM, aerodrome, and regulatory stakeholders before procurement and implementation.

g) Safety assessments and implementation readiness

Each major change should be supported by safety assessments, operational concept development, procedure validation, ATC simulation where required, controller training, AIM publication planning, contingency procedures, and post-implementation monitoring. This is particularly important for new SIDs/STARs, changes to approach procedures, surveillance integration, and changes to airspace classification or delegation arrangements.

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Appendix A — Technical Details of ANS Infrastructure

Area	Details to include
ATS units	TLPL APP/TWR/GND; TLPC TWR/GND/CDN; hours of service; coordination positions
Frequencies	TLPL APP 119.800 MHz, TWR 118.300 MHz, GND 121.600 MHz; TLPC frequencies to be inserted/verified
Airspace	Saint Lucia CTR lateral/vertical limits; Martinique TMA 2 delegated portion; hours of responsibility; Class D/Class G arrangements
Navigation aids	BNE VOR/DME; BNE NDB; operational status, maintenance provider, flight check status
Surveillance	Current non-radar/procedural environment; Martinique radar coordination; ADS-B/radar sharing plans
IFPs TLPL	RNAV (GNSS) LNAV/VNAV; VOR/DME RWY 10/28; NDB procedures; no ILS; no published SIDs/STARs
IFPs TLPC	RNAV (GNSS) RWY 09 LNAV only; no RWY 27 IAP; no SIDs/STARs
AIM/AIS	AIP/NOTAM/AIRAC process; charting workflow; data originators; validation responsibilities
MET	MET provider, observation systems, TAF/METAR availability, backup arrangements
SAR/Alerting	RCC/SPOC arrangements, ATS alerting procedures, emergency coordination contacts
Projects	CATCOP ANS modernization, SIDs/STARs, TLPC procedure enhancement, surveillance integration, IFP oversight training

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