



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

INFORMATION PAPER

E/CAR/CATG/2 — IP/04  
07/07/15

**Second Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/2) Meeting**  
Miami, United States, 15 to 17 July 2015

- Agenda Item 4: Air Navigation Matters**  
**4.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) and the *Port-of-Spain* Declaration Air Navigation Targets in the Eastern Caribbean**

**THE ARGYLE INTERNATIONAL AIRPORT PROJECT IN SAINT VINCENT**

(Presented by ECCAA)

<b>EXECUTIVE SUMMARY</b>	
While details of the Argyle International Airport project in St. Vincent, including a planned operational target-date, must be provided by that State, due to their non-attendance at this meeting the following provides some very basic information on the progress of this project.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• First Eastern Caribbean Civil Aviation Technical Group Meeting (E/CARCATG/1), Martinique, French Antilles, France, 19 to 21 June 2013</li></ul>

**1. Introduction**

1.1 The runway would be basically 9000ft long, orientated 04/22, on the south-east coast of St. Vincent, and will be served by RNAV and VOR, VOR/DME instrument procedures for both runways.

1.2 The terminal and Air Traffic Control buildings are complete, along with the Fire Station and the concrete turning bays at both extremities of the runway. The runway is currently being asphalted, and construction of the tunnel complexes for river-crossing under the runway is well under way.

1.3 The contract for the procedures-designer is being finalized, with the initial on-site survey to be conducted shortly thereafter. However, a lot of preliminary work has already been undertaken with the company.

1.4 Due to possible delays in the installation of the VOR due to rock-blasting in the immediate vicinity of the site, however, the airport may be opened only with RNAV procedures. In this event, to cater for those operators that may not be able to conduct RNAV procedures, alternative procedures are being designed utilizing the current SV NDB cloud-break procedure as a foundation.

1.5 It is recognized that the re-location of the St. Vincent TMA’s primary ground-based navaid from the SV NDB at E.T. Joshua to the ARG VOR/DME at Argyle will result in the re-alignment of airways, and re-location of boundary reporting/transfer-of-control points, as depicted in the “initial drafts of TVSV-TVSA TMA fix and airway realignment to ARG VOR”, and “SV NDB to ARG VOR relative locations” **in Appendix A.**

1.6 In this regard, in view of the necessary overall coordination that will be required with all adjacent affected airspaces, and the necessary time-frames for AIP submission and promulgation of a common implementation/effective date, the transition is anticipated to be in two phases:

- The airways/boundary-points would remain “as-is” at the initial opening of the airport, with all airspace-management adjustments being made within the St. Vincent TMA;
- At the agreed and published future common effective date, the transition would take place.

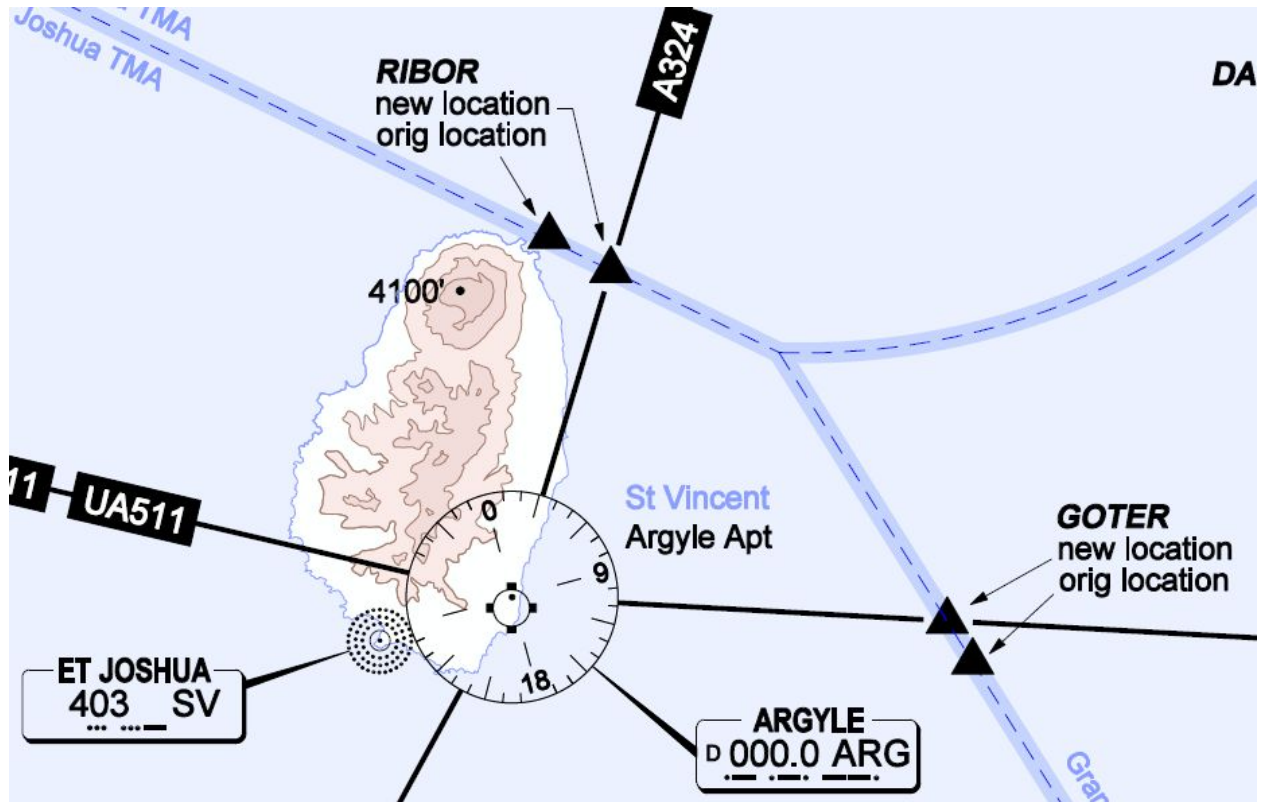
1.7 Very good and up-to-date general information (including many photographs) is available on-line as follows:

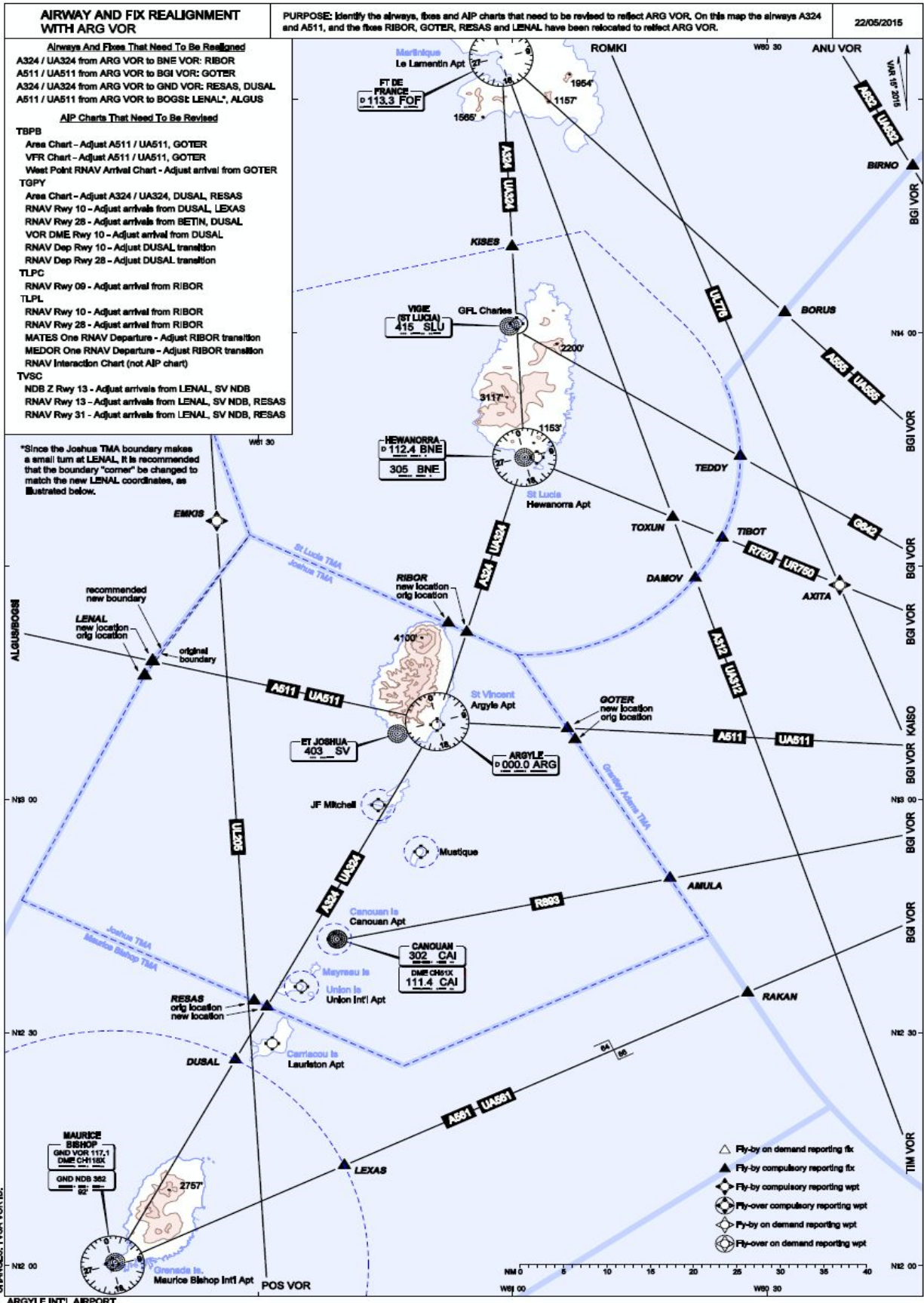
- International Airport Development Company Limited (IADCL) Website: <http://www.svgiadc.com/>
- Friends of the Argyle International Airport on Facebook: <https://www.facebook.com/pages/Friends-of-the-Argyle-International-Airport/255896234421808>

1.8 An aerial photo, taken since March 2015, is provided in **Appendix B.**

-----

APPENDIX A  
THE ARGYLE INTERNATIONAL AIRPORT PROJECT IN SAINT VINCENT





**APPENDIX B**

**AN AERIAL PHOTO OF THE ARGYLE AIRPORT PROJECT, TAKEN SINCE  
MARCH 2015**



— END —