



Argyle Controlled Airspace, Air Traffic Management Contingency Plan

Aviation Services Department
5-18-2020

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OBJECTIVE

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

The contingency plan is designed to provide alternative routes, using existing airways wherever practicable, which will allow aircraft operators to fly through the Argyle Controlled Airspace.

AIR TRAFFIC MANAGEMENT

ATS Responsibilities

In the event that ATS cannot be provided within the Argyle Controlled Airspace, the Aviation Services Department, through the Argyle International Airport's Aeronautical Information Services shall publish the corresponding NOTAM indicating the following:

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

In the event that the Aviation Services Department is unable to issue the NOTAM, the Piarco Civil Aviation Authority through its Aeronautical Information Service (AIS) will take action to issue the NOTAM of the status of the airspace upon notification by the Aviation Services Department of St. Vincent and the Grenadines.

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

Where possible, aircraft on long-haul international flights shall be given priority with respect to their cruising levels.

Other measures

Other measures related to the closure of airspace and the implementation of the contingency scheme in the Argyle Controlled Airspace may be taken as follows:

- a) Adjacent Units shall inform Piarco (TTPP) CENTER when it becomes apparent that communications has been lost with the AIA TMA UNIT.
- b) Piarco Center shall broadcast on Frequency 120.8MHZ an advisory that contingency measures have been put in place if applicable.

Note that AIA TMA UNIT also has internal contingency plans for the use of hand held devices for such broadcast.

- c) Pilots immediately upon becoming aware of a loss of communication with AIA TMA UNIT shall if IFR;
 - maintain the last assigned altitude and other clearances
 - attempt to contact AIA TMA UNIT on other published frequencies

If unable to contact AIA TMA UNIT, pilots are to contact Piarco Center or self-transfer to appropriate adjacent Units

- d) Departing traffic from Airports within the Argyle Controlled Airspace proceeding northbound towards RIBOR, shall remain VFR, climb not above flight level 55 (FL55),

and self-coordinate with St. Lucia Approach for further information prior to crossing the boundary.

- e) Departing traffic from airports within the Argyle Controlled Airspace proceeding southbound and not climbing above flight level 55 (FL55), shall self-coordinate with Maurice Bishop TMA Unit prior to crossing the boundary.
- f) Departing traffic from airports within the Argyle Controlled Airspace proceeding southbound and requiring to climb above Flight Level 55 (FL55) shall;
 - Maintain VFR
 - Climb not above FL55
 - Contact Piarco Center for further information and clearances
- g) All Special VFR operations will be suspended.
- h) All VFR flights will be required to file a flight plan.
- i) VFR departures shall be permitted at a rate of one departure every ten minutes from each airport
- j) VFR arrivals shall be permitted at a rate of one every ten minutes
- k) Scheduled commercial IFR operations can be permitted at a rate to arrive over the SV or CAI at a rate not exceeding one every ten minutes and a departure not exceeding one every ten minutes.
- l) 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, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by the State via NOTAM or AIP.

In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

ATS providers at each of the aerodrome units within the AIA TMA should recognize that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC should be alert to respond to any request by aircraft and react commensurate with safety.

TRANSFER OF CONTROL AND COORDINATION

The transfer of control and communication between ATS units should be at the common the common ATS boundary unless there is mutual agreement between adjacent ATS units.

ATS providers should also review current coordination requirements in light of contingency operations or short notice of airspace closure.

PILOTS AND OPERATOR PROCEDURES

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off 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. And local ATS contingency procedures.

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 discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

If an aircraft is intercepted by another 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 121.5 MHz and 243 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 overflight approval from Aviation Services Department for flights operating through their jurisdiction of airspace, 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.

The Aviation Services Department will be responsible for 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: Aviation Services Department

Contact Person: Lyda Ollivierre, Manager Air Traffic Services

Telephone: 1-784-456-5994; 1-784-458-4011

Fax: 1-784-458-4786

Email: ollivierrelyda@gmail.com

During a contingency situation, the National Contingency Unit will liaise with the adjacent ATS units through the ICAO Regional Office.

The ICAO Regional Office will:

- a) closely oversight the situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the CAR Region;
- b) take note of any incidents reported and take appropriate action;
- c) provide assistance as required on any issue with the Civil Aviation Administrations involved in the contingency plan; and
- d) keep the President of the Council of ICAO, the Secretary General, C/RAO, D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan

CONTINGENCY ROUTING SCHEME

Aircraft operators should file their flight plans using the alternative contingency routes listed in the scheme below in order to operate in the airspace under the jurisdiction of F55 and below TTPP FIR, FL60 AND ABOVE CLASS D TTPP CENTER.

Present ATS Routes	Contingency Routing	FIRs/TMAs Involved
TVSM DCT BGI	TVSM DCT AMULA R893 BGI	PIARCO and ADAMS
BGI DCT TVSM	BGI R893 CAI DCT TVSM	PIARCO and ADAMS
TVSU DCT BGI	TVSU DCT CAI R893 BGI	PIARCO and ADAMS
BGI DCT TVSU	BGI R893 CAI DCT TVSU	PIARCO and ADAMS
TVSB DCT BGI	TVSB DCT SV A511 BGI	PIARCO and ADAMS
BGI DCT TVSB	BGI A511 SV DCT TVSB	PIARCO and ADAMS
POINTS FROM NORTH OF DAREK TO ANADA DCT SV	DCT LENAL A511 SV	PIARCO and MAIQUETIA
POINTS EAST OF MEDOR TO AMULA/ R893 DCT SV	DCT GOTER A511 SV	PIARCO and ADAMS
POINTS FROM NORTH OF ANADA TO POINTS NORTH OF MEDOR DCT SV or CAI	DCT BNE A324	PIARCO and SAN JUAN
POINTS SOUTH OF AMULA TO DAREK DCT SV or CAI	DCT RESAS A324 SV	PIARCO and MAURICE BISHOP
DEPARTING TRAFFIC TVSA	DCT RIBOR/ GOTER/ RESAS/ LENAL	PIARCO
DEPARTING TRAFFIC TVSC	R893 CAI/ DCT LENAL/DCT RESAS	PIARCO

All aircraft should establish and maintain contact on published VHF or HF frequencies with the TTPP Control Center except for departing traffic at Argyle International Airport northbound to RIBOR which will contact St. Lucia Approach.

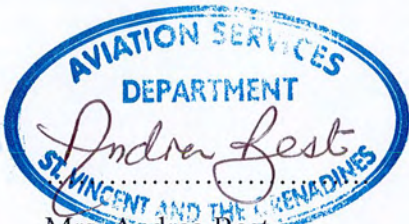
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Traffic at F55 and below shall broadcast traffic advisory information on 120.8MHZ

List of points of contact of all concerned States/Territories/International Organizations, IATA and ICAO Regional Office

State/ International Organization	Point of Contact	Telephone/Fax	E-mail
Aviation Services Department	Director of Airports (Ag.)	1-784-458-4011(Ext 206) 1-784-493-6800 Fax 1-784-458-4786	andreabest.airports@gmail.com
Aviation Services Department	Manager Air Traffic Services	1-784-458-4011(Ext 213) 1-784-493-5697 Fax 1-784-458-4786	ollivierrelyda@gmail.com
Aviation Services Department	Chief Air Traffic Controller	1-784-458-4011(Ext213) Fax 1-784-458-4786	catcsvg@gmail.com
Aviation Services Department	Air Traffic Control Supervisor (on duty)	1-784-456-5994 Fax 1-784-458-4786	argylecontroltower@gmail.com
Aviation Services Department	Aeronautical Information Services	1-784-458-1482 Fax 1-784-458-1871	svgais01@gmail.com
ICAO	Regional Officer, ATM/SAR	W: +52 55 5250 3211 M: +52 1 55 3643 9265	emendez@icao.int

Authorizing Signatures



Mrs. Andrea Best
Director of Airports (Ag.)



Mr. Lyda Ollivierre
Manager Air Traffic Services

