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Part IV

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AIR TRAFFIC SERVICES REQUIREMENTS FOR COMMUNICATIONS

SCHEDULES

GRENADA

STATUTORY RULES AND ORDERS NO. 13 OF 2025

IN EXERCISE OF THE POWERS CONFERRED UNDER SECTION 49(1) OF THE CIVIL AVIATION ACT CAP. 54, THE DIRECTOR GENERAL HEREBY MAKES THE FOLLOWING REGULATIONS–

(Gazetted 14th March, 2025).

PART I

PRELIMINARY

1. Citation. These Regulations may be cited as the

CIVIL AVIATION (AIR TRAFFIC SERVICES) REGULATIONS, 2025.

2. Application.—(1) These Regulations shall apply to a person providing air traffic services within designated air spaces and at aerodromes.

(2) These Regulations do not apply to a person providing air traffic services in the course of his or her duties to State aircraft.

3. Interpretation. In these Regulations unless the context otherwise requires–

"accepting unit" means air traffic control unit next to take control of an aircraft;

"accident" means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which–

(a) a person is fatally or seriously injured as a result of–

(i) being in the aircraft; or

(ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or

(iii) direct exposure to jet blast,

except when the injuries are from natural causes, self- inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

(b) the aircraft sustains damage or structural failure which–

(i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and

(ii) would normally require major repair or replacement of the affected component,

except for engine failure or damage, when the damage is limited to a single engine, including its cowlings or accessories, to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin such as small dents or puncture holes, or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike including holes in the radome; or

(c) the aircraft is missing or is completely inaccessible.

"advisory airspace" means an airspace of defined dimensions, or designated route, within which air traffic advisory service is available;

"ADS-C agreement" means a reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services);

"Advisory airspace" means an airspace of defined dimensions, or designated route, within which air traffic advisory service is available;

"advisory route" means a designated route along which air traffic advisory service is available;

"aerodrome" means a defined area on land or water including any buildings, installations and equipment intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

"aerodrome control service" means an air traffic control service for aerodrome traffic;

"aerodrome control tower" means a unit established to provide air traffic control service to aerodrome traffic;

"aerodrome traffic" means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome;

"aeronautical fixed service" or "AFS" means a telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services;

"Aeronautical Information Publication" or "AIP" means a publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;

"aeronautical mobile service" means a mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies;

"aeronautical telecommunication station" means a station in the aeronautical telecommunication service;

"Airborne Collision Avoidance System" or "ACAS" means an aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders;

"aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;

"air-ground communication" means two-way communication between aircraft and stations or locations on the surface of the earth;

"AIRMET information" means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof;

"Air Navigation Service Provider" means an entity designated for the purposes of operating and managing air navigation services;

"air-taxiing" means movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kts);

"air traffic" means all aircraft in flight or operating on the manoeuvring area of an aerodrome;

"air traffic advisory service" means a service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans;

"air traffic control clearance" means authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;

"air traffic controller schedule" means a plan for allocating air traffic controller duty periods and non-duty periods over a period of time, otherwise referred to as a roster;

"air traffic control service" means a service provided for the purpose of–

(a) preventing collisions–

(i) between aircraft; and

(ii) on the manoeuvring area between aircraft and obstructions; and

(b) expediting and maintaining an orderly flow of air traffic;

"air traffic control unit" includes area control center, approach control unit or aerodrome control tower;

"air traffic flow management" or "ATFM" means a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilised to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority;

"air traffic service" or "ATS" includes flight information service, alerting service, air traffic advisory service, air traffic control service area control service, approach control service or aerodrome control service;

"air traffic services airspaces" means airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified;

"air traffic services reporting office" means a unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure;

"air traffic services unit" includes air traffic control unit, flight information center or air traffic services reporting office;

"airway" means a control area or portion of the area established in the form of a corridor;

"ALERFA" means the code word used to designate an alert phase;

"alerting service" means a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required;

"alert phase" means a situation where apprehension exists as to the safety of an aircraft and its occupants;

"alternate aerodrome" means an aerodrome to which an aircraft may proceed when it is either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use; alternate aerodromes includes–

(a) *take-off alternate* means an alternate aerodrome at which an aircraft is able to land should landing become necessary shortly after take-off and it is not possible to use the aerodrome of departure;

(b) *en-route alternate* means an alternate aerodrome at which an aircraft is able to land in the event that a diversion becomes necessary while en route; and

(c) *destination alternate* means an alternate aerodrome at which an aircraft is able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing;

"altitude" means the vertical distance of a level, a point or an object considered as a point, measured from the mean sea level;

"approach control service" means air traffic control service for arriving or departing controlled flights;

"approach control unit" means a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes;

"air traffic services authority" or "ATS authority" means the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned;

"apron" means a defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance;

"apron management service" means a service provided to regulate the activities and the movement of aircraft and vehicles on an apron;

"area control center" means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

"area control service" means air traffic control service for controlled flights in control areas;

"area navigation" or "RNAV" means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground or space based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

"area navigation route" means an ATS route established for the use of aircraft capable of employing area navigation;

"ATS route" means a specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services;

"authority" means the Eastern Caribbean Civil Aviation Authority;

"automatic dependent surveillance – broadcast" or "ADS-B" means a way by which aircraft, aerodrome vehicles and other objects can automatically transmit or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link;

"automatic dependent surveillance – contract agreement" or "ADS-C agreement" means a reporting plan which establishes the conditions of ADS-C data reporting, that is, data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services;

"automatic dependent surveillance – contract" or "ADS-C" means a way by which the terms of an ADS-C agreement are exchanged between the ground system and the aircraft, via a data link, specifying the conditions under which ADS-C reports would be initiated, and what data would be contained in the reports;

"automatic terminal information service" or "ATIS" means the automatic provision of current, routine information to arriving and departing aircraft for 24 hours or a specified portion thereof including–

(a) "data link-automatic terminal information service (D- ATIS)" which is the provision of ATIS via data link; and

(b) "voice-automatic terminal information service (Voice- ATIS)" which is the provision of ATIS by means of continuous and repetitive voice broadcasts;

"base turn" means a turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track and the tracks are not reciprocal;

"calendar" means a discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day;

"change-over point" means the point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omni-directional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft;

"clearance limit" means the point to which an aircraft is granted an air traffic control clearance;

"conference communications" means communication facilities where direct speech conversation may be conducted between three or more locations simultaneously;

"control area" means a controlled airspace extending upwards from a specified limit above the earth;

"controlled aerodrome" means an aerodrome at which air traffic control service is provided to aerodrome traffic;

"controlled airspace" means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;

"controlled flight" means any flight which is subject to an air traffic control clearance;

"Controller-Pilot Data Link Communications" or "CPDLC" means a mode of communication between controller and pilot, using data link for ATC communications;

"control zone" means a controlled airspace extending upwards from the surface of the earth to a specified upper limit;

"cruising level" means a level maintained during a significant portion of a flight;

"cyclic redundancy checks" or "CRC" means a mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data;

"danger area" means an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times;

"data accuracy" means a degree of conformance between the estimated or measured value and the true value;

"data integrity or data assurance level" means a degree of assurance that an aeronautical data and its value has not been lost or altered since the origination or authorised amendment;

"data integrity classification" means classification based upon the potential risk resulting from the use of corrupted data classified as–

(a) routine data where there is a very low probability that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;

(b) essential data where there is a low probability that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and

(c) critical data where there is a high probability that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;

"data link communications" means a form of communication intended for the exchange of messages via a data link;

"data link-VOLMET" or "D-VOLMET" means provision of current aerodrome routine meteorological reports and aerodrome special meteorological reports, aerodrome forecasts, SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link;

"data quality" means a degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity or equivalent assurance level, traceability, timeliness, completeness and format;

"datum" means any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities;

"declared capacity" means a measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities; it is expressed as the number of aircraft entering a

specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace;

"DETRESFA" means the code word used to designate a distress phase;

"distress phase" means a situation where there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance;

"downstream clearance" means a clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft;

"duty" means any task that an air traffic controller is required by the air traffic services provider to perform including tasks performed during time-in-position, administrative work and training;

"duty period" means a period which starts when an air traffic controller is required by an air traffic services provider to report for or commence a duty and ends when he or she is free from all duties;

"emergency phase" means an uncertainty phase, alert phase or distress phase;

"fatigue" means a physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, or workload both mental or physical activity, that can impair a person's alertness and ability to perform safety-related operational duties;

"Fatigue risk management system" or "FRMS" means a data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles, knowledge and operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness;

"final approach" means that part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified–

(a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or

(b) at the point of interception of the last track specified in the approach procedure, and ends at a point in the vicinity of an aerodrome from which–

(i) a landing can be made; or

(ii) a missed approach procedure is initiated;

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;

"flight information center" means a unit established to provide flight information service and alerting service;

"flight information region" means an airspace of defined dimensions within which flight information service and alerting service are provided;

"flight information service" means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;

"flight level" means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;

"flight plan" means a specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

"forecast" means a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace;

"geodetic datum" means a minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system or frame;

"Gregorian calendar" means the calendar in general use, first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar;

"height" means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;

"human factor principles" means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

"human performance" means a human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

"INCERFA" means the code word used to designate an uncertainty phase;

"incident" means an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation;

"IFR" means the instrument flight rules;

"IFR flight" means a flight conducted in accordance with the instrument flight rules;

"instrument flight procedure design service" means a service established for the design, documentation, validation, maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation;

"instrument meteorological conditions" or "IMC" means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions;

"Integrity classification (aeronautical data)" means classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as–

(a) routine data: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;

(b) essential data: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and

(c) critical data: there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;

"international NOTAM office" means an office designated by the authority for the exchange of NOTAM internationally;

"level" means the vertical position of an aircraft in flight and includes, height, altitude or flight level;

"maneuvering area" means that part of an aerodrome used for the take-off, landing and taxiing of aircraft, excluding aprons;

"meteorological watch office" means an office designated by the meteorological service provider to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility;

"meteorological service provider" means a person or entity designated under the Civil Aviation (Meteorological Services for Air Navigation) Regulations, 2025, to provide or arrange for provision of meteorological services for air navigation on behalf of the State;

"movement area" means that part of an aerodrome used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons;

"navigation specification" means a set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace and there are two kinds of navigation specifications–

(a) *"required navigation performance (RNP) specification"* means a navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, for example RNP 4, RNP APCH;

(b) *"area navigation (RNAV) specification"* means a navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, for example RNAV 5, RNAV 1;

"non-duty period" means a continuous and defined period of time, subsequent to or prior to duty periods, during which the air traffic controller is free of all duties;

"NOTAM" means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;

"obstacle" means all fixed, whether temporary or permanent and mobile objects, or parts that–

(a) are located on an area intended for the surface movement of aircraft;

(b) extend above a defined surface intended to protect aircraft in flight; or

(c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation;

"operator" means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;

"Performance-Based Navigation" or "PBN" means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace;

"Performance-Based Communication" or "PBC" means communication based on performance specifications applied to the provision of air traffic services;"

"Performance-Based Surveillance" or "PBS" means surveillance based on performance specifications applied to the provision of air traffic services;

"Pilot-In-Command" or "PIC" means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

"printed communications" means communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit;

"prohibited area" means airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited;

"QNH" means the barometric pressure at a given location corrected to the mean sea level in the international standard atmosphere conditions;

"radio navigation service" means a service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids;

"radiotelephony" means a form of radio communication primarily intended for the exchange of information in the form of speech;

"reporting point" means a specified geographical location in relation to which the position of an aircraft can be reported;

"required communication performance specification" or "RCP specification" means a set of requirements for air traffic service provision and associated ground equipment, aircraft capability and operations needed to support performance-based communication;

"Required Communication Performance" or "RCP" means a statement of the performance requirements for operational communication in support of specific ATM functions;

"Required Surveillance Performance specification" or "RSP specification" means a set of requirements for air traffic service provision and associated ground equipment, aircraft capability and operations needed to support performance-based surveillance;

"rescue coordination center" means a unit responsible for promoting efficient organisation of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region;

"restricted area" means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance to certain specified conditions;

"runway" means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;

"Runway Visual Range" or "RVR" means the range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line;

"Safety Management System" or "SMS" means a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures;

"SIGMET information" means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations;

"significant point" means a specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes;

"special VFR flight" means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC or at night;

"station declination" means an alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated;

"strayed aircraft" means an aircraft which has deviated significantly from its intended track or which reports that it is lost;

"taxiing" means movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing;

"terminal control area" means a control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes;

"time-in-position" means the period of time when an air traffic controller is exercising the privileges of the air traffic controller's licence at an operational position;

"track" means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid);

"traffic avoidance advice" means advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision;

"traffic information" means information issued by an air traffic services unit to alert a pilot to other known or observed air;

"traffic" which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision;

"transfer of control point" means a defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next;

"transferring unit" means air traffic control unit in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit along the route of flight;

"uncertainty phase" means a situation where uncertainty exists as to the safety of an aircraft and its occupants;

"unidentified aircraft" means an aircraft which has been observed or reported to be operating in a given area but whose identity has not been established;

"visual flight rules flight" or "VFR flight" means a flight conducted in accordance with the visual flight rules;

"visual meteorological conditions" or "VMC" means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima;

"VOLMET" means meteorological information for aircraft in flight;

"waypoint" means a specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation and waypoints are identified as either–

(a) "fly-by waypoint" which is a waypoint that requires turn anticipation to allow tangential interception of the next segment of a route or procedure;

(b) "flyover waypoint" which is a waypoint at which a turn is initiated in order to join the next segment of a route or procedure.

Part II

GENERAL

4. Air Navigation Services Provider certificate. A person who wishes to provide air traffic services shall obtain an Air Navigation Services Provider certificate in accordance with the Civil Aviation (Certification of Air Navigation Services) Regulations, 2025.

5. Establishment of ATS provider.—(1) The State shall determine portions of the airspace and aerodromes where air traffic services shall be provided including territories over which the State has jurisdiction.

(2) Air traffic services shall be provided in accordance with these Regulations, except that, by mutual agreement, the State may delegate to another State the responsibility for establishing and providing air traffic services in flight information regions, control areas or control zones extending over the territories for which the State has control.

(3) Those portions of airspace over the high seas or in airspace of undetermined sovereignty where ATS will be provided, shall be determined on the basis of regional navigation agreements.

(4) Information shall, where air traffic services are established, be published in the Aeronautical Information Publication to permit the utilisation of the services.

(5) The Grenada Airports Authority is the statutory authority responsible for providing Air Traffic Services within its State and no other agency shall provide Air Traffic Services unless designated or approved by the Director General of the ECCAA.

6. Objectives of air traffic services. The objectives of the ATS are–

(a) to prevent collision between aircrafts;

(b) to prevent collision between aircraft on the manoeuvring area and obstructions on that area;

(c) to expedite and maintain an orderly flow of air traffic;

(d) to provide advice and information for the safe and efficient conduct of flights; and

(e) to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.

7. Division of air traffic services. For the purposes of these Regulations, air traffic services shall comprise–

(a) the air traffic control service to accomplish objectives (a), (b) and (c) of regulation 6, and the service shall be divided into three parts including–

(i) area control service: the provision of air traffic control service for controlled flights, except for those parts of such flights described in paragraph and (c) of this regulation, in order to accomplish objectives (a) and (c) of regulation 6;

(ii) approach control service: the provision of air traffic control service for those parts of controlled flights associated with arrival or departure, in order to accomplish objectives (a) and (c) of regulation 6; and

(iii) aerodrome control service: the provision of air traffic control service for aerodrome traffic, except for those parts of flights described in paragraph (b), in order to accomplish objectives paragraphs (a), (b) and (c) of regulation 6;

(b) the flight information service, to accomplish objective (d) of regulation 6; and

(c) the alerting service, to accomplish objective (e) of regulation 6.

NOTE: Guidance for the provision of flight information service are outlined in ICAO Circular 211-AN/128 Aerodrome Flight Information Service.

8. Determination of need for air traffic services.—(1) The provision of air traffic services shall be determined by–

(a) the types of air traffic involved;

(b) the density of air traffic;

(c) the meteorological conditions; and

(d) such other factors as may be relevant to air traffic.

(2) For the avoidance of doubt, the carriage of an ACAS by aircraft in a given area shall not be a factor in determining the need for air traffic services in the area.

9. Designation of portions of airspace and controlled aerodromes where air traffic services will be provided.—(1) Where the authority has determined that air traffic services shall be provided in particular portions of the airspace or at particular aerodromes, the authority shall designate those portions of the airspace or aerodromes in relation to the air traffic services that shall be provided.

(2) The designation of the particular portions of the airspace or aerodromes shall include–

(a) flight information regions;

(b) control areas and control zones including–

(i) portions of the airspace where it is determined that air traffic control services shall be provided to IFR flights designated as control areas or control zones;

(ii) portions of controlled airspace where it is determined that air traffic control service shall be provided to VFR flights designated as Classes B, C, or D airspace; and

(iii) where designated within a flight information region, control areas and control zones shall form part of that flight information region;

(c) controlled aerodromes;

(d) reduced vertical separation minima airspace;

(e) a sector, where the authority considers such designation is necessary to facilitate the provision of air traffic services within the flight information region; and

(f) air traffic services routes and significant points along the routes.

(3) The State may designate portions of the airspace as special use airspace where it considers such airspace necessary in the interest of safety, national security or public interest.

(4) Subject to sub-regulation (3), special use airspace may be designated as–

(a) restricted areas;

(b) prohibited areas;

(c) danger areas;

(d) low flying zone; and

(e) flight training areas.

(5) The lateral limits of the airspaces designated under this regulation shall be defined by–

(a) geographical coordinates;

(b) prominent geographical lines, circles or any part of a circle of a specified radius or great circle between two points or a parallel of latitude.

(6) The vertical limits of airspaces designated under these Regulations shall be defined by heights, altitudes or flights levels.

(7) The State shall publish the designation of particular portions of the airspace in the Aeronautical Information Publication.

10. Classification of airspaces.—(1) The State shall classify designated controlled airspace as specified in Schedule 1 to these Regulations.

(2) The State shall select airspace classes in accordance with the needs of the State.

(3) The requirements for flights within each class of airspace are specified in Schedule 1 to these Regulations.

11. Performance-Based Navigation operations.—(1) When applicable, the navigation specification(s) for designated areas, tracks or ATS routes shall be prescribed on the basis of regional air navigation agreements. In designating a navigation specification, limitations may apply as a result of navigation infrastructure constraints or specific navigation functionality requirements.

(2) Performance-based navigation operations shall be implemented as soon as practicable.

(3) The prescribed navigation specification requirements shall be appropriate to the level of communications, navigation and air traffic services provided in the airspace concerned as prescribed in the ICAO Doc 9613 — Performance Based Navigation Manual.

12. Performance-based communication operations.—(1) The State shall prescribe required communication performance specifications when applying performance-based communication.

(2) Where applicable, the required communication performance specifications shall be prescribed on the basis of regional air navigation agreements.

(3) The prescribed communication performance specification shall be appropriate to the air traffic services provided in the airspace as prescribed in ICAO Doc 9869 – Manual of Required Communication Performance.

13. Performance-Based Surveillance operations.—(1) The State shall prescribe the required surveillance performance specifications when applying performance-based surveillance.

(2) Where applicable, the required surveillance performance specifications shall be prescribed on the basis of Regional Air Navigation Agreements.

(3) The prescribed required surveillance performance specifications shall be appropriate to the air traffic services provided.

(4) The ATS units shall be provided with equipment capable of performance consistent with the prescribed required surveillance performance specifications, where applicable as prescribed in ICAO Doc 9869 – Manual of Required Communication Performance.

14. Establishment and designation of units providing ATS. The ATS shall be provided by units established and designated as–

(a) flight information centers that shall provide flight information services and alerting services within flight information regions;

(b) air traffic control units shall provide air traffic control service, flight information services and alerting services within control areas, control zones and at controlled aerodromes; or

(c) where there is no flight information center, an air traffic control unit having adequate facilities shall be assigned the responsibility of providing the flight information services and alerting services within flight information regions.

15. Specifications for flight information regions, control areas and control zones.—(1) The delineation of airspace, where air traffic services are to be provided, shall be related to the nature of the route structure and the need for efficient service rather than to national boundaries.

(2) Flight information regions shall be delineated to cover the whole of the air route structure to be served by the regions.

(3) A flight information region shall include all airspace within its lateral limits except where limited by an upper flight information region.

(4) Where a flight information region is limited by an upper flight information region, the lower limit specified for the upper flight information region shall constitute the upper vertical limit of the flight information region and shall coincide with a VFR cruising level prescribed in the Civil Aviation (Flight Safety) Implementing Standards 2020 IS:8.8.2.11 (m)(1).

(5) The control areas including, airways and terminal control areas shall be delineated so as to encompass sufficient airspace to contain the flight paths of the IFR flights or portions to which it is desired, to provide the applicable air traffic control service, taking into account the capabilities of the navigation aids normally used in that area.

(6) A lower limit of a control area shall be established at a height above the ground or water of not less than 200 m or 700 ft.

(7) Where practicable and desirable in order to allow freedom of action for VFR flights below the control area, the lower limit of a control area shall be established at a greater height than the minimum specified in sub-regulation (6).

(8) When the lower limit of a control area is above 900 m (3 000 ft) above Mean Sea Level it shall coincide with a VFR cruising level prescribed in the Civil Aviation (Flight Safety) Implementing Standards, 2020, IS:8.8.2.11(m)(1).

(9) An upper limit of a control area shall be established where–

(a) air traffic control service will not be provided above such upper limit; or

(b) the control area is situated below an upper control area, in which case the upper limit shall coincide with the lower limit of the upper control area.

(10) Where established, the upper limit referred to in sub-regulation (9), shall coincide with a VFR cruising level prescribed in the Civil Aviation (Flight Safety) Implementing Standards, 2020, IS:8.8.2.11(m)(1).

16. Flight information regions or control areas in upper airspace. Where it is desirable to limit the number of flight information regions or control areas through which high flying aircraft would otherwise have to operate, a flight information region or control area, as appropriate, shall be delineated to include the upper airspace within the lateral limits of a number of lower flight information regions or control areas.

17. Control zones.—(1) The lateral limits of control zones shall encompass at least the portions of the airspace, which are not within control areas, containing the paths of IFR flights arriving at and departing from aerodromes to be used under instrument meteorological conditions.

(2) The lateral limits of a control zone shall extend to at least 9.3 km (5 NM) from the center of the aerodrome or aerodromes concerned in the directions from which approaches may be made.

(3) Where a control zone is located within the lateral limits of a control area, it shall extend upwards from the surface of the earth to at least the lower limit of the control area.

(4) Where a control zone is located outside of the lateral limits of a control area, an upper limit shall be established.

(5) Where it is desired to establish the upper limit of a control zone at a level higher than the lower limit of the control area established above it, or where the control zone is located outside of the lateral limits of a control area, its upper limit shall be established at a level which can easily be identified by pilots.

(6) Where the limit in sub-regulation (5) is above 900m or 3 000ft above Mean Sea Level, it shall coincide with a VFR cruising level prescribed in the Civil Aviation (Flight Safety) Implementing Standards 2020, IS:8.8.2.11 (m)(1).

18. Identification of air traffic services units and airspaces.—(1) An area control center or flight information center shall be identified by the name of a nearby town or city or geographic feature.

(2) An aerodrome control tower or approach control unit shall be identified by the name of the aerodrome at which it is located.

(3) A control zone, control area or flight information region shall be identified by the name of the unit having jurisdiction over such airspace.

19. Establishment and identification of ATS routes.—(1) Where the ATS routes are established, a protected airspace along each air traffic services route and a safe spacing between adjacent air traffic services routes shall be provided.

(2) Where warranted by density, complexity or nature of the traffic, special routes shall be established for use by low-level traffic.

(3) When determining the lateral spacing between routes in sub-regulation (1), account shall be taken of the navigational means available and the navigation equipment carried on board helicopters.

(4) Air Traffic Services Provider shall ensure that the ATS routes are identified by designators specified in Schedule 2 to these Regulations.

(5) The designators for ATS routes other than standard departure and arrival routes shall be selected in accordance with the principles specified in Schedule 2 to these Regulations.

(6) Standard departure and arrival routes and associated procedures shall be identified in accordance with the principles specified in Schedule 3 to these Regulations.

20. Establishment of change-over points.—(1) Air Navigation Services Provider shall establish change- over points on ATS route segments defined by reference to very high frequency omni-directional radio ranges where this will assist accurate navigation along the route segments.

(2) The establishment of change-over points referred to in sub-regulation (1) shall be limited to route segments of 110 km or 60 NM or more, except where the complexity of air traffic services routes, the density of navigation aids or other technical and operational reasons warrant the establishment of change-over points on shorter route segments.

(3) Unless otherwise established in relation to the performance of the navigation aids or frequency protection criteria, the change-over point on a route segment shall be the mid-point between the facilities in the case of a straight route segment or the intersection of radials in the case of a route segment which changes direction between the facilities.

21. Establishment and identification of significant points.—(1) Air Navigation Services Provider shall establish significant points for the purpose of defining an ATS route or instrument approach procedure or in relation to the requirements of ATS for information regarding the progress of aircraft in flight.

(2) Significant points referred to in sub-regulation (1) shall be identified by designators and established in accordance with the principles specified in Schedule 4 to these Regulations.

22. Coordination between the operator and ATS.—(1) The ATS units shall adhere to the requirements of the operators specified in the Civil Aviation (Flight Safety) Regulations, 2024.

(2) The ATS units shall make available to the operators, or their designated representatives, such information as may be available.

(3) The air traffic services units shall provide the operator, or a designated representative whenever requested, with messages including position reports, in so far as practicable in accordance with agreed procedures.

23. Coordination between military authorities and air traffic services.—(1) Air Traffic Services Provider shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.

(2) The coordination of activities potentially hazardous to civil aircraft shall be effected in accordance with regulation 24.

(3) Air Traffic Services Provider shall make arrangements to permit information relevant to the safe and expeditious conduct of flights of civil aircraft to be promptly exchanged between air traffic services units and appropriate military units.

(4) ATS units shall in accordance with agreed procedures provide appropriate military units with pertinent flight plan and other data concerning flights of civil aircraft.

(5) Air Traffic Services Provider shall designate areas or routes where the requirements of the Civil Aviation (Flight Safety) Regulations, 2024 8.6.1.1 (a)(4), concerning flight plans, two-way communications and position reporting apply to all flights to facilitate identification of civil aircraft.

(6) Air Traffic Services Provider shall establish procedures to ensure that–

(a) ATS units are notified if a military unit observes that an aircraft which is, or might be, a civil aircraft is approaching, or has entered any area in which interception might become necessary; and

(b) all possible efforts are made to confirm the identity of the aircraft and to provide the aircraft with the navigational guidance necessary to avoid the need for interception.

24. Coordination of activities potentially hazardous to civil aircraft.—(1) The arrangements for activities potentially hazardous to civil aircraft over the territory of a State shall be coordinated with the appropriate ATS authorities.

(2) The coordination shall be effected to permit timely promulgation of information regarding the activities referred to in sub-regulation (1) in accordance with the Civil Aviation (Aeronautical Information Services) Regulations, 2025 or as prescribed in ICAO Doc 10066 – Procedures for Air Navigation -Aeronautical Information Management.

(3) The initial coordination shall, if the organisation planning the activities is located in another State, be effected through the ATS authority responsible for the airspace over the State where the organisation is located.

(4) The objective of the coordination shall be to achieve the best arrangements which may avoid hazards to civil aircraft and minimise interference with the normal operations of such aircraft.

(5) In determining the arrangements in sub-regulation (4), the appropriate ATS authorities shall apply the following conditions–

(a) the locations or areas, times and durations for the activities shall be selected to avoid closure or realignment of established air traffic services routes, blocking of the most economic flight levels or delays of scheduled aircraft operations, unless no other options exist;

(b) the size of the airspace designated for the conduct of the activities shall be kept as small as possible; and

(c) direct communication between the appropriate ATS authority or ATS unit and the organisation or unit conducting the activities shall be provided for use in the event that civil aircraft emergencies or other unforeseen circumstances require discontinuation of the activities.

(6) The appropriate ATS authorities shall be responsible for initiating the promulgation of information regarding the activities.

(7) Air Navigation Services Provider shall establish special committees, as necessary, where activities potentially hazardous to civil aircraft take place on a regular or continuing basis, to ensure that the requirements of all parties concerned are adequately coordinated.

(8) The State shall take adequate steps to prevent emission of laser beams from adversely affecting flight operations.

(9) The State shall establish procedures providing for a flexible use of airspace reserved for military or other special activities in order to provide added airspace capacity and to improve efficiency and flexibility of aircraft operations.

(10) The procedures referred to in sub-regulation (9) shall permit all airspace users to have safe access to such reserved airspace.

(11) Air Traffic Services Provider shall ensure that a safety risk assessment is conducted as soon as practicable for activities potentially hazardous to civil aircraft and that appropriate risk mitigation measures are implemented.

(12) Air Traffic Services Provider shall establish procedures to enable the organisation or unit conducting or identifying activities potentially hazardous to civil aircraft and contribute to the safety risk assessment to facilitate consideration of all relevant safety-significant factors.

25. Aeronautical data.—(1) The determination and reporting of ATS related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end user of aeronautical data as prescribed in ICAO Doc 10066 – Procedures for Air Navigation -Aeronautical Information Management.

(2) Digital data error detection techniques shall be used during the transmission and storage of aeronautical data and digital data sets as prescribed in ICAO Doc 10066 – Procedures for Air Navigation -Aeronautical Information Management.

26. Coordination between meteorological and air traffic services authorities.—(1) The meteorological service provider and Air Navigation Services Provider shall make arrangements to ensure that aircraft receive the most up-to-date meteorological information for aircraft operations.

(2) The meteorological service provider and Air Navigation Services Provider shall make arrangements where necessary for air traffic personnel to–

(a) report if observed by ATS personnel or communicated by aircraft, such other meteorological elements as may be agreed upon in addition to using indicating instruments;

(b) report as soon as possible to the associated meteorological office meteorological phenomena of operational significance, if observed by ATS personnel or communicated by aircraft, which have not been included in the aerodrome meteorological report; and

(c) report as soon as possible to the associated meteorological office pertinent information concerning pre-eruption volcanic activity, volcanic eruptions and information concerning volcanic ash cloud.

(3) Area Control Centers and Flight Information Centers shall report the information referred to in sub-regulation (2) (c) to the Associated Meteorological Watch Office and VAAC.

(4) Area Control Centers, Flight Information Centers and Associated Meteorological Watch Offices shall maintain close coordination to ensure that information on volcanic ash included in NOTAM and SIGMET messages is consistent.

27. Coordination between aeronautical information services and air navigation services provider.—(1) Aeronautical information services and air traffic services provider shall make arrangements to ensure aeronautical information services units obtain information to enable units to provide up-to-date pre-flight information and to meet the need for in-flight information.

(2) Arrangements shall be made between aeronautical information services and air traffic services departments responsible for air traffic services to report to the responsible aeronautical information services unit, with a minimum of delay on–

(a) information on aerodrome conditions;

(b) the operational status of associated facilities, services and navigation aids within their area of responsibility;

(c) the occurrence of volcanic activity observed by air traffic services personnel or reported by aircraft; and

(d) any other information considered to be of operational significance.

(3) Before introducing changes to the air navigation system, the responsible departments shall–

(a) take into account the time needed by the aeronautical information service for the preparation, production and issuance of relevant material for promulgation; and

(b) ensure close coordination for timely provision of the information to the aeronautical information service.

(4) The responsible departments referred to in sub-regulation (3) shall ensure that the changes to aeronautical information that affect charts or computer based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control system comply with the requirements specified in the Civil Aviation (Aeronautical Information Services) Regulations, 2025.

(5) Subject to sub-regulation (4) the AIRAC effective dates shall be observed by the responsible air traffic services when submitting the raw information or data to aeronautical information services.

(6) The ATS responsible for the provision of raw aeronautical information or data to the aeronautical information services shall take into account the accuracy and integrity requirements for aeronautical data prescribed in the Civil Aviation (Aeronautical Information Services) Regulations, 2025.

28. Minimum flight altitudes.—(1) The State shall determine and promulgate minimum flight altitudes for each ATS route and control area.

(2) The minimum flight altitudes determined in sub-regulation (1) shall provide a minimum clearance above the controlling obstacle located within the areas concerned.

29. Service to aircraft in event of an emergency.—(1) An aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, shall be given maximum consideration, assistance and priority over other aircraft as necessitated by the circumstances.

(2) An aircraft equipped with an appropriate data link capability or a secondary surveillance radar transponder to indicate that the aircraft is in a state of emergency, shall operate the equipment as follows–

(a) on Mode A, Code 7700;

(b) on Mode A, Code 7500, to indicate specifically that it is being subjected to unlawful interference;

(c) activate the appropriate emergency or urgency capability of ADS-B or ADS-C; or

(d) transmit the appropriate emergency message via CPDLC.

(3) Human factors principles shall be observed in communications between ATS units and aircraft in the event of an emergency.

(4) The ATS units shall promptly attend to requests by an aircraft when an occurrence of unlawful interference with the aircraft takes place or is suspected.

(5) Information pertinent to the safe conduct of the flight referred to in sub-regulation (4) shall be transmitted and the necessary action taken to expedite the conduct of all phases of the flight, especially the safe landing of the aircraft.

(6) The ATS units shall, in accordance with agreed procedures, immediately inform the appropriate authority designated by the State and exchange necessary information with the operator or its designated representative where an occurrence of unlawful interference with an aircraft takes place or is suspected.

30. Strayed and unidentified aircraft.—(1) An ATS unit shall take all necessary steps specified in sub-regulations (2) and (3) to assist strayed aircraft and to safeguard its flight as soon as the unit becomes aware of the strayed aircraft.

(2) The ATS unit shall, where the position of the aircraft is not known–

(a) attempt to establish two-way communication with the aircraft, unless such communication already exists;

(b) use all available means to determine its position;

(c) inform other ATS units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances;

(d) inform, in accordance with agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft; and

(e) request from the units referred to in paragraphs (c) and (f) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position.

(3) The ATS unit shall, when the position of an aircraft is established–

(a) advise the aircraft of its position and corrective action to be taken; and

(b) provide, as necessary, other ATS units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.

(4) Where an ATS unit becomes aware of an unidentified aircraft in its area, the ATS unit shall endeavour to establish the identity of the aircraft in accordance with agreed procedures.

(5) Subject to sub-regulation (4), the ATS unit shall take the following steps to identify the unidentified aircraft–

(a) attempt to establish two-way communication with the aircraft;

(b) inquire of other ATS units within the flight information region about the flight and request their assistance in establishing two-way communication with the aircraft;

(c) inquire of ATS units serving the adjacent flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft; and

(d) attempt to obtain information from other aircraft in the area.

(6) The ATS unit shall, inform the appropriate military unit as soon as the identity of the aircraft is established.

(7) The appropriate authority designated by the State shall immediately be informed, in accordance with agreed procedures where the ATS unit considers that a strayed or unidentified aircraft may be the subject of unlawful interference.

31. Interception of civil aircraft.—(1) The ATS unit shall, where the unit learns that an aircraft is intercepted in its area of responsibility, take the following steps as are appropriate in the circumstances–

(a) attempt to establish two-way communication with the intercepted aircraft via any means available, including the emergency radio frequency 121.5 MHz, unless such communication already exists;

(b) inform the pilot of the intercepted aircraft of the interception;

(c) establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft;

(d) relay messages between the intercepting aircraft or the intercept control unit and he intercepted aircraft, as necessary;

(e) in close coordination with the intercept control unit take all necessary steps to ensure the safety of the intercepted aircraft;

(f) inform ATS units serving adjacent flight information regions if it appears that the aircraft has strayed from such adjacent flight information regions.

(2) The ATS unit shall, when it learns that an aircraft is being intercepted outside its area of responsibility, take the following steps that are appropriate in the circumstances–

(a) inform the ATS unit serving the airspace in which the interception is taking place, providing the unit with available information that will assist in identifying the aircraft and request it to take action in accordance with sub-regulation (1);

(b) relay messages between the intercepted aircraft and the appropriate ATS unit, the intercept control unit or the intercepting aircraft.

32. Time in air traffic services.—(1) The ATS units shall use Coordinated Universal Time and shall express the time in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.

(2) The ATS units shall be equipped with clocks indicating the time in hours, minutes and seconds, clearly visible from each operating position in the unit concerned.

(3) The ATS unit clocks and other time recording devices shall be checked as necessary to ensure correct time to within plus or minus 30 seconds of Coordinated Universal Time.

(4) When data link communications are utilised by an ATS unit, clocks and other time-recording devices shall be checked as necessary to ensure correct time to within 1 second of Coordinated Universal Time.

(5) The correct time shall be obtained from a standard time station or, if not possible, from another unit which has obtained the correct time from the station.

(6) Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time, unless arrangements have been made for the pilot to obtain it from other sources.

(7) ATS units shall provide aircraft with the correct time on request and time checks shall be given to the nearest half minute.

33. Establishment of requirements for carriage and operation of pressure-altitude reporting transponders. The authority shall establish requirements for carriage and operation of pressure-altitude reporting transponders within defined portions of airspace.

34. Safety management.—(1) Air Traffic Services Provider shall establish a safety management system in accordance with the Civil Aviation (Safety Management) Regulations 2025.

(2) Air Traffic Services Provider shall document all activities undertaken in an ATS safety management system and shall retain all documentation for a period of time as specified by the authority.

(3) Air Traffic Services Provider shall ensure that any significant safety-related change to the ATS system are effected after a safety assessment has demonstrated that an acceptable level of safety will be met and users have been consulted.

(4) An Air Traffic Service provider shall systematically review safety-related reports concerning–

(a) the operation of ATS, including air traffic incident reports, in order to detect any adverse trend in the number and types of incidents which occur; and

(b) the serviceability of ATS facilities and systems, such as failures and degradations of communications, surveillance and other safety significant systems and equipment in order to detect any trend in the operation of such systems which may have an adverse effect on safety.

(5) Air Traffic Services Provider shall ensure that the safety reviews of ATS units are conducted on a regular and systematic basis by personnel qualified through training, experience and expertise and having a full understanding of the relevant regulations, procedures for air navigation services, safe operating practices and human factors principles.

(6) Air Traffic Services Provider shall ensure that adequate provision is made for post-implementation monitoring to verify that the defined level of safety continues to be met.

(7) Air Traffic Services Provider shall carry out safety assessment in respect of proposals for significant airspace reorganisations, significant changes in the provision of ATS procedures applicable to an airspace or an aerodrome and for the introduction of new equipment, systems or facilities, including–

(a) a reduced separation minimum to be applied within an airspace or at an aerodrome;

(b) a new operating procedure, including departure and arrival procedures, to be applied within an airspace or at an aerodrome;

(c) a reorganisation of the ATS route structure;

(d) a re-sectorisation of an airspace;

(e) physical changes to the layout of runways or taxiways at an aerodrome; and

(f) implementation of new communications, surveillance or other safety-significant systems and equipment, including those providing new functionality or capabilities.

(8) The proposals referred to in sub-regulation (7) shall be implemented only where the assessment has shown that an acceptable level of safety will be met.

(9) The safety assessment referred to in sub-regulation (7) shall consider all relevant factors determined to be safety-significant, including–

(a) the types of aircraft and their performance characteristics, including aircraft navigation capabilities and navigation performance;

(b) the traffic density and distribution;

(c) the airspace complexity, ATS route structure and classification of the airspace;

(d) the aerodrome layout, including runway configurations, runway lengths and taxiway configurations;

(e) the type of air-ground communications and time parameters for communication dialogues, including controller intervention capability;

(f) the type and capabilities of surveillance system and the availability of systems providing controller support and alert functions;

(g) where ADS-B implementation envisages reliance upon a common source for surveillance or navigation, the safety assessment shall take account of adequate contingency measures to mitigate the risk of either degradation or loss of this common source; and

(h) any significant local or regional weather phenomena.

(10) Air Traffic Services Provider shall assess and classify for its risk acceptability any actual or potential hazard related to the provision of ATS within an airspace or at an aerodrome, whether identified through an ATS safety management activity or by any other means.

(11) Air Traffic Services Provider shall, as a matter of priority and as far as practicable, implement appropriate measures to eliminate the risk or reduce the risk to a level that is acceptable.

(12) Air Traffic Services Provider shall, as a matter of priority and as far as practicable, implement appropriate remedial measures if it becomes apparent that the level of safety applicable to an airspace or an aerodrome is not, or may not be achieved.

(13) The implementation of any remedial measure referred to in sub-regulation

(12) shall be followed by an evaluation of the effectiveness of the measure in eliminating or mitigating a risk.

(14) Any significant safety-related change to the ATS system, including the implementation of a reduced separation minimum or a new procedure, shall only be effected after a safety assessment has demonstrated that an acceptable level of safety will be met and users have been consulted.

(15) Air Traffic Services Provider shall provide adequate post-implementation monitoring to verify that the defined level of safety continues to be met.

(16) Air Traffic Services Provider shall participate in runway safety programmes established by aerodrome operators to enhance runway safety using collaborative approach that involves safety inspectors of the authority, aircraft operators, aerodrome operators.

35. Fatigue management. Air Navigation Services Provider shall manage fatigue in accordance with the requirements set out in Civil Aviation (ANS Fatigue Management) Regulations, 2025.

36. Horizontal reference system.—(1) The Air Traffic Services provider shall use World Geodetic System1984 as the horizontal - reference system for air navigation.

(2) The Air Traffic Services provider shall ensure that the reported aeronautical geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System 1984 geodetic reference datum.

37. Vertical reference system. The air navigation services provider shall ensure that mean sea level datum, which gives the relationship of gravity-related height or elevation to a surface known as the geoids are used as the vertical reference system for air navigation.

38. Temporal reference system.—(1) The Air Navigation Services provider shall use the Gregorian calendar and Coordinated Universal Time as the temporal reference system for air navigation.

(2) Where the Air Navigation Services provider uses a different temporal reference system, the temporal reference system used shall be indicated in the Aeronautical Information Publication.

39. Language proficiency.—(1) An air navigation services provider shall ensure that air traffic controllers speak and understand the languages used for radiotelephony communication as specified in Civil Aviation (Flight Safety) Regulations, 2024 2.4.2.3 (a)(3) (b)(2).

(2) The English language shall be used for communications between air traffic control units except when conducted in a mutually agreed language.

40. Contingency arrangements.—(1) The Air Traffic Services provider shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of ATS and related supporting services in the airspace for which they are responsible for the provision of the services.

(2) The contingency plans shall be developed with the assistance of the International Civil Aviation Organisation in coordination with the ATS authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

41. Identification and delineation of prohibited, restricted and danger areas.—(1) The authority shall establish prohibited, restricted or danger areas and promulgate their identification and full details in the Aeronautical Information Publication.

(2) The identification referred to in sub-regulation (1) shall be used to identify the area in all subsequent notifications pertaining to that area.

(3) The identification referred to in sub-regulation (1) shall be composed of a group of letters and figures as follows–

(a) nationality letters for location indicators assigned to the State;

(b) a letter P for prohibited area, R for restricted area and D for danger area as appropriate; and

(c) a number, unduplicated within the State.

(4) Identification numbers shall not be reused for a period of at least one year after cancellation of the area to which the identification numbers refer to avoid confusion.

(5) Where a prohibited, restricted or danger area is established, the area shall be as small as practicable and be contained within simple geometrical limits, to permit ease of reference.

42. Instrument flight procedure design service. The State shall ensure that an instrument flight procedure design service is in place in accordance with Schedule 5 to these Regulations and the Civil Aviation (Construction of Instrument Flight Procedures) Regulations, 2025.

Part III

AIR TRAFFIC CONTROL SERVICE

43. Application of air traffic control service. The Air Traffic Services provider shall provide air traffic control service to–

(a) IFR flights in airspace Classes A, B, C, D and E;

(b) VFR flights in airspace Classes B, C and D;

(c) special VFR flights; and

(d) aerodrome traffic at controlled aerodromes.

44. Provision of air traffic control service. The parts of air traffic control service referred to in regulation 7 shall be provided by the following units–

(a) area control service shall be provided by–

(i) an area control center; or

(ii) the unit providing approach control service in a control zone or in a control area of limited extent which is designated primarily for the provision of approach control service and where no area control center is established;

(b) approach control service shall be provided by–

(i) an aerodrome control tower or area control center where it is necessary or desirable to combine under the responsibility of one unit the functions of the approach control service with those of the aerodrome control service or the area control service;

(ii) an approach control unit where it is necessary or desirable to establish a separate unit; and

(c) aerodrome control service shall be provided by an aerodrome control tower.

45. Operation of air traffic control service.—(1) An air traffic control unit shall–

(a) be provided with information on the intended movement of each aircraft or variations and with current information on the actual progress of each aircraft;

(b) determine from the information received, the relative positions of known aircraft to each other;

(c) issue clearances and information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic;

(d) coordinate clearances as necessary with other units–

(i) whenever an aircraft might otherwise conflict with traffic operated under the control of such other units; and

(ii) before transferring control of an aircraft to the other units.

(2) The air traffic control units shall display information on aircraft movements, together with a record of air traffic control clearances issued to the aircraft, to permit ready analysis and to maintain an efficient flow of air traffic with adequate separation between aircraft.

(3) Air traffic control units shall be equipped with devices that record background communication and the aural environment at air traffic controller work stations, capable of retaining the information recorded during at least the last twenty-four hours of operation.

(4) Clearances issued by air traffic control units shall provide separation between–

(a) all flights in airspace Classes A and B;

(b) IFR flights in airspace Classes C, D and E;

(c) IFR flights and VFR flights in airspace Class C;

(d) IFR flights and special VFR flights;

(e) special VFR flights when so prescribed by the appropriate air traffic services authority.

(5) A flight may be cleared without separation being provided in respect of a specific portion of the flight conducted in visual meteorological conditions when requested by an aircraft and if so prescribed by the appropriate air traffic services authority for the cases listed under sub-regulation (4) (b) in airspace Classes D and E.

(6) Separation by an air traffic control unit shall be obtained by at least one of the following–

(a) vertical separation, obtained by assigning different levels selected from–

(i) the appropriate table of cruising levels prescribed in the Civil Aviation (Flight Safety) Implementing Standards, 2020, IS:8.8.2.11 (m)(1); or

(ii) a modified table of cruising levels, when so prescribed in accordance with the Civil Aviation (Flight Safety) Implementing Standards, 2020, IS:8.8.2.11 (m)(1) for flight above flight level 410,

except that the correlation of levels to track as prescribed in this paragraph shall not apply whenever otherwise indicated in appropriate Aeronautical Information Publications or air traffic control clearances.

(b) horizontal separation, obtained by providing–

(i) longitudinal separation, by maintaining an interval between aircraft operating along the same, converging or reciprocal tracks, expressed in time or distance; or

(ii) lateral separation, by maintaining aircraft on different routes or in different geographical areas;

(c) composite separation, consisting of a combination of vertical separation and one of the other forms of separation contained in paragraph (b) using minima for each which may be lower than, but not less than half of, those used for each of the combined elements when applied individually.

(7) Composite separation referred to in sub-regulation (6)(c) shall only be applied on the basis of regional air navigation agreements.

(8) Where Required Communication Performance or Required Surveillance Performance specifications are applied, programmes shall be instituted for monitoring the performance of the infrastructure and the participating aircraft against the appropriate RCP or RSP specifications, to ensure that operations in the applicable airspace continue to meet safety objectives.

(9) The scope of monitoring programmes shall be adequate to evaluate communication and/or surveillance performance as applicable.

46. Separation minima.—(1) The selection of separation minima for application within a given portion of airspace shall be as follows–

(a) the separation minima shall be selected from those prescribed by the provisions of the ICAO Doc 4444 - Procedures of Air Navigation Services Air Traffic Management and the ICAO Doc 7030 - Regional Supplementary Procedures under the prevailing circumstances except, where types of aids are used or circumstances prevail which are not covered by these Regulations, other separation minima shall be established as necessary by the appropriate air traffic services authority following consultation with operators, for routes or portions of routes contained within the sovereign airspace of the State;

(b) the selection of separation minima shall be made in consultation between the appropriate air traffic services authorities responsible for the provision of air traffic services in neighbouring airspace when–

(i) traffic passes from one into the other of the neighbouring airspaces;

(ii) routes are closer to the common boundary of the neighbouring airspaces than the separation minima applicable in the circumstances.

(2) Details of the selected separation minima and their areas of application shall be notified–

(a) to the air traffic services units concerned; and

(b) to pilots and operators through aeronautical information publications, where separation is based on the use by aircraft of specified navigation aids or specified navigation techniques.

47. Responsibility for control.—(1) A controlled flight shall be under the control of only one air traffic control unit at any given time.

(2) Responsibility for the control of all aircraft operating within a given block of airspace shall be vested in a single air traffic control unit.

(3) The control of an aircraft or groups of aircraft may be delegated to other air traffic control units provided that coordination between all air traffic control units concerned is assured.

48. Place or time of transfer of responsibility for control. The responsibility for the control of an aircraft shall be transferred from one air traffic control unit in the manner set out in Schedule 6 to these Regulations.

49. Coordination of transfer of responsibility for control.—(1) The responsibility for control of an aircraft shall not be transferred from one air traffic control unit to another air traffic control unit without the consent of the accepting control unit, which shall be obtained in accordance with sub-regulations (2), (3), (4) and (5).

(2) The transferring control unit shall communicate to the accepting control unit the appropriate parts of the current flight plan and any control information pertinent to the transfer requested.

(3) Where transfer of control is to be effected using radar or ADS-B data, the control information pertinent to the transfer shall include information regarding the position and, if required, the track and speed of the aircraft, as observed by radar or ADS-B immediately prior to the transfer.

(4) Where transfer of control is to be effected using ADS-C data, the control information pertinent to the transfer shall include the four- dimensional position and other information as necessary.

(5) The accepting control unit shall–

(a) indicate its ability to accept control of the aircraft on the terms specified by the transferring control unit, unless by prior agreement between the two units concerned, the absence of any such indication is understood to signify acceptance of the terms specified, or indicate any necessary changes; and

(b) specify any other information or clearance for a subsequent portion of the flight, which it requires the aircraft to have at the time of transfer.

(6) The accepting control unit shall notify the transferring control unit when it has established two-way voice or data link communications with and assumed control of the aircraft concerned, unless otherwise specified by agreement between the two control units concerned.

(7) Applicable coordination procedures, including transfer of control points, shall be specified in letters of agreement and air traffic services unit instructions as appropriate.

50. Air traffic control clearances. Air traffic control clearances shall be based solely on the requirements for providing air traffic control service.

51. Contents of clearances.—(1) An air traffic control clearance shall indicate–

(a) aircraft identification as shown in the flight plan;

(b) clearance limit;

(c) route of flight;

(d) levels of flight for the entire route or part of the route and changes of levels where required; and

(e) any necessary instructions or information on other matters such as approach or departure manoeuvres, communications and the time of expiry of the clearance.

(2) Standard departure and arrival routes and associated procedures shall be established where necessary to facilitate–

(a) the safe, orderly and expeditious flow of air traffic; and

(b) the description of the route and procedure in air traffic control clearances.

52. Read-back of clearances and safety-related information.—(1) The flight crew shall read back to the air traffic controller safety-related parts of air traffic control clearances and instructions which are transmitted by voice.

(2) The flight crew shall always read back the following items of Air Traffic Control clearances and instructions–

(a) air traffic control route clearances;

(b) clearances and instructions to enter, land on, take off from, hold short of, cross and backtrack on any runway; and

(c) runway-in-use, altimeter settings, secondary surveillance radar codes, level instructions, heading and speed instructions and, whether issued by the controller or contained in ATIS broadcasts, transition levels.

(3) Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

(4) The air traffic controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

(5) The voice read-back of Controller Pilot Data Link Communication messages shall not be required unless specified by the appropriate air traffic services authority.

(6) Vehicle drivers who operate or intend to operate on the maneuvering area shall read back to the air traffic controller safety- related parts of instructions which are transmitted by voice like instructions to enter, hold short of, cross and operate, on any operational runway or taxiway.

(7) The air traffic controller shall listen to the read-back to ascertain that the instruction has been correctly acknowledged by the vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.

53. Coordination of clearances.—(1) An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion of the route.

(2) An aircraft shall be cleared for the entire route to the aerodrome of first intended landing–

(a) where it has been possible to coordinate the clearance between all the units under whose control the aircraft will come, prior to departure; or

(b) where there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come.

(3) Where coordination referred to in sub-regulation (2) has not been achieved or is not anticipated, the aircraft shall be cleared only to that point where coordination is reasonably assured prior to reaching such point or at such point, the aircraft shall receive further clearance or holding instructions.

(4) Where authorised by the appropriate air traffic services authority, the aircraft shall contact a downstream air traffic control unit for the purpose of receiving a downstream clearance prior to the transfer of control point.

(5) Aircraft shall maintain the necessary two-way communication with the current air traffic control unit while obtaining a downstream clearance.

(6) A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.

(7) Downstream clearances shall not affect the original flight profile of an aircraft in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance unless the downstream clearance has been coordinated.

(8) The two-way voice communications between the pilot and the air traffic control unit providing the downstream clearance shall be available where data link communications are used to facilitate downstream clearance delivery.

(9) Where an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centers concerned, coordination with the subsequent area control center shall be effected prior to issuance of the departure clearance.

(10) When an aircraft intends to leave a control area for flight outside controlled airspace, and re-enter the same or another control area, a clearance from point of departure to the aerodrome of first intended landing shall be issued.

(11) Clearance or revisions referred to in sub-regulation (10) shall apply only to those portions of the flight conducted within controlled airspace.

54. ATS system capacity and air traffic flow management.—(1) The Air Traffic Services provider shall determine and declare the capacity of the ATS system.

(2) The Air Traffic Services provider shall implement an air traffic flow management for airspace where air traffic demand at times exceeds or is expected to exceed, the declared capacity of the air traffic control services concerned.

(3) The air traffic flow management referred to in sub-regulation (2) shall be implemented on the basis of regional air navigation agreements or, if appropriate, through multilateral agreements and the agreements shall make provision for common procedures and common methods of capacity determination.

(4) Where it becomes apparent to an air traffic control unit that traffic additional to that already accepted cannot be accommodated within a given period of time at a particular location or in a particular area, or can only be accommodated at a given rate, the air traffic control unit shall advise the air traffic flow management unit, where established, and where appropriate, the air traffic services units concerned.

(5) The flight crews of aircraft destined to the location or area and operators concerned shall be advised of the delays expected or the restrictions that will be applied under sub-regulation (4).

55. Control of persons and vehicles at aerodromes.—(1) The movement of persons or vehicles including towed aircraft on the manoeuvring area of an aerodrome shall be controlled by the aerodrome control tower to avoid hazard to them or to aircraft landing, taxiing or taking off.

(2) In conditions where low visibility procedures are in operation the air navigation services provider shall ensure that–

(a) persons and vehicles operating on the manoeuvring area of an aerodrome are restricted to the essential minimum, and particular regard is given to the requirements to protect the Instrument Landing System sensitive areas when Category II or Category III precision instrument operations are in progress;

(b) subject to the provisions in sub-regulation (3), the minimum separation between vehicles and taxiing aircraft are as prescribed by the appropriate air traffic service authority taking into account the aids available;

(c) when mixed Instrument Landing System Category II or Category III precision instrument operations are used on the same runway continuously, the more restrictive Instrument Landing System critical and sensitive areas are protected.

(3) The Air Traffic Services provider shall ensure that emergency vehicles proceeding to the assistance of an aircraft in distress are afforded priority over all other surface movement traffic.

(4) Subject to sub-regulation (3), vehicles on the manoeuvring area shall be required to comply with the following rules–

(a) vehicles and vehicles towing aircraft shall give way to aircraft which are landing, taking off or taxiing;

(b) vehicles shall give way to other vehicles towing aircraft;

(c) vehicles shall give way to other vehicles in accordance with air traffic services unit instructions;

(d) notwithstanding subparagraphs (a), (b) and (c), vehicles and vehicles towing aircraft shall comply with instructions issued by the aerodrome control tower.

56. Provision of radar and ADS-B service. The air navigation services provider shall ensure that radar and ADS-B ground systems provide for the display of safety-related alerts and warnings, including conflict alert, conflict prediction, minimum safe altitude warning and unintentionally duplicated secondary surveillance radar codes.

57. Use of surface movement radar. In the absence of visual observation of all or part of the manoeuvring area or to supplement visual observation, surface movement radar provided in accordance with International Standards seen in Annex 14 of the International Civil Aviation Organization with respect to Aerodromes or other suitable surveillance equipment,shall be utilised by the aerodrome control tower to–

(a) monitor the movement of aircraft and vehicles on the manoeuvring area;

(b) provide directional information to pilots and vehicle drivers as necessary; and

(c) provide advice and assistance for the safe and efficient movement of aircraft and vehicles on the manoeuvring area.

Part IV

FLIGHT INFORMATION SERVICE

58. Application of flight information service.—(1) The ATS unit shall provide flight information services to all aircraft which are likely to be affected by the information and which are–

(a) required to be provided with air traffic control service; or

(b) otherwise known to the relevant air traffic services units.

(2) Where ATS units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service.

59. Scope of flight information service.—(1) Flight information service shall include the provision of pertinent–

(a) SIGMET information;

(b) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;

(c) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;

(d) information on changes in the availability of radio navigation services;

(e) information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by significant depth of water;

(f) information on unmanned free balloons; and

(g) of any other information likely to affect safety.

(2) Flight information service provided to flights shall include, in addition to that outlined in sub-regulation (1), the provision of information concerning–

(a) weather conditions reported or forecast at departure, destination and alternate aerodromes;

(b) collision hazards, to aircraft operating in airspace classes C, D, E, F and G as specified in Schedule 1 to these Regulations;

(c) for flight over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track or speed of surface vessels in the area.

(3) Air traffic services units shall transmit, as soon as practicable, special air-reports to other aircraft concerned, to the associated meteorological office, and to other air traffic services units concerned for a period to be determined by agreement between the meteorological service provider and the Air Traffic Services provider concerned.

(4) Flight information service provided to VFR flights shall include, in addition to information set out in sub-regulation (1), the information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.

60. Operational flight information service broadcasts.—(1) The Air Traffic Services provider shall ensure that the meteorological information and operational information concerning radio navigation services and aerodromes included in the flight information service is, whenever available, provided in an operationally integrated form.

(2) Where integrated operational flight information messages are to be transmitted to aircraft, they shall be transmitted with the content and, where specified, in the sequence indicated, for the various phases of flight.

(3) The Air Traffic Services provider shall ensure that here operational flight information service broadcasts are provided, consist of messages containing integrated information regarding selected operational and meteorological elements appropriate to the various phases of flight.

(4) The broadcasts referred to in sub-regulation (3) are of the following types–

(a) high frequency;

(b) very high frequency; and

(c) automatic terminal information service.

(5) The applicable operational flight information service messages shall be transmitted by the appropriate air traffic services unit when requested by the pilot.

61. High frequency operational flight information service broadcasts.—(1) The Air Traffic Services provider shall provide high frequency operational flight information service broadcasts where it has been determined by regional air navigation agreements.

(2) Whenever the high frequency operational flight information service broadcasts are provided–

(a) the information shall be in accordance with regulation 61(5), as applicable, subject to the regional air navigation agreements;

(b) the aerodromes for which reports and forecasts are to be included shall be as determined by the regional air navigation agreements;

(c) the time-sequencing of stations participating in the broadcast shall be as determined by the regional air navigation agreements;

(d) the high frequency operational flight information service broadcast message shall take into consideration human performance;

(e) the broadcast message shall not exceed the length of time allocated for the broadcast by the regional air navigation agreements, care being taken that the readability is not impaired by the speed of the transmission;

(f) each aerodrome message shall be identified by the name of the aerodrome to which the information applies;

(g) when information has not been received in time for a broadcast, the latest available information shall be included together with the time of that observation;

(h) the full broadcast message shall be repeated if this is feasible within the remainder of the time allotted to the broadcasting station;

(i) the broadcast information shall be updated immediately a significant change occurs; and

(j) the high frequency operational flight information service message shall be prepared and disseminated by the most appropriate units as designated by the State.

(3) High frequency operational flight information service broadcast messages shall contain the following information in the sequence indicated–

(a) significant en-route weather information as prescribed in the Civil Aviation (Meteorological Services for Air Navigation) Regulations, 2025;

(b) aerodrome information including–

(i) name of aerodrome;

(ii) time of observation;

(iii) essential operational information;

(iv) surface wind direction and speed; if appropriate, maximum wind speed;

(v) visibility and, when applicable, runway visual range;

(vi) present weather;

(vii) cloud below 1 500m (5 000ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available; and

(viii) aerodrome forecast; or as determined by regional air navigation agreements.

62. VHF operational flight information service broadcasts.—(1) The Air Traffic Services provider shall provide very high frequency operational flight information service broadcasts as determined by Regional Air Navigation Agreements.

(2) Whenever very high frequency operational flight information service broadcasts referred to in sub-regulation (1) are provided–

(a) the aerodromes for which reports and forecasts are to be included shall be as determined by Regional Air Navigation Agreements;

(b) each aerodrome message shall be identified by the name of the aerodrome to which the information applies;

(c) when information has not been received in time for a broadcast, the latest available information shall be included together with the time of that observation;

(d) the broadcasts shall be continuous and repetitive;

(e) the very high frequency operational flight information service broadcast message shall take into consideration human performance;

(f) the broadcast message shall, whenever practicable, not exceed five minutes, care being taken that the readability is not impaired by the speed of the transmission;

(g) the broadcast message shall be updated on a scheduled basis as determined by Regional Air Navigation Agreements and shall be updated immediately a significant change occurs; and

(h) the very high frequency operational flight information service message shall be prepared and disseminated by the most appropriate units as designated by the State.

(3) Very high frequency operational flight information service broadcast messages shall contain the following information in the sequence indicated–

(a) name of aerodrome;

(b) time of observation;

(c) landing runway;

(d) significant runway surface conditions and, if appropriate, braking action;

(e) changes in the operational state of the radio navigation services, if appropriate;

(f) holding delay, if appropriate;

(g) surface wind direction and speed; if appropriate, maximum wind speed;

(h) visibility and, when applicable, runway visual range;

(i) present weather;

(j) cloud below 1 500m or 5 000ft or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility, when available;

(k) air temperature;

(l) dew point temperature;

(m) QNH altimeter setting;

(n) supplementary information on recent weather of operational significance and, where necessary, wind shear;

(o) trend forecast, when available; and

(p) notice of current significant meteorological information messages.

63. Voice-automatic terminal information service broadcasts.—(1) The Air Traffic Services provider shall provide voice- automatic terminal information service broadcasts at aerodromes where there is a requirement to reduce the communication load on the air traffic service very high frequency air-ground communication channels.

(2) Where provided, the voice-automatic terminal information service broadcasts referred to in sub-regulation (1) shall comprise–

(a) one broadcast serving arriving aircraft;

(b) one broadcast serving departing aircraft;

(c) one broadcast serving both arriving and departing aircraft; or

(d) two broadcasts serving arriving and departing aircraft respectively at those aerodromes where the length of a broadcast serving both arriving and departing aircraft would be excessively long.

(3) A discrete very high frequency shall, whenever practicable, be used for Voice-ATIS broadcasts.

(4) Where a discrete frequency is not available, the transmission may be made on the voice channels of the most appropriate terminal navigation aids, preferably a very high frequency omni-directional radio range, provided the range and readability are adequate and the identification of the navigation aid is sequenced with the broadcast so that the very high frequency omni-directional radio range is not obliterated.

(5) The voice-automatic terminal information service broadcasts shall not be transmitted on the voice channel of an instrument landing system.

(6) Whenever a voice-automatic terminal information service is provided, the broadcast shall be continuous and repetitive.

(7) The information contained in the current broadcast shall immediately be made known to the air traffic services units concerned with the provision to aircraft of information relating to approach, landing and take-off, whenever the message has not been prepared by that unit.

(8) The voice-automatic terminal information service broadcasts provided at designated aerodromes for use by international air services shall be available in the English language as a minimum.

(9) Where voice-automatic terminal information service broadcasts are available in more than one language, a discrete channel shall be used for each language.

(10) The voice-automatic terminal information service broadcast message shall, whenever practicable, not exceed 30 seconds, care being taken that the readability of the automatic terminal information service message is not impaired by the speed of the transmission or by the identification signal of a navigation aid used for transmission of automatic terminal information service and the broadcast message shall take into consideration human performance.

64. Data link-automatic terminal information service.—(1) Where a data link-automatic terminal information service supplements the existing availability of voice-automatic terminal information service referred to in regulation 63, the information shall be identical in both content and format to the applicable voice- automatic terminal information service broadcast.

(2) The content referred to in sub-regulation (1), for the purpose of maintaining the same designator, shall be considered identical where real-time meteorological information is included but the data shall remain within the parameters of the significant change criteria.

(3) Voice-automatic terminal information service and data link- automatic terminal information service shall be updated simultaneously where a data link-automatic terminal information service supplements the existing availability of voice-automatic terminal information service, and the automatic terminal information service requires updating.

65. Automatic terminal information service for voice or data link.—(1) Whenever voice-automatic terminal information service or Data link-automatic terminal information service is provided–

(a) the information communicated shall relate to a single aerodrome;

(b) the information communicated shall be updated immediately a significant change occurs;

(c) the preparation and dissemination of the automatic terminal information service message shall be the responsibility of the air traffic services;

(d) individual automatic terminal information service messages shall be identified by a designator in the form of a letter of the International Civil Aviation Organisation spelling alphabet and designators assigned to consecutive automatic terminal information service messages shall be in alphabetical order;

(e) aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service or the aerodrome control tower, as appropriate;

(f) the appropriate air traffic services unit shall, when replying to the message in paragraph (e) or, in the case of arriving aircraft, at such other time as may be prescribed by the appropriate ATS authority, provide the aircraft with the current altimeter setting; and

(g) the meteorological information shall be extracted from the local meteorological routine or special report.

(2) The automatic terminal information service messages shall indicate that the relevant weather information will be given on initial contact with the appropriate ATS unit where rapidly changing meteorological conditions make it inadvisable to include a weather report in the automatic terminal information service.

(3) Where an aircraft concerned acknowledges receipt of information contained in a current automatic terminal information service, that information shall not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with sub-regulation (1) (f).

(4) Where an aircraft acknowledges receipt of an automatic terminal information service that is no longer current, any element of information that needs updating shall be transmitted to the aircraft without delay.

(5) The contents of the automatic terminal information service shall be kept as brief as possible and information additional to that specified in regulations 63, 64 and 65, shall only be included when justified in exceptional circumstances.

66. Automatic terminal information service for arriving and departing aircraft. The automatic terminal information service messages containing both arrival and departure information shall in the order listed contain the–

(a) name of the aerodrome;

(b) arrival or departure indicator;

(c) contract type, if communication is via data link-automatic terminal information service;

(d) designator;

(e) time of observation, if appropriate;

(f) type of approaches to be expected;

(g) the runways in use and status of arresting system constituting a potential hazard, if any;

(h) significant runway surface conditions and, if appropriate, braking action;

(i) holding delay, if appropriate;

(j) transition level, if applicable;

(k) other essential operational information;

(l) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runways in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;

(m) visibility and when applicable, RVR;

(n) present weather;

(o) cloud below 1500m or 5000ft or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;

(p) air temperature;

(q) dew point temperature;

(r) altimeter settings;

(s) any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;

(t) trend forecast, when available; and

(u) specific automatic terminal information service instructions.

67. Automatic terminal information service for arriving aircraft. The automatic terminal information service messages containing arrival information only shall contain the following elements of information in the order listed the–

(a) name of aerodrome;

(b) arrival indicator;

(c) contract type, if communication is via data link-automatic terminal information service;

(d) designator;

(e) time of observation, if appropriate;

(f) type of approaches to be expected;

(g) main landing runways and status of arresting system constituting a potential hazard, if any;

(h) significant runway surface conditions and, if appropriate, braking action;

(i) holding delay, if appropriate;

(j) transition level, if applicable;

(k) other essential operational information;

(l) surface wind direction and speed, including significant variations and, where surface wind sensors related specifically to the sections of runways in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;

(m) visibility and, when applicable, RVR;

(n) present weather;

(o) cloud below 1500m or 5000ft or below the highest minimum sector altitude, whichever is greater, cumulonimbus, where the sky is obscured, vertical visibility when available;

(p) air temperature;

(q) dew point temperature;

(r) altimeter settings;

(s) any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;

(t) trend forecast, when available; and

(u) specific automatic terminal information service instructions.

68. Automatic terminal information service for departing aircraft. Automatic terminal information service messages containing departure information only shall contain the following elements of information in the order listed–

(a) name of aerodrome;

(b) departure indicator;

(c) contract type, if communication is via data link-automatic terminal information service;

(d) designator;

(e) time of observation, if appropriate;

(f) runways to be used for take-off and the status of arresting system constituting a potential hazard, if any;

(g) significant surface conditions of runways to be used for take-off and, if appropriate, braking action;

(h) departure delay, if appropriate;

(i) transition level, if applicable;

(j) other essential operational information;

(k) surface wind direction and speed, including significant variations and, where surface wind sensors related specifically to the sections of runways in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;

(l) visibility and, when applicable, RVR;

(m) present weather;

(n) cloud below 1500m or 5000ft or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;

(o) air temperature;

(p) dew point temperature;

(q) altimeter settings;

(r) any available information on significant meteorological phenomena in the climb-out area including wind shear;

(s) trend forecast, when available; and

(t) specific automatic terminal information service instructions.

69. VOLMET broadcasts and D-VOLMET service.—(1) High frequency or very high frequency VOLMET broadcasts or D-VOLMET service shall be provided by Air Traffic Services Provider, where determined by regional air navigation agreements.

(2) VOLMET broadcasts shall use standard radiotelephony phraseologies.

Part V

ALERTING SERVICE

70. Application of alerting service.—(1) ATS units shall provide alerting service–

(a) for all aircraft provided with air traffic control service;

(b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and

(c) to any aircraft known or believed to be the subject of unlawful interference.

(2) The flight information centers or area control centers shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the Rescue Coordination Center.

(3) In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information center or area control center which shall in turn notify the Rescue Coordination Center.

(4) The notification referred to in sub-regulation (3) shall not be required where the nature of the emergency is such that the notification would be unnecessary.

(5) Where the urgency of the situation requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organisations which can give the immediate assistance required.

71. Notification of rescue coordination centers.—(1) Without prejudice to any other circumstances that may render the notification referred to in regulation 71 advisable, ATS units shall, except as prescribed in regulation 75, notify rescue coordination centers immediately an aircraft is considered to be in a state of emergency in accordance with the–

(a) uncertainty phase where–

(i) no communication has been received from an aircraft within a period of thirty minutes after the time the communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or

(ii) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by ATS units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants;

(b) alert phase where–

(i) following the uncertainty phase in paragraph (a), subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft;

(ii) an aircraft has been cleared to land and fails to land within five minutes of the estimated time of landing and communication has not been re-established with the aircraft;

(iii) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely;

(iv) except where evidence exists that would allay apprehension as to the safety of the aircraft and its occupants; or

(v) an aircraft is known or believed to be the subject of unlawful interference;

(c) distress phase where–

(i) following the alert phase in paragraph (b), further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress;

(ii) the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safely;

(iii) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely; or

(iv) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, except where there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

(2) The notification shall contain the following information where available, in the order listed–

(a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency;

(b) agency and person calling;

(c) nature of the emergency;

(d) significant information from the flight plan;

(e) unit which made last contact, time and means used;

(f) last position report and how determined;

(g) colour and distinctive marks of aircraft;

(h) dangerous goods carried as cargo;

(i) any action taken by reporting office; and

(j) other pertinent remarks.

(3) The information specified in sub-regulation (2), which is not available at the time the notification is made to the rescue coordination center, shall be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.

(4) In addition to the notification in sub-regulation (1), the rescue coordination center shall, without delay, be furnished with–

(a) any useful additional information, especially on the development of the state of emergency through subsequent phases; or

(b) information that the emergency situation no longer exists.

72. Use of communication facilities. ATS units shall use all available communication facilities to establish and maintain communication with an aircraft in a state of emergency and to request news of the aircraft.

73. Plotting aircraft in state of emergency.—(1) When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted on a chart by the rescue coordination center, in order to determine the probable future position of the aircraft and its maximum range of action from its last known position.

(2) The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall be plotted in order to determine their probable future positions and maximum endurance.

74. Information to operator.—(1) Where an area control or a flight information center decides that an aircraft is in the uncertainty or the alert phase, the area control or a flight information center shall, where practicable, advise the operator prior to notifying the rescue coordination center.

(2) All information notified to the rescue coordination center by an area control or flight information center under sub-regulation (1) shall, whenever practicable, be communicated, without delay, to the operator.

75. Information to aircraft operating in vicinity of an aircraft in state of emergency.—(1) Where it has been established by an ATS unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in sub-regulation (2) be informed of the nature of the emergency as soon as practicable.

(2) Where an ATS unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in air traffic service air-ground communications to the nature of the emergency unless the unlawful interference has first been referred to in communications from the aircraft involved and there is certainty that such reference will not aggravate the situation.

Part VI

AIR TRAFFIC SERVICES REQUIREMENTS FOR COMMUNICATIONS

76. Aeronautical mobile service for air-ground communications.—(1) Air Traffic Services Provider shall ensure that radiotelephony or data link are used in air-ground communications for ATS purposes.

(2) Where a required communication performance specification has been prescribed by the authority for performance- based communication, ATS units shall, in addition to the requirements specified in sub-regulation (1), have communication equipment which will enable them to provide ATS in accordance with the prescribed required communication performance specifications.

(3) Recording facilities shall be provided on all the air-ground communication channels where direct pilot-controller two-way radiotelephony or data link communications are used for the provision of air traffic control service.

(4) The recordings of communications channels referred to in sub-regulation (3) shall be retained for a period of not less than thirty days.

(5) The air-ground communication facilities shall enable two-way communications to take place between the unit providing flight information service and appropriately equipped aircraft flying anywhere within the flight information region.

(6) The air-ground communication facilities for flight information service shall permit direct, rapid, continuous, and static- free two-way communications whenever practicable.

(7) The air-ground communication facilities shall enable two-way communications to take place between a unit providing area control service and appropriately equipped aircraft flying anywhere within the control area.

(8) The air-ground communication facilities for area control service shall permit direct, rapid, continuous and static-free two-way communications whenever practicable.

(9) Where air-ground voice communication channels are used for area control service and are operated by air-ground communicators, suitable arrangements shall be made to permit direct pilot-controller voice communications, as and where required.

(10) The air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between the unit providing approach control service and appropriately equipped aircraft under its control.

(11) Where the unit providing approach control service functions as a separate unit, air-ground communications shall be conducted over communication channels provided for its exclusive use.

(12) The air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between an aerodrome control tower and appropriately equipped aircraft operating at any distance within 45km or 25 NM of the aerodrome concerned.

(13) Separate communication channels shall be provided for the control of traffic operating on the manoeuvring area.

77. General application of aeronautical fixed service in ground- ground communications. Air Traffic Services Provider shall use direct-speech or data link communications in ground-ground communications for air traffic services purposes.

78. Communications between ATS units within flight information region.—(1) A flight information center shall have facilities for communications with the following units providing a service within its area of responsibility–

(a) the area control center, unless collocated;

(b) approach control units; and

(c) aerodrome control towers.

(2) An area control center, in addition to being connected to the flight information center prescribed in sub-regulation (1), shall have facilities for communications with the following units providing a service within its area of responsibility the–

(a) approach control units;

(b) aerodrome control towers; and

(c) air traffic services reporting offices, where separately established.

(3) An approach control unit, in addition to being connected to the flight information center and the area control center as prescribed in sub-regulations (1) and (2) shall have facilities for communications with the associated aerodrome control towers and, where separately established, the associated ATS reporting offices.

(4) An aerodrome control tower, in addition to being connected to the flight information center, the area control center and the approach control unit prescribed in sub-regulations (1), (2) and (3) shall have facilities for communications with the associated air traffic services reporting office, where separately established.

79. Communications between ATS units and other units within flight information region.—(1) A flight information center and an area control center shall have facilities for communications with the following units providing a service within their respective area of responsibility–

(a) appropriate military units;

(b) the meteorological office serving the center;

(c) the aeronautical telecommunications station serving the center;

(d) appropriate operator's offices;

(e) the rescue coordination center or, in the absence of such center, any other appropriate emergency service; and

(f) the international NOTAM office serving the center.

(2) An approach control unit and an aerodrome control tower shall have facilities for communications with the following units providing a service within their respective area of responsibility–

(a) the appropriate military units;

(b) the rescue and emergency services;

(c) the meteorological office serving the unit concerned;

(d) the aeronautical telecommunications station serving the unit concerned;

(e) the unit providing apron management service, when separately established.

(3) The communication facilities referred to in sub-regulations (1) (a) and (2) (a) shall include provisions for rapid and reliable communications between the ATS unit concerned and the military units responsible for control of interception operations within the area of responsibility of the ATS.

80. Description of communication facilities.—(1) The communication facilities required in regulations 78, 79 (1) (a) and 79 (2) (a), (b) and (c) shall include provisions for–

(a) communications by direct speech alone, or in combination with data link communications, where, for the purpose of transfer of control using radar or Automatic Dependent Surveillance-Broadcast, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds; and

(b) printed communications, when a written record is required; the message transit time for such communications being no longer than five minutes.

(2) The communication facilities in all cases not covered in sub-regulation (1), shall include provisions for–

(a) communications by direct speech alone, or in combination with data link communications, where the communications can normally be established within fifteen seconds; and

(b) printed communications, where a written record is required; the message transit time for the communications shall not be more than five minutes.

(3) The ATS units shall provide suitable facilities for automatic recording in all cases where automatic transfer of data to or from ATS computers is required.

(4) The communication facilities required in accordance with regulations 78 and 79 shall be supplemented, where necessary, by facilities for other forms of visual or audio communications.

(5) The communication facilities required in regulation 79 (2) (a), (b) and (c) shall include provisions for communications by direct speech arranged for conference communications.

(6) The communication facilities required under regulation 79 (2) (d) shall include provisions for communications by direct speech arranged for conference communications, where the communications can normally be established within fifteen seconds.

(7) All facilities for direct-speech or data link communications between ATS units and between ATS units and other units described under regulations 79 (1) and (2) shall be provided with automatic recording.

(8) Recordings of data and communications as required in sub-regulations (3) and (7) shall be retained for a period of at least thirty days.

81. Communications between flight information regions.—(1) Flight information centers and area control centers shall have facilities for communications with all adjacent flight information centers and area control centers.

(2) The communication facilities referred to in sub-regulation (1) shall in all cases include provisions for messages in a form suitable for retention as a permanent record, and delivery in accordance with transit times specified by the Regional Air Navigation Agreements.

(3) Unless otherwise prescribed on the basis of Regional Air Navigation Agreements, facilities for communications between area control centers serving contiguous control areas shall, include provisions for direct speech and, where applicable, data link communications, with automatic recording.

(4) For the purpose of transfer of control using radar, ADS-B or Automatic Dependent Surveillance-Contract data, the communications referred to in sub-regulation (3) shall be established instantaneously and for other purposes the communications shall be established within fifteen seconds.

(5) Where required by agreement between the military authorities and the air navigation services provider, in order to eliminate or reduce the need for interceptions in the event of deviations from assigned track, facilities for communications between adjacent flight information centers or area control centers other than those mentioned in sub-regulation (3) shall include provisions for direct speech alone, or in combination with data link communications.

(6) The communication facilities referred to in sub-regulation (5) shall be provided with automatic recording to allow communications to be established within fifteen seconds.

(7) Where conditions are such that it is necessary to clear aircraft into an adjacent control area prior to departure, an approach control unit or aerodrome control tower shall be connected with the area control center serving the adjacent area.

(8) The communication facilities referred to in sub-regulation (7) shall include provisions for communications by direct speech alone, or in combination with data link communications, with automatic recording.

(9) For the purpose of transfer of control using radar, ADS-B or Automatic Dependent Surveillance-Contract data, the communications referred to in sub-regulation (8) shall be established instantaneously and for other purposes the communications shall be established within fifteen seconds.

(10) Suitable facilities for automatic recording shall be provided in all cases where automatic exchange of data between air traffic services computers is required and shall be retained for a period of at least thirty days.

82. Procedures for direct-speech communications. The Air Traffic Services provider shall develop procedures for direct speech communications to permit immediate connections to be made for very urgent calls concerning the safety of aircraft and the interruption, if necessary, of less urgent calls in progress at the time.

83. Communications for control of vehicles other than aircraft on manoeuvring areas at controlled aerodromes.—(1) The ATS shall provide aerodrome control service with two-way radiotelephony communication facilities for the control of vehicles on the manoeuvring area, except where communication by a system of visual signals is deemed to be adequate.

(2) Separate communication channels shall be provided for the control of vehicles on the manoeuvring area.

(3) Automatic recording facilities shall be provided on all separate communication channels provided for the control of vehicles on the manoeuvring area and shall be retained for a period of at least thirty days.

84. Automatic recording of surveillance data.—(1) The Air Traffic Services provider shall automatically record surveillance data from primary and secondary radar equipment or other systems, used as an aid to air traffic services, for use in accident and incident investigations, search and rescue, air traffic control and surveillance systems evaluation and training.

(2) Automatic recordings shall be retained for a period of not less than thirty days.

(3) Recordings pertinent to accident and incident investigations shall be retained for longer periods until it is evident that they will no longer be required.

Part VII

AIR TRAFFIC SERVICES REQUIREMENTS FOR INFORMATION

85. General meteorological information.—(1) The meteorological service provider shall supply the ATS units with up-to-date information on existing and forecast meteorological conditions for the performance of their respective functions.

(2) The information referred to in sub-regulation (1) shall be supplied in such a format and frequency prescribed in the Civil Aviation (Meteorological Services for Air Navigation) Regulations, 2025.

(3) The ATS units shall be supplied with available detailed information on the location, vertical extent, direction and rate of movement of meteorological phenomena in the vicinity of the aerodrome, and particularly in the climb-out and approach areas, which could be hazardous to aircraft operations.

(4) Where computer processed upper air data is made available to ATS units in digital form for use by ATS computers, the contents, format and transmission arrangements shall be as agreed between the meteorological service provider and the appropriate ATS authority.

86. Flight information centers and area control centers.—(1) The meteorological service provider shall provide flight information centers and area control centers with meteorological information as prescribed in the Civil Aviation (Meteorological Services for Air Navigation) Regulations, 2025.

(2) The meteorological information referred to in sub-regulation (1) shall cover the flight information region or control area and such other areas as may be determined on the basis of Regional Air Navigation Agreements.

(3) The meteorological service provider shall provide to the flight information centers and area control centers, current pressure data for setting altimeters, at suitable intervals, for locations specified by the flight information center or area control center concerned.

87. Meteorological information to be provided to units providing approach control service.—(1) The meteorological service provider shall supply units providing approach control service for the airspace and the aerodromes with which they are concerned, with meteorological information as prescribed in the Civil Aviation (Meteorological Services for Air Navigation) Regulations, 2025.

(2) The meteorological service provider shall communicate special reports and amendments to forecasts to the units providing approach control service as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.

(3) Where multiple anemometers are used, the meteorological service provider shall ensure that the indicators to which multiple anemometers are related are clearly marked to identify the runway and section of the runway monitored by each anemometer.

(4) The meteorological service provider shall supply units that provide approach control service with current pressure data for setting altimeters for the locations specified by the unit providing approach control service.

(5) Air Traffic Services Provider shall ensure that the units that provide approach control service for final approach, landing and take-off are equipped with surface wind displays.

(6) The displays referred to in sub-regulation (5) shall be related to the same locations of observation and be fed from the same sensors as the corresponding displays in the aerodrome control tower and in the meteorological station, where such a station exists.

(7) Air Traffic Services Provider shall provide units that provide approach control service for final approach, landing and take- off at aerodromes where runway visual range values are assessed by instrumental means with displays permitting read-out of the current runway visual range values.

(8) The displays referred to in sub-regulation (7) shall be related to the same locations of observation and be fed from the same sensors as the corresponding displays in the aerodrome control tower and in the meteorological station, where such a station exists.

(9) Air Traffic Services Provider shall provide units that provide approach control service for final approach, landing and take-off at aerodromes where the height of cloud base is assessed by instrumental means, with displays permitting read-out of the current values of the height of cloud base.

(10) The displays referred to in sub-regulation (9) shall be related to the same locations of observations and be fed from the same sensors as the corresponding displays in the aerodrome control tower and in the meteorological station, where such a station exists.

(11) The meteorological service provider shall provide units that provide approach control service for final approach, landing and take- off with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach.

88. Meteorological information to be provided to aerodrome control towers.— (1) The meteorological service provider shall supply aerodrome control towers with meteorological information as prescribed in the Civil Aviation (Meteorological Services for Air Navigation) Regulations, 2025, for the aerodrome with which they are concerned.

(2) The meteorological service provider shall communicate special reports and amendments to forecasts to the aerodrome control towers as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.

(3) The meteorological service provider shall provide aerodrome control towers with current pressure data for setting altimeters for the aerodrome concerned.

(4) Air Traffic Services Provider shall provide aerodrome control towers with surface wind displays.

(5) The surface wind displays referred to in sub-regulation (4) shall be related to the same locations of observation and be fed from the same sensors as the corresponding displays in the meteorological station, where such a station exists.

(6) Where multiple sensors are used, the meteorological service provider shall ensure that the surface wind displays to which multiple sensors are related are clearly marked to identify the runway and section of the runway monitored by each sensor.

(7) Air Traffic Services Provider shall provide aerodrome control towers at aerodromes where runway visual range values are measured by instrumental means with displays permitting read-out of the current runway visual range values.

(8) The displays referred to in sub-regulation (7) shall be related to the same locations of observation and be fed from the same sensors as the corresponding displays in the meteorological station, where such a station exists.

(9) Air Traffic Services Provider shall provide aerodrome control towers at aerodromes where the height of cloud base is assessed by instrumental means, with displays permitting read-out of the current values of the height of cloud base.

(10) The displays referred to in sub-regulation (9) shall be related to the same locations of observations and be fed from the same sensors as the corresponding displays in the meteorological station, where such a station exists.

(11) The meteorological service provider shall provide aerodrome control towers with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach and aircraft on the runway during the landing roll or take-off run.

(12) The meteorological service provider shall provide aerodrome warnings to the aerodrome control towers or other appropriate units.

89. Meteorological information to be provided to communication stations. The meteorological service provider shall supply current meteorological reports and forecasts to communication stations for flight information purposes and a copy of the information shall be forwarded to the flight information center or the area control center.

90. Information on aerodrome conditions and operational status of associated facilities. The Air Traffic Services provider shall keep the aerodrome control towers and units providing approach control service informed of the operationally significant conditions of the movement area, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodromes with which they are concerned.

91. Information on operational status of radio navigation services and visual aids.—(1) The Air Traffic Services provider shall keep the ATS units informed of the operational status of radio navigation services and visual aids essential for take-off, departure, approach and landing procedures within their area of responsibility and the radio navigation services and visual aids essential for surface movement.

(2) Information on the operational status and any changes of radio navigation services and visual aids referred to in sub-regulation

(1) shall be received by the appropriate ATS units on a timely basis consistent with the use of the services and aids involved.

92. Information on unmanned free balloons. The operators of unmanned free balloons shall keep the appropriate air traffic services units informed of details of flights of unmanned free balloons in accordance with the provisions of the Civil Aviation (Flight Safety) Regulations, 2024.

93. Information concerning volcanic activity.—(1) The meteorological service provider shall inform the ATS units of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud which could affect airspace used by flights within their area of responsibility.

(2) The meteorological service provider shall provide the area control centers and flight information centers with volcanic ash advisory information issued by the associated VAAC.

94. Information concerning radioactive materials and toxic chemical "clouds". The meteorological service provider shall inform ATS units of the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace used by flights within their area of responsibility.

Part VIII

EXEMPTIONS

95. Requirements for application for exemption.—(1) A person may apply to the authority for an exemption from any provision of these Regulations.

(2) Unless in case of emergency, a person requiring exemptions from any of these Regulations shall apply to the authority in writing, at least sixty days prior to the proposed effective date, stating–

(a) name and contact address of the applicant including electronic mail and fax if any;

(b) telephone number;

(c) a citation of the specific requirement from which the applicant seeks exemption;

(d) justification for the exemption;

(e) a description of the type of operations to be conducted under the proposed exemption;

(f) the proposed duration of the exemption;

(g) an explanation of how the exemption would be in the public interest;

(h) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;

(i) a safety risk assessment carried out in respect of the exemption applied for;

(j) if the applicant handles international operations and seeks to operate under the proposed exemption, an indication whether the exemption would contravene any provision of these Regulations; and

(k) any other information that the authority may require.

(3) Where the applicant seeks emergency processing of an application for exemption, the application shall contain supporting facts and reasons for not filing the application within the time specified in sub-regulation (2) and satisfactory reason for considering the application an emergency.

(4) The authority may, in writing, refuse an application made under sub-regulation (3), where in the opinion of the authority, the reasons given for emergency processing are not satisfactory.

(5) The application for exemption shall be accompanied by a fee prescribed by the authority.

96. Review and publication.—(1) The authority shall review the application for exemption made under regulation 95 for accuracy and compliance and where the application is satisfactory, the authority shall publish a detailed summary of the application for comments, within a prescribed time, in either–

(a) the *Gazette;*

(b) Advisory circular; or

(c) a daily newspaper with national circulation.

(2) Where application requirements have not been fully complied with, the authority shall request the applicant in writing, to comply prior to publication or making a decision under regulation 97 (2).

97. Evaluation of request.—(1) Where the application requirements are satisfactory, the authority shall conduct an evaluation of the request to include–

(a) determination of whether an exemption would be in the public interest;

(b) a determination, after a technical evaluation of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the authority decides that a technical evaluation of the request would impose a significant burden on the authority's technical resources, the authority may deny the exemption on that basis;

(c) a determination of whether a grant of the exemption would contravene these Regulations; and

(d) a recommendation based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

(2) The authority shall notify the applicant in writing, the decision to grant or deny the request and publish a detailed summary of its evaluation and decision.

(3) The summary referred to in sub-regulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) Where the request is for emergency relief, the authority shall publish the decision after processing the application.

(5) Where the exemption affects a significant population of the aviation community of the State, the authority shall publish the summary in the Advisory Circular.

Part IX

OFFENCES AND PENALTIES

98. Contravention of Regulations. A person who contravenes any provision of these Regulations may have his or her certificate or exemption cancelled or suspended.

99. Penalties. A person who contravenes any provision of these Regulations, is upon conviction, liable to a fine not exceeding $5000 Eastern Caribbean Dollars or to a term of imprisonment not exceeding six months or both, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

100. Appeal. A person aggrieved by any decision made under these Regulations by the Director General or a person appointed by the Minister to conduct the review, shall have the right to appeal against in accordance with section 39 of the Civil Aviation Act.

SCHEDULES

SCHEDULE 1

(Regulations 10(1), (3) and 60(2)(b))

AIR TRAFFIC SERVICES AIRSPACE CLASSES — SERVICES PROVIDED AND FLIGHT REQUIREMENTS

Class	Type of flight	Separation provided	Service provided	Speed limitation*	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 Kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from VFR	Air traffic control service, traffic information about VFR flights (and traffic avoidance advice on request)	250 Kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)	250 Kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes

E	IFR	IFR from IFR	Air traffic control service and, as far as practical, traffic information about VFR flight	250 Kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	250 Kt IAS below 3,050 m (10,000 ft) AMSL	No	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	250 Kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 Kt IAS below 3,050 m (10,000 ft) AMSL	No	No
G	IFR	Nil	Flight information service	250 Kt IAS below 3,050 m (10,000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 Kt IAS below 3,050 m (10 000 ft) AMSL	No	No
*When the height of the transition altitude is lower than 3 050m (10 000 ft) AMSL, FL 100 should be used in lieu of 10,000ft						

SCHEDULE 2

Regulation 19 (4) and (5)

PRINCIPLES GOVERNING THE IDENTIFICATION OF NAVIGATION

SPECIFICATIONS AND THE IDENTIFICATION OF ATS ROUTES OTHER THAN STANDARD DEPARTURE AND ARRIVAL ROUTES

Designators for ATS routes and navigation specifications

1. (1) The purpose of a system of route designators and navigation specifications applicable to specified ATS route segments, routes or area is to allow both pilots and ATS, taking into account automation requirements—

(a) to make unambiguous reference to any ATS route without the need to resort to the use of geographical coordinates or other means in order to describe it;

(b) to relate an ATS route to a specific vertical structure of the airspace, as applicable;

(c) to indicate a required level of navigation performance accuracy, when operating along an ATS route or within a specified area; and

(d) to indicate that a route is used primarily or exclusively by certain types of aircraft.

(2) In order to meet this purpose, the designation system shall—

(a) permit the identification of any ATS route in a simple and unique manner;

(b) avoid redundancy;

(c) be usable by both ground and airborne automation systems;

(d) permit utmost brevity in operational use; and

(e) provide sufficient possibility of extension to cater for any future requirements without the need for fundamental changes.

(3) Controlled, advisory and uncontrolled ATS routes, with the exception of standard arrival and departure routes, shall therefore be identified as specified in this Schedule.

Composition of designator

2. (1) The ATS route designator shall consist of a basic designator supplemented, if necessary, by—

(a) one prefix as prescribed in (6); and subparagraph (7) or paragraph 1(7);

(b) one additional letter as prescribed in (7).

(2) The number of characters required to compose the designator shall not exceed six characters.

(3) The number of characters required to compose the designator should, whenever possible, be kept to a maximum of five characters.

(4) The basic designator shall consist of one letter of the alphabet followed by a number from 1 to 999.

(5) Selection of the letter shall be made from the following—

(a) A, B, G, R for routes which form part of the regional networks of ATS routes and are not area navigation routes;

(b) L, M, N, P for area navigation routes which form part of the regional networks of ATS routes;

(c) H, J, V, W for routes which do not form part of the regional networks of ATS routes and are not area navigation routes;

(d) Q, T, Y, Z for area navigation routes which do not form part of the regional networks of ATS routes.

(6) Where applicable, one supplementary letter shall be added as a prefix to the basic designator in accordance with the following—

(a) K to indicate a low-level route established for use primarily by helicopters;

(b) U to indicate that the route or portion of the route is established in the upper airspace;

(a) S to indicate a route established exclusively for use by supersonic aircraft during acceleration, deceleration and while in supersonic flight.

(7) Where prescribed by the appropriate air traffic service provider or on the basis of regional air navigation agreements, a supplementary letter may be added after the basic designator of the ATS route in question in order to indicate the type of service provided in accordance with the following—

(a) the letter F to indicate that on the route or portion of the route advisory service only is provided;

(b) the letter G to indicate that on the route or portion of the route flight information service only is provided.

Note 1.- Due to limitations in the display equipment on board aircraft, the supplementary letters "F" or "G" may not be displayed to the pilot.

Note 2.- Implementation of a route or a portion of the route as controlled route, advisory route or flight information route is indicated in aeronautical charts and aeronautical information publications in accordance with the provisions in the Civil Aviation (Aeronautical Charts) Regulations, 2025 and AIS Implementing Standards.

Assignment of basic designators

3. (1) Basic ATS route designators shall be assigned in accordance with the following principles—

(a) the same basic designator shall be assigned to a main trunk route throughout its entire length, irrespective of terminal control areas, States or regions traversed;

Note.- This is of particular importance where automated ATS data processing and computerised airborne navigation equipment is used.

(b) where two or more trunk routes have a common segment, the segment in question shall be assigned each of the designators of the routes concerned, except where this would present difficulties in the provision of air traffic service, in which case, by common agreement, one designator only shall be assigned;

(c) a basic designator assigned to one route shall not be assigned to any other route;

(b) The States' requirements for designators shall be notified to the Regional Offices of ICAO for coordination.

Use of designators in communications

4. (1) In printed communications, the designator shall be expressed at all times by not less than two and not more than six characters.

(2) In voice communications, the basic letter of a designator shall be spoken in accordance with the ICAO spelling alphabet.

(3) Where the prefixes K, U or S specified in paragraph 1 (6) are used, they shall, in voice communications, be spoken as follows—

K — KOPTER

U — UPPER

S — SUPERSONIC

where the word "kopter" shall be pronounced as in the word "helicopter" and the words "upper" and "supersonic" as in the English language.

(4) Where the letters "F" or "G" specified in paragraph 1(7) are used, the flight crew shall not be required to use them in voice communications.

SCHEDULE 3

(Regulation 19 (6))

PRINCIPLES GOVERNING THE IDENTIFICATION OF STANDARD DEPARTURE AND ARRIVAL ROUTES AND ASSOCIATED PROCEDURES

Designators for standard departure and arrival routes and associated procedures

Note.— In the following text the term "route" is used in the meaning of "route and associated procedures".

1. (1) The system of designators shall—

(a) permit the identification of each route in a simple and unambiguous manner;

(b) make a clear distinction between—

(i) departure routes and arrival routes;

(i) departure or arrival routes and other ATS routes;

(iii) routes requiring navigation by reference to ground based radio aids or self-contained airborne aids, and routes requiring navigation by visual reference to the ground;

(c) be compatible with ATS and aircraft data processing and display requirements;

(d) be of utmost brevity in its operational application;

(e) avoid redundancy;

(f) provide sufficient possibility for extension to cater for any future requirements without the need for fundamental changes.

(2) Each route shall be identified by a plain language designator and a corresponding coded designator.

(3) The designators shall, in voice communications, be easily recognisable as relating to a standard departure or arrival route and shall not create any difficulties in pronunciation for pilots and ATS personnel.

Composition of designators

2. The following apply to composition designators.

(1) Plain language designator

(a) The plain language designator of a standard departure or arrival route shall consist of—

(i) a basic indicator; followed by

(ii) a validity indicator; followed by

(iii) a route indicator, where required; followed by

(iv) the word “departure” or “arrival”; followed by

(v) the word “visual”, if the route has been established for use by aircraft operating in accordance with the visual flight rules (VFR).

(b) The basic indicator shall be the name or name-code of the significant point where a standard departure route terminates or a standard arrival route begins.

(c) The validity indicator shall be a number from 1 to 9.

(d) The route indicator shall be one letter of the alphabet and the letters “I” and “O” shall not be used.

(2) Coded designator

(a) The coded designator of a standard departure or arrival route, instrument or visual, shall consist of—

(i) the coded designator or name-code of the significant point described in subparagraph (1) (a); followed by

(ii) the validity indicator in subparagraph (1) (b); followed by

(iii) the route indicator in subparagraph (1) (c), where required.

Assignment of designators

3. (1) Each route shall be assigned a separate designator.

(2) To distinguish between two or more routes which relate to the same significant point and therefore are assigned the same basic indicator, a separate route indicator as described in paragraph 1 (d) shall be assigned to each route.

Assignment of validity indicators

4. (1) A validity indicator shall be assigned to each route to identify the route which is currently in effect.

(2) The first validity indicator to be assigned shall be the number "1".

(3) Whenever a route is amended, a new validity indicator, consisting of the next higher number, shall be assigned and the number "9" shall be followed by the number "1".

Examples of plain language and coded designators

5. (1) Example 1: Standard departure route — instrument-

(a) Plain language designator: BRECON ONE DEPARTURE

(b) Coded designator: BCN 1

(2) Meaning: The designator identifies a standard instrument departure route which terminates at the significant point BRECON (basic indicator). BRECON is a radio navigation facility with the identification BCN (basic indicator of the coded designator). The validity indicator ONE (1 in the coded designator) signifies either that the original version of the route is still in effect or that a change has been made from the previous version NINE (9) to the now effective version ONE (1) (see 4 (3). The absence of a route indicator (see paragraphs 2 (1) (d) and 3 (2) signifies that only one route, in this case a departure route, has been established with reference to BRECON.

(3) Example 2: Standard arrival route — instrument—

(a) Plain language: KODAP TWO ALPHA

designator: ARRIVAL

(b) Coded designator: KODAP 2 A

(4) Meaning: This designator identifies a standard instrument arrival route which begins at the significant point KODAP (basic indicator). KODAP is a significant point not marked by the site of a radio navigation facility and therefore assigned a five-letter name-code in accordance with Schedule 4. The validity indicator TWO (2) signifies that a change has been made from the previous version ONE (1) to the now effective version TWO (2). The route indicator ALPHA (A) identifies one of several routes established with reference to KODAP and is a specific character assigned to this route.

(5) Example 3: Standard departure route — visual:

(a) Plain language: ADOLA FIVE BRAVO

Designator: DEPARTURE VISUAL

(b) Coded designator: ADOLA 5 B

(6) Meaning: This designator identifies a standard departure route for controlled VFR flights which terminates at ADOLA, a significant point not marked by the site of a radio navigation facility. The validity indicator FIVE (5) signifies that a change has been made from the previous version FOUR (4) to the now effective version FIVE (5). The route indicator BRAVO (B) identifies one of several routes established with reference to ADOLA.

Composition of designators for MLS/RNAV approach procedures

6. (1) *Plain language designator*

(a) the plain language designator of an MLS/RNAV approach procedure shall consist of—

(i) "MLS"; followed by

(ii) a basic indicator; followed by

(iii) a validity indicator; followed by

(iv) a route indicator; followed by

(v) the word "approach"; followed by

(vi) the designator of the runway for which the procedure is designed.

(b) the basic indicator shall be the name or name-code of the significant point where the approach procedure begins.

(c) the validity indicator shall be a number from 1 to 9.

(d) the route indicator shall be one letter of the alphabet. The letters "I" and "O" shall not be used.

(e) The designator of the runway shall be in accordance with international standards in civil aviation.

(2) *Coded designator*

The coded designator of an MLS/RNAV approach procedure shall consist of—

(a) "MLS"; followed by

(b) the coded designator or name-code of the significant point described in paragraph 6 (1)(a)(ii); followed by

(c) the validity indicator in paragraph 6 (1)(a)(iii); followed by

(d) the route indicator in paragraph 6 (1)(a)(iv); followed by

(e) the runway designator in paragraph 6 (1)(a)(vi).

(3) *Assignment of designators*

(a) The assignment of designators for MLS/RNAV approach procedures shall be in accordance with paragraph 3 and procedures with identical tracks but different flight profiles shall be assigned separate route indicators.

(b) The route indicator letter for MLS/RNAV approach procedures shall be assigned uniquely to all approaches at an airport until all (c) the letters have been used; only then shall the route indicator letter be repeated. The use of the same route indicator for two routes using the same MLS ground facility shall not be permitted.

(c) The assignment of validity indicator for approach procedures shall be in accordance with paragraph 4.

(4) *Example of plain language and coded designators*

(a) Example:

(i) Plain language MLS HAPPY ONE ALPHA

designator: APPROACH RUNWAY ONE EIGHT LEFT

(ii) Coded designator: MLS HAPPY 1 A 18L

(b) Meaning: The designator identifies an MLS/RNAV approach procedure which begins at the significant point HAPPY (basic indicator). HAPPY is a significant point not marked by the site of a radio navigation facility and therefore assigned a five- letter name-code in accordance with Appendix 2. The validity indicator ONE (1) signifies that either the original version of the route is still in effect or a change has been made from the previous version NINE (9) to the now effective version ONE (1). The route indicator ALPHA (A) identifies one of several routes established with reference to HAPPY and is a specific character assigned to this route.

7. *Use of designators in communications*

(1) In voice communications, only the plain language designator shall be used.

Note.— For the purpose of identification of routes, the words "departure", "arrival" and "visual" described in subparagraphs (1)(a)(iv) and (1)(a)(v) are considered to be an integral element of the plain language designator.

(2) In printed or coded communications, only the coded designator shall be used.

Display of routes and procedures to air traffic control

8. (1) A detailed description of each currently effective standard departure or arrival route, or approach procedure, including the plain language designator and the coded designator, shall be displayed at the working positions at which the routes or procedures are assigned to aircraft as part of an ATC clearance, or are otherwise of relevance in the provision of air traffic control services.

(2) Whenever possible, a graphic portrayal of the routes or procedures shall also be displayed.

SCHEDULE 4

(Regulation 21 (2))

PRINCIPLES GOVERNING THE ESTABLISHMENT AND IDENTIFICATION OF SIGNIFICANT POINTS

Establishment of significant points

1. (1) Significant points should, whenever possible, be established with reference to ground-based or space-based radio navigation aids, preferably VHF or higher frequency aids.

(2) Where the ground-based or space-based radio navigation aids do not exist, significant points shall be established at locations which can be determined by self-contained airborne navigation aids, or, where navigation by visual reference to the ground is to be effected, by visual observation. Specific points may be designated as "transfer of control" points by agreement between adjacent air traffic control units or control positions concerned.

Designators for significant points marked by the site of a radio navigation aid

2. (1) Plain language name for significant points marked by the site of a radio navigation aid—

(a) Whenever practicable, significant points shall be named with reference to an identifiable and preferably prominent geographical location.

(b) In selecting a name for the significant point, care shall be taken to ensure that the following conditions are met—

(i) the name shall not create difficulties in pronunciation for pilots or ATS personnel when speaking in the language used in ATS communications. Where the name of a geographical location in the national language selected for designating a significant point gives rise to difficulties in pronunciation, an abbreviated or contracted version of this name, which retains as much of its geographical significance as possible, shall be selected;

Example: FUERSTENFELDBRUCK = FURSTY

(ii) the name shall be easily recognisable in voice communications and shall be free of ambiguity with those of other significant points in the same general area. In addition, the name shall not create confusion with respect to other

communications exchanged between air traffic services and pilots;

(iii) the name should, if possible, consist of at least six letters and form two syllables and preferably not more than three; and

(iv) the selected name shall be the same for both the significant point and the radio navigation aid marking it.

(2) Composition of coded designators for significant points marked by the site of a radio navigation aid—

(a) The coded designator shall be the same as the radio identification of the radio navigation aid and shall be so composed, if possible, as to facilitate association with the name of the point in plain language.

(b) Coded designators shall not be duplicated within 1 100 km (600 NM) of the location of the radio navigation aid concerned, except as noted hereunder.

Note. — When two radio navigation aids operating in different bands of the frequency spectrum are situated at the same location, their radio identifications are normally the same.

(3) States' requirements for coded designators shall be notified to the Regional Offices of ICAO for coordination.

Designators for significant points not marked by the site of a radio navigation aid.

3. (1) Where a significant point is required at a position not marked by the site of a radio navigation aid, and is used for ATC purposes, it shall be designated by a unique five-letter pronounceable "name-code" and the name- code designator shall then serve as the name as well as the coded designator of the significant point.

(2) The name-code designator shall be selected so as to avoid any difficulties in pronunciation by pilots or ATS personnel when speaking in the language used in ATS communications.
Examples: ADOLA, KODAP

(3) The name-code designator shall be easily recognisable in voice communications and shall be free of ambiguity with those used for other significant points in the same general area.

(4) The unique five-letter pronounceable name-code designator assigned to a significant point shall not be assigned to any other significant point. When there

is a need to relocate a significant point, a new name- code designator shall be chosen. In cases where States wishes to keep the allocation of specific name-codes for reuse at a different location, the name- codes shall not be used until after a period of at least six months.

(5) States' requirements for unique five-letter pronounceable name- code designators shall be notified to the Eastern and Southern African Regional Offices of ICAO for coordination.

(6) In areas where no system of fixed routes is established or where the routes followed by aircraft vary depending on operational considerations, significant points shall be determined and reported in terms of World Geodetic System-1984 (WGS-84) geographical coordinates, except that permanently established significant points serving as exit or entry points into such areas shall be designated in accordance with the applicable provisions in paragraphs 2 or 3.

Use of designators in communications

4. (1) Normally the name selected in accordance with paragraphs 2 or 3 shall be used to refer to the significant point in voice communications. If the plain language name for a significant point marked by the site of a radio navigation aid selected in accordance with paragraph 2 (1) is not used, it shall be replaced by the coded designator which, in voice communications, shall be spoken in accordance with the ICAO spelling alphabet.

(2) In printed and coded communications, only the coded designator or the selected name-code shall be used to refer to a significant point.

Significant points used for reporting purposes

5. (1) In order to permit ATS to obtain information regarding the progress of aircraft in flight, selected significant points may need to be designated as reporting points.

(2) In establishing such points, consideration shall be given to the following factors—

(a) the type of air traffic services provided;

(b) the amount of traffic normally encountered;

(c) the accuracy with which aircraft are capable of adhering to the current flight plan;

(d) the speed of the aircraft;

(e) the separation minima applied;

(f) the complexity of the airspace structure;

(g) the control methods employed;

(h) the start or end of significant phases of a flight climb, descent, change of direction, etc.;

(i) transfer of control procedures;

(j) safety and search and rescue aspects; and

(k) the cockpit and air-ground communication workload.

(3) Reporting points shall be established either as "compulsory" or as "on-request".

(4) In establishing "compulsory" reporting points the following principles shall apply—

(a) compulsory reporting points shall be limited to the minimum necessary for the routine provision of information to air traffic services units on the progress of aircraft in flight, bearing in mind the need to keep cockpit and controller workload and air- ground communications load to a minimum;

(b) the availability of a radio navigation aid at a location should not necessarily determine its designation as a compulsory reporting point;

(c) compulsory reporting points should not necessarily be established at flight information region or control area boundaries.

(5) "On-request" reporting points may be established in relation to the requirements of air traffic services for additional position reports when traffic conditions so demand.

(6) The designation of compulsory and on-request reporting points shall be reviewed regularly with a view to keeping the requirements for routine position reporting to the minimum necessary to ensure efficient air traffic services.

(7) Routine reporting over compulsory reporting points should not systematically be made mandatory for all flights in all circumstances and in applying this principle, particular attention shall be given to the following—

(a) high-speed, high-flying aircraft should not be required to make routine position reports over all reporting points established as compulsory for low-speed, low-flying aircraft;

(b) aircraft transiting through a terminal control area should not be required to make routine position reports as frequently as arriving and departing aircraft.

(8) In areas where the principles in subparagraph (7) regarding the establishment of reporting points would not be practicable, a reporting system with reference to meridians of longitude or parallels of latitude expressed in whole degrees may be established.

SCHEDULE 5

(Regulation 42)

INSTRUMENT FLIGHT PROCEDURE DESIGN SERVICE

1. The State shall—

(a) provide an instrument flight procedure design service;

(b) agree with one or more Contracting States to provide a joint service; or

(c) delegate the provision of the service to external agencies.

2. In all cases in paragraph 1, the State shall approve and remain responsible for all instrument flight procedures for aerodromes and airspace under its authority.

3. Instrument flight procedures shall be designed in accordance with design criteria approved by the Authority.

4. The State shall ensure that an instrument flight procedure design service provider intending to design an instrument flight procedure for aerodromes or airspace under its authority meets the requirements established by the relevant ANS regulations.

5. The State shall ensure that an instrument flight procedure design service provider utilizes a quality management system at each stage of the instrument flight procedure design process.

6. The State shall ensure that maintenance and periodic review of instrument flight procedures for aerodromes and airspace under its authority are conducted.

7. The State shall establish an interval for periodic review of instrument flight procedures not exceeding five years.

SCHEDULE 6

(Regulation 48)

PROCEDURE FOR TRANSFER OF CONTROL

Division of Responsibility for Control Between Air Traffic Control Units

General

1. The appropriate ATS authority shall designate the area of responsibility for each air traffic control unit. Where there is more than one air traffic control working position within a unit, the duties and responsibilities of the individual working positions shall be defined.

Division between a unit providing aerodrome control service and a unit providing approach control service

2. Except for flights which are provided aerodrome control service only, the control of arriving and departing controlled flights shall be divided between units providing aerodrome control service and units providing approach control service as follows—

(a) arriving aircraft. Control of an arriving aircraft shall be transferred from the unit providing approach control service to the unit providing aerodrome control service when the aircraft—

(i) is in the vicinity of the aerodrome, and (aa) it is considered that approach and landing will be completed in visual reference to the ground, (bb) has reached uninterrupted visual meteorological conditions,

(ii) is at a prescribed point or level, or

(iii) has landed, as specified in letters of agreement or ATS unit instructions.

(b) transfer of communications to the aerodrome controller should be effected at such a point, level or time that clearance to land or alternative instructions, as well as information on essential local traffic, can be issued in a timely manner.

Note.- Even though there is an approach control unit, control of certain flights may be transferred directly from an ACC to an aerodrome control tower and vice versa, by prior arrangement between the units concerned for the relevant part of approach control service to be provided by the ACC or the aerodrome control tower, as applicable.

(c) Departing aircraft. Control of a departing aircraft shall be transferred from the unit providing aerodrome control service to the unit providing approach control service—

(i) where visual meteorological conditions prevail in the vicinity of the aerodrome—

(aa) prior to the time the aircraft leaves the vicinity of the aerodrome,

(bb) prior to the aircraft entering instrument meteorological conditions, or

(cc) when the aircraft is at a prescribed point or level, as specified in letters of agreement or ATS unit instructions;

(ii) where instrument meteorological conditions prevail at the aerodrome—

(aa) immediately after the aircraft is airborne; or

(bb) where the aircraft is at a prescribed point or level, as specified in letters of agreement or local instructions.

Note.- See Note following paragraph 2 (b).

Between a unit providing approach control service and a unit providing area control service

3. (1) When area control service and approach control service are not provided by the same air traffic control unit, responsibility for controlled flights shall rest with the unit providing area control service except that a unit providing approach control service shall be responsible for the control of—

(a) arriving aircraft that have been released to it by the ACC;

(b) departing aircraft until such aircraft are released to the ACC.

(2) A unit providing approach control service shall assume control of arriving aircraft, provided the aircraft have been released to it, upon arrival of the aircraft at the point, level or time agreed for transfer of control, and shall maintain control during approach to the aerodrome.

Between two units providing area control service

4. The responsibility for the control of an aircraft shall be transferred from a unit providing area control service in a control area to the unit providing area

control service in an adjacent control area at the time of crossing the common control area boundary as estimated by the ACC having control of the aircraft or at such other point, level or time as has been agreed between the two units.

Between control positions within the same air traffic control unit

5. The responsibility for the control of an aircraft shall be transferred from one control position to another control position within the same ATC unit at a point, level or time, as specified in local instructions.

Made by the Director General this 30th day of August, 2024.

MR. ANTHONY WHITTIER
Director General,
Eastern Caribbean Civil Aviation Authority.

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