Framework for Aeronautical Mobile Service in Saint Lucia.

2nd February, 2009

NATIONAL TELECOMMUNICATIONS REGULATORY COMMISSION

SAINT LUCIA

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1.0 Introduction

1.0.1 Radio communications is vital to the aeronautical sector in coordinating and expediting the flow of traffic; in relaying pertinent information and support to aircrafts and in other aspects related to the security and movement of aircrafts. In order to effectively manage and coordinate air traffic, radio communications between the various elements (air traffic tower, aircraft, ground crew, etc.) is crucial and of utmost concern is the safety of life and property. These concerns have been addressed through several international conventions and agreements, of which Saint Lucia is a signatory.

1.0.2 Aeronautical telecommunications service uses a wide range of communications systems for a variety of purposes. Aeronautical radio communications systems utilize a combination of ground stations, radio beacons, radio navigation devices, aircraft stations, satellite transceivers and other radio communications equipment to establish radio communications. Due to the critical nature of radio communications in the aeronautical sector, all aeronautical radio communications including end systems and intermediate systems of the aeronautical telecommunications network is entitled to protection from unauthorized access.

1.0.3 The Aeronautical mobile service (AMS) forms part of the aeronautical telecommunications service and is used by authorized users who require a level of radio communications that has limited public access, in order to coordinate the movement of aircrafts and related activities. In terms of spectrum management, the Aeronautical Mobile Service is the part of the frequency band allotments that is allocated to the aeronautical sector. AMS covers the radio communications for commercial and general aviation, radio navigational aids, air traffic control and other uses.

1.0.4 The National Telecommunications Regulatory Commission was created under the Telecommunications Act 2000 to regulate the telecommunications sector in Saint Lucia. It is therefore responsible for ensuring adherence to the legislation by service providers and other telecommunications users, including aeronautical radio operators.

1.0.5 In its functions the Commission has the mandate to establish this framework to collate relevant information on the telecommunications requirements for aeronautical mobile service operations in Saint Lucia. The framework does not intend to limit or preclude other authorized agencies in the aeronautical sector from meeting their respective requirements that have been mandated through national, regional and international agreements or conventions.

2.0 Scope

2.0.1 This document establishes a guide for the telecommunications requirements of AMS operations in Saint Lucia. The document specifies among other things:

(a) an overview of the aeronautical telecommunications services;
(b) the application and licensing processes;
(c) pertinent provisions from the telecommunications legislation, especially on standards and harmful interference; and
(d) some basic operating guidelines and equipment requirements for aeronautical mobile radio service.

2.0.2 In the event of any inconsistencies between this framework and the Act or Regulations, the provisions stipulated in the Act or applicable Regulations shall take precedence.

3.0 Resources

3.0.1 Material from the following sources was used to prepare this document:

- The Telecommunications Act No. 27 of 2000;
- The Telecommunications (Terminal Equipment and Public Network) Regulations [No.10 of 2002];
- The Telecommunications (Licensing and Authorisation) Regulations [No. 13 of 2002]
- The Telecommunications (Spectrum Management) Regulations [No. 14 of 2002];
- The Civil Aviation Act, No. 7 of 2005;
- The Civil Aviation Regulations, No. 174 of 2007;
- The Procedures Manual of the National Telecommunications Regulatory Commission (Saint Lucia);
- The International Telecommunications Union, Radio Regulations (Appendix 26 and 27; Article 43; RESOLUTION 413, Appendix 14);
- **Annex 10** to the Convention on International Civil Aviation Aeronautical Telecommunications: **Aeronautical Telecommunications** (Volumes: I, II,III & V) ;
- The Code of Federal Regulations (Title 47, Part 87);
- David Withers, "Radio Spectrum Management".

4.0 Definition of Terms

***ACARS*:** An acronym for *Aeronautical Communications Addressing and Report System*. ACARS is a digital data link system for transmission of small messages between aircraft and ground stations via radio or satellite. The protocol was defined in the 1970s and uses telex formats.

***Act*:** The Telecommunications Act [No. 27 of 2000] in the jurisdiction of Saint Lucia.

Aerodrome: Any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use, either in whole or in part, for the arrival, departure, movement or servicing of aircraft. This includes any buildings, installations and equipment situated thereon or associated therewith.

***Aerodrome Control Service*:** Air traffic control service for aerodrome traffic.

***Aeronautical Broadcasting Service*:** A broadcasting service intended for the transmission of information relating to air navigation.

***Aeronautical enroute station*:** An aeronautical station which communicates with aircraft stations in flight status or with other aeronautical enroute stations.

***Aeronautical fixed service*:** A radio communication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air transport. A station in this service is an aeronautical fixed station.

***Aeronautical Mobile Service (AMS)**:* A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radiobeacon stations may also participate in this service on designated distress and emergency frequencies.

***Aeronautical Mobile Off-Route (OR) Service*:** An aeronautical mobile service intended for communications, including those relating to flight coordination, primarily outside national or international civil air routes.

***Aeronautical Mobile Route (R) Service*:** An aeronautical mobile service reserved for communications relating to safety and regularity of flight, primarily along national or international civil air routes.

Aeronautical Mobile-Satellite Service: A mobile satellite service in which mobile earth stations are located on board aircraft; survival craft stations and emergency position-indicating radio beacon stations may also participate in this service.

***Aeronautical Mobile-Satellite Off-Route (OR) Service*:** An aeronautical mobile satellite service intended for communications, including those relating to flight coordination, primarily outside national and international civil air routes.

***Aeronautical Telecommunication Service*:** A telecommunication service provided for any aeronautical purpose.

***Aeronautical Telecommunication Station*:** A station in the aeronautical telecommunication service.

***AF*:** An abbreviation for *Audio Frequency*. It is the measurement of the cycles per second of any sound.

***Aircraft station*:** A mobile station in the aeronautical mobile service other than a survival craft station, located on board an aircraft.

***Applicant*:** A person applying for a licence or a frequency authorisation under the Act.

***Application*:** An application for a licence or frequency authorisation, including a modification or renewal of a licence or a frequency authorisation, under the Act.

***ARNS*:** An abbreviation for *Aeronautical Radio Navigation Service*. A radionavigation service intended for the benefit and for the safe operation of aircraft.

***Band*:** A range of radio frequencies.

***Bandwidth*:** The difference between the limiting frequencies within which performance of a device, in respect to some characteristic, falls within specified limits.

***Beacon*:** A station transmitting communications for the purposes if observation of propagation and reception or other related experimental activities.

***Commission*:** The National Telecommunications Regulatory Commission, established under section 8 of the Act.

***Control Zone*:** An area designated as such by Civil Aviation Authorities, and where this is not so designated, it means a distance of no more than 25 nautical miles from the air traffic control tower.

***DME*:** An abbreviation for *Distance Measuring Equipment*. It is a transponder based radio navigation technology that measures distance by timing the propagation delay of VHF or UHF radio signals.

ECCAA: Eastern Caribbean Civil Aviation Authority.

***ECTEL*:** Eastern Caribbean Telecommunications Authority.

***Frequency Allocation Plan*:** A Plan which shows the frequencies to be used in particular areas without specifying the stations to which the frequencies are to be assigned.

***Frequency Authorisation*:** Means an authorisation granted by the Minister under section 36 to use radio frequencies in connection with the operation of a network or the provision of services under an individual licence or class licence or otherwise.

***Harmful interference*:** Any radiation or induction which endangers the functioning of radio navigation service or of a safety service or obstructs or repeatedly interrupts a radio service operating in accordance with the approved Table of Frequency Allocation and with the Telecommunications (Spectrum Management) Regulations, 2002.

***HF*:** An abbreviation for *High Frequency*. Refers to the band of frequencies that range from 3 MHz to 30 MHz.

***ICAO*:** The *International Civil Aviation Organization* is an agency of the United Nations, that codifies the principles and techniques of international air navigation and fosters the planning and development of international air transport to ensure safe and orderly functioning.

***ILS*:** An abbreviation for *Instrument Landing System*. ILS is an instrument approach system which provides precise guidance to an aircraft approaching a runway and in the case of one type of Category III approach; it also provides guidance along the runway surface.

***Interference*:** The effect of unwanted energy due to one or a combination of *emissions*, *radiations*, or inductions upon reception in a *radio communication* system, manifested by any performance degradation, misinterpretation, or loss of information which could be extracted in the absence of such unwanted energy.

***LF*:** An abbreviation for *Low Frequency*. Refers to the band of frequencies that range from 30 kHz to 300 kHz.

***Licence*:** Means an individual or a class licence.

Licence fees: Initial, annual and renewal fees that are payable by an applicant.

***MF*:** An abbreviation for Medium Frequency. Refers to the band of frequencies that range from 300 kHz to 3000 kHz.

***Minister*:** The Minister responsible for Telecommunications.

***MWARA*:** An abbreviation for *Major World Air Route Areas*.

***PANS*:** An abbreviation for Procedures for Air Navigation Services.

RACON: An abbreviation for RAdar beaCON.

RADAR**:** An abbreviation for ***Ra****dio* ***D****etection* ***A****nd* ***R****anging*. RADAR is a system that uses radio waves to identify the location, direction, and/or speed of both moving and fixed objects such as aircraft, ships, motor vehicles and weather formations.

Radio officer**:** The officer responsible for radio transmission and maintenance.

Regional and Domestic Air Route**:** are all those using the Aeronautical Mobile (R) Service not covered by the definition of a Major World Air Route.

Regulations**:** Refers to the Regulations that have been made under the Telecommunications Act, No 27 of 2000 in the jurisdiction of Saint Lucia.

RDARA**:** An abbreviation for *Regional and Domestic Air Route Area*. RDARA is an area embracing a certain number of the air routes.

SHF**:** An abbreviation for *Super High Frequency*. Refers to the band of frequencies that range from 3 GHz to 30 GHz.

Telecommunications**:** Any form of transmission, emission or reception of signs, texts, images and sounds or other intelligence of any nature by wire, radio, optical or other electromagnetic means.

UHF**:** An abbreviation for *Ultra High Frequency.* Refers to the band of frequencies that range from 300 MHz to 3000 MHz.

VHF**:** An abbreviation for *Very High Frequency*. Refers to the band of frequencies that range from 30 MHz to 300 MHz.

VOLMET Allotment Area**:** is an area encompassing all points where an HF broadcast facility might be required to operate on a band of frequencies common to the area.

VOLMET Reception Area**:** is an area within which aircraft should be able to receive broadcasts from one or more stations in the associated VOLMET Allotment Area.

VOR**:** an abbreviation for *VHF Omni-directional Radio Range*. VOR is radio navigation for aircrafts. VOR broadcasts a VHF radio composite signal including the station's Morse-code identifier (and sometimes a voice identifier), and data that allows the airborne receiving equipment to derive the magnetic bearing from the station to the aircraft (direction from the VOR station in relation to the earth's magnetic North). This line of position is called the "radial" in VOR parlance. The intersection of two radials from different VOR stations on a chart allows for a "fix" or specific position of the aircraft.

5.0 Overview of Aeronautical Telecommunications Service in Saint Lucia.

5.0.1 Saint Lucia operates two airports: the *Hewanorra International Airport* (Vieux Fort) and the *George F.L. Charles Airport* (Castries). These two airports handle air traffic traversing the National Control Zone parcel of airspace; however the Hewanorra International Airport has the overall responsibility for air traffic management of all aircrafts in the Saint Lucian air space.

5.0.2 There are two agencies which share the mandate for the operations for aeronautical radio communications for these two airports: the Saint Lucia Air and Sea Ports Authority (SLASPA) and the Eastern Caribbean Civil Aviation Authority (ECCAA). Each of the two agencies oversee different aspects of aeronautical mobile radio communications, however they work in tandem to facilitate effective operations of the AMS sector.

5.0.3 There are also entities that have landing facilities for small aircrafts (helipads) who require aeronautical telecommunications services to coordinate the movement of small aircrafts e.g. helicopters. Radio communications plays a vital role in the coordination of aircrafts on the ground and in the air. The following types of aeronautical telecommunications services may be supported in Saint Lucia:

(a) Aeronautical Mobile Service;
(b) LF and MF Radionavigation services;
(c) HF and VHF Radiotelephony;
(d) UHF and SHF Radionavigation services;
(e) ACARS service;
(f) Aeronautical Mobile Satellite Services; and
(g) Other related aeronautical radio communications services.

5.1 EASTERN CARIBBEAN CIVIL AVIATION AUTHORITY (ECCAA)

5.1.1 The Eastern Caribbean Civil Aviation Authority (ECCAA) is made up of the eight OECS Member States namely Anguilla, Antigua/Barbuda, Commonwealth of Dominica, Grenada, Montserrat, Saint Kittis/Nevis, Saint Lucia, and Saint Vincent and the Grenadines. Acting on behalf of all OECS Member States, ECCAA provides safety oversight through a system of inspections, investigations, maintenance, monitoring, coordinating, licensing and regulating all civil aviation activities in the OECS in accordance with the applicable International Civil Aviation Organization (ICAO) annexes and Civil Aviation Legislation. The headquarters of the ECCAA is located in St. John's, Antigua and the organization has representatives in each of the member states.

5.1.2 Saint Lucia being a member of ECCAA and a signatory to the Chicago Convention of ICAO has both an international obligation to meet the standards and recommended practices enshrined in the eighteen annexes to the Convention on International Civil Aviation.

5.1.2 The Objectives of the ECCAA

5.1.2.1 The main objectives of the ECCAA can be summarized as follows:

(i). To develop and maintain a safe Civil Aviation environment for OECS Governments, air carriers, operating flight crew and the travelling public.

(ii). To develop a safe, efficient and modernized Civil Aviation infrastructure in the OECS.

(iii). To assist in the development of tourism in the OECS by providing sound technical advice to the Air Transport Licensing Boards of all the participating governments in the advancement of air transport in their respective territories.

(iv). To maintain a high quality of maintenance of the telecommunications and air navigation facilities installed at Airports in the OECS.

5.1.3 The Responsibilities of ECCAA

5.1.3.1 ECCAA as the civil aviation authority for the OECS Member States has the following responsibilities:

(i). Regulate civil aviation safety and security;

(ii). Develop harmonized civil aviation regulations, policies and practices by applying ICAO *Standard and Recommended Practices* (SARPs) uniformly;

(iii). Establish and maintain a regulatory environment that promotes safety and efficiency in the civil aviation industry;

(iv). Create a secure environment for the civil aviation industry;

(v). Provide technical and specialized civil aviation services;

(vi). Undertake and coordinate studies for ensuring the sustained development of civil aviation in the region; and

(vii). Collaborate with national, regional and international agencies and organizations to further the development of civil aviation.

5.2 Saint Lucia Air and Seaport Authority

5.2.1 The Saint Lucia Air and Sea Ports Authority was established by Act No. 10 of 1983. This Act brought together the Civil Aviation Department of the Ministry of Communications and Works and the Port Authority. SLASPA is responsible for managing the main ports of entry to the island which comprise the Hewanorra International Airport, Port Vieux Fort, George F. L. Charles Airport and Port Castries.

5.2.2 SLASPA is the lead agency in Saint Lucia with the responsibility for the operations, maintenance and security of the airports. SLASPA is also responsible for all air traffic control (ATC) operations specifically dealing with radio communications with aircrafts in the Saint Lucian Control Zone parcel of airspace. Air Traffic Control tower operations including radio communications between the ATC ground stations and aircrafts are managed at the Hewanorra International Airport. Hewanorra International Airport handles all air traffic entering and leaving the Saint Lucian Control Zone Parcel of airspace. The George FL Charles Airport is equipped to handle aerodrome operations for flights directed to it.

6.0 Role of the Commission

6.0.1 The National Telecommunications Regulatory Commission (The Commission) was established under the Telecommunications Act 2000 to regulate the telecommunications sector in Saint Lucia. Based on the functions of the Commission as outlined in section 12 of the Act, and relevant to the aeronautical telecommunications service, the Commission is required to:

(i) ensure compliance with the Government's international obligations on telecommunications;

(ii) be responsible for technical regulations and the setting of technical standards of telecommunications and ensure compatibility with international standards;

(iii) plan, supervise and manage the use of the radio frequency spectrum in conjunction with ECTEL, including the assignment and registration of radio frequencies to be used by all stations operating in St. Lucia or on any

ship, aircraft or other floating or airborne contrivance or spacecraft registered in Saint Lucia;

(iv) Receive and review applications for licences and advise the Minister accordingly;

(v) Monitor and ensure that licensees comply with the conditions attached to their licences;

(vi) Investigate and resolve complaints related to harmful interference; and

(vii) Maintain a register of licensees and frequency authorization holders.

6.0.2 Reference is also made to the following sections:

Section 6 of the Act, subsection (1) b. which stipulates that the Act shall not apply to "telecommunications networks and services operated or provided exclusively by … civil aviation authorities except in relation to the requirement to have a frequency authorisation". Therefore civil aviation authorities are required to hold frequency authorisation for radio frequency spectrum that they utilize.

Section 29 subsections (1) and (2), which stipulate that "[a] person shall not establish or operate a telecommunications network or provide a telecommunications service without a licence", and "[w]here a frequency authorisation is necessary for or in relation to the operation of a telecommunications network or a telecommunications service, a person shall not operate that network or service with that authorisation". An obligation therefore exists to ensure that one is appropriately licensed and possess the frequency authorisation when necessary.

6.0.3 The Commission is therefore keen that persons comply with the telecommunications legislation, and foremost amongst its responsibilities is to ensure that the legal and technical requirements for the establishment of telecommunications networks and the provision of telecommunications services are satisfied.

7.0 The Aeronautical Mobile Radio Licence.

7.0.1 The Aeronautical Mobile Radio Licence issued under the Telecommunications Act 2000 is a class licence. It permits an entity to use telecommunications equipment for the purpose of engaging in aeronautical radio communications. However, when necessary, the Civil Aviation Authorities may require prospective

operators to be trained, certified and/or authorised to use aeronautical radio equipment.[1]

7.0.2 The Aeronautical Mobile Radio Licence is a generic licence that can be issued to all ground-based entities and persons that need to engage in aeronautical radio communications. Those entities would have some discretion as to the equipment that they may possess and operate, which would primarily operate in the HF and VHF aeronautical bands.

7.0.3 An Aeronautical Mobile Radio licence has Frequency Authorisation as a component and will be valid for the period prescribed by the Minister, unless otherwise revoked.

7.0.4 *Eligibility*: Noting from the earlier sections that aeronautical radio has critical functions as it pertains to communications between aircrafts, air traffic control, etc., it is prudent to limit persons who would be eligible to apply for an aeronautical mobile radio licence. The following entities would be permitted to apply for aeronautical mobile radio licences:

(i) Commercial airliners;

(ii) Airline companies/agents;

(iii) Small aircraft operators and their agents; and

(iv) Entities associated with the aeronautical sector, e.g. hotels and properties with helipads.

7.0.5 *Requirements:* To be considered for an Aeronautical Mobile Radio Licence, the applicant must

(i) produce evidence that the applicant satisfies the eligibility requirements stated above. For example, ground-based organisations, should provide evidence of registration which identifies their activities with the aeronautical sector, or in respect of persons applying for a licence, there should be confirmation from the Civil Aviation Authorities/Airport Authority; and

(ii) complete and submit the requisite application form, fees and supporting documents to the Commission.

[1] Details of such requirements can be obtained from the Eastern Caribbean Civil Aviation Authority or the Civil Aviation Regulations No. 174 of 2007.

8.0 Aircraft Station Radio Licence.

8.0.1 The Aircraft Station Aeronautical Radio Licence is a class licence issued to aircrafts, with the equipment requirements as specified in section 49 of the Civil Aviation Act [No. 7 of 2005] and PART 7 of the schedule of the Civil Aviation Regulations [No. 174 of 2007]. An applicant for an aircraft station radio licence must satisfy the Commission that the applicant has obtained the necessary permits from ECCAA or the local Civil Aviation Authorities before the application for Aircraft Station Radio licence can considered by the Commission.

8.0.2 *Eligibility:* The following entities would be permitted to apply for aircraft station radio licences:

(i). Commercial and non-commercial airliners;

(ii). Small aircrafts;

8.0.3 *Requirements:* To be considered for an Aircraft Station Radio Licence, the applicant must:

(i) provide evidence that he/she is either in the process of registering, or has successfully registered a Saint Lucian aircraft in keeping with the provisions of the Civil Aviation Legislation.

(ii) complete and submit the requisite application form, fees and supporting documents to the Commission.

9.0 Licence Application Process.

9.1 Application for Aeronautical Mobile Licence and Aircraft station Radio Licence.

9.1.1 Applications for an Aeronautical Mobile or Aircraft Station Radio licence shall be submitted to the Commission, at its office and shall be:

(i) on the prescribed form and contain such information and particulars as specified in the form, which is found in Appendix C and on the Commission's website[2];

(ii) accompanied by the prescribed application fee.

[2] The Commission's website is www.ntrc.org.lc

9.1.2 Upon receipt of the application for a licence, the Commission shall:

(i) Issue a receipt in respect of the application fees paid;

(ii) Send an acknowledgement of receipt of the application;

(iii) Conduct a preliminary review of the application to ensure that all sections of the application have been completed and that all stated supporting documents have been supplied;

(iv) If omissions have been identified in the application as submitted, notify and invite the applicant to supply outstanding information;

(v) When the outstanding information has been supplied, promptly initiate its review procedure.

10.0 Assessment of Licence Applications by the Commission

10.0.1 The following assessment guide applies to Aeronautical Mobile Radio and Aircraft Station Radio Licence. The Commission will assess the application and when necessary, it might request additional information from the applicant.

10.0.2 In reviewing applications for Aeronautical Mobile services and/or Aircraft Station radio Licence, the Commission will ensure that in addition to receiving all stated supporting documents, the required technical content and equipment listings have been furnished. The Commission may consult with ECTEL, Civil Aviation Authorities and or aviation industry experts or adopt any other reasonable process to aid it in its evaluation of the class licence application. Upon completion of its evaluation and ratification of its decision, the Commission will forward to the Minister its recommendation on whether or not the applicant should be awarded a Licence (aeronautical mobile and/or aircraft station radio), and notify the applicant that the Commission's assessment has been completed.

11.0 Licensing Process.

11.0.1 As prescribed by the Act, the Minister shall decide whether or not to grant a licence to the applicant and shall notify the applicant of that decision within 90 days of the application being received by the Commission.

11.1 Minister Decides to Grant Licence.

11.1.1 Upon notification that the Minister has decided to grant an Aeronautical Mobile Radio/Aircraft Station Radio Licence, the prospective licensee must make arrangements:

(i) to pay the licence fee; and

(ii) to arrange with the Minister's office for the release of the licence.

11.2 Minister Decides Not to Grant Licence.

11.2.1 In the event that the Minister decides not to grant a Aeronautical Mobile Radio/Aircraft Station Radio Licence, the Minister in his notification to the applicant will state (in writing) the reasons for refusal to grant the licence. Note that this does not preclude a person from re-applying for that licence at a later date.

11.3 Licence Document.

11.3.1 As prescribed under the Act, there are a number of compulsory and optional provisions that a licence must/may contain. The licence will also detail pertinent operating parameters, including the privileges and obligations placed on the licensee as an aeronautical radio operator.

12.0 Fees

12.0.1 The fees associated with aeronautical mobile and aircraft station radio licences have been prescribed under the current Telecommunications (Fees) Regulations [3]. They include

(a) application fees;
(b) licence fees; and
(c) radio frequency spectrum fees.

12.0.2 Application fees are payable to the Commission upon submission of an application for Aeronautical Mobile Radio and/or Aircraft station radio licence.

12.0.3 Licence fees are payable to Inland Revenue Department on the grant of an Aeronautical Mobile Radio or Aircraft Station Radio licence and subsequently on the anniversary date for the duration of the licence.

13.0 Renewal of Aeronautical Mobile and Aircraft Station Radio Licences.

13.0.1 Renewal of an Aeronautical Mobile Radio licence or Aircraft Station Radio licence will become necessary when the term of an existing licence is about to expire and the operator does not intend to change his or her class of licence.

[3] Notwithstanding the fees stated, aeronautical mobile radio operators might be required to make other payments. These shall be instituted either when the need arises or on a case by case basis.

13.0.2 The Commission may notify the licensee of the pending expiration date and provide guidance as to the process for renewal of the licence. The licensee should begin the renewal process at least one (1) month before the expiration date of his or her existing licence by submitting all prescribed forms accompanied by the prescribed application fee and supporting documents.

13.0.3 The Commission shall review the application for renewal of a licence and shall make its recommendation to the Minister as to whether or not the Aeronautical Radio or Aircraft Station Radio Licence should or should not be renewed.

14.0 Termination of an Aeronautical Mobile Radio and Aircraft Station Radio Licence.

14.0.1 An Aeronautical Mobile Radio licence or Aircraft Station Radio licence, which is a licence granted under the Telecommunications Act, can be terminated by the Minister for a number of reasons. It can be terminated when a Licensee is in breach of the Licence (e.g. for no payment of licence fees), or of the Act or Regulations. Under less severe circumstances, the Minister may decide to suspend a licence for a specified period of time.

14.0.2 When an Aeronautical Mobile Radio Licence or Aircraft Station Radio Licence has been terminated, the former licensee is not permitted to utilize any aeronautical telecommunications equipment. In the case where a licence has been suspended, it is usually the operations that have been barred for the time frame specified.

15.0 Lost, Misplaced and Stolen Licences or Equipment.

15.0.1 Any incident involving the loss or theft of Aeronautical Telecommunications equipment or related Licences must be immediately reported to the nearest Police Station, the Commission and to the relevant Civil Aviation Authorities as soon as possible.

15.0.2 In respect to the report that must be submitted to the Commission regarding the loss or theft of an aeronautical mobile radio or aircraft radio licence, the following information shall included:

(i) The name of the radio operator;
(ii) The call sign of the radio station;
(iii) The date when the licences was lost or stolen, or realised to have been lost or stolen.

15.0.3 For the loss and theft of equipment, the report to the Commission shall include the following information:

(i) The name of the operator making the report;
(ii) The call sign of the radio operator;

(iii) The date when the equipment was stolen or lost, or realized to have been lost or stolen;
(iv) The make, model/type of the equipment;
(v) the serial number of the equipment;
(vi) A brief description of the equipment; and
(vii) The last known location of the equipment.

15.0.4 In both instances, the radio operator would be required make a declaration in respect of the truthfulness of the report and to affirm that the efforts that have been made to find or secure the return of the licence or equipment have been unsuccessful.

16.0 Terminal Equipment.

16.0.1 Under r. 4(1) of the Telecommunications (Terminal Equipment and Public Network) Regulations, 2002, "A person shall not install, sell for use or use any item of equipment in Saint Lucia, unless the Commission grants a certificate of type approval in respect of that type of equipment." Based on r. 4(2), AMS radio operators would be required to ensure that the following equipment has been type approved by the Commission:

(i)	mobile radios;	r.4(2) (e)
(ii)	wireless remote devices;	*r. 4(2)(g)*
(iii)	radio receivers;	*r. 4(2)(j)*
(iv)	radio transmitters;	*r. 4(2)(k)*
(v)	satellite earth stations;	*r. 4(2)(l)*
(vi)	other equipment emitting a radio signal.	*r. 4(2)(p)*

17.0 Harmful Interference.

17.0.1 Under the Telecommunications (Spectrum Management) Regulations, 2002, 'harmful interference' is defined as "… any means of radiation or induction which endangers the functioning of a radio navigation service or of a safety service or obstructs or repeatedly interrupts a radio service[4] operating in accordance with the Table of Frequency Allocations and these Regulations". Under these Regulations and upon receipt of a complaint of harmful interference, the Commission may issue a directive suspending the operation of a station on that particular frequency for a period not exceeding thirty (30) days pending investigation of the complaint. It should be noted that these Regulations apply to AMS radio operators, which can be invoked by AMS radio operators should they be the victim of harmful interference, or can be applied against AMS radio operators should their stations be the alleged source of harmful interference.

[4] "radio service" means an administrative subdivision of the field of radio communications, as for example mobile service and fixed services;" – Telecommunications (Spectrum Management) Regulations, 2002.

18.0 Basic Operating Practices.

18.1 Posting station license.

18.1.1 *Stations at fixed locations.* The license or a photocopy of the licence must be posted or retained in the station's permanent records.

18.1.2 *Aircraft radio stations.* The license must be either posted in the aircraft or kept on board with the aircraft registration certificate. If a single authorization covers a fleet of aircraft, a copy of the license must be either posted in each aircraft or kept with each aircraft registration certificate.

18.1.3 *Aeronautical mobile stations.* The license must be retained as a permanent part of the station records.

18.2 Station identification.

18.2.1 Aircraft station should identify itself by one of the following means:

(i) The nationality mark of the aircraft, and the registration mark assigned to it by the Civil Aviation Authority.

(ii) The type of aircraft followed by the characters of the registration marking (''X'' number) of the aircraft, omitting the prefix letter ''X''. When communication is initiated by a ground station, an aircraft station may use the type of aircraft followed by the last three characters of the registration marking.

(iii) The Civil Aviation Authority assigned radiotelephony designator of the aircraft operating organization, followed by the flight identification number.

(iv) An aircraft identification approved by the Civil Aviation Authority for use by aircraft stations participating in an organized flying activity of short duration.

18.2.2 Ground and fixed stations should identify themselves by means of radio station call sign, its location, its assigned Civil Aviation identifier, the name of the airport or local area which it serves, or any additional identification required.

18.2.3 Survival craft station should identify itself by transmitting a reference to its parent aircraft. No identification is required when distress signals are transmitted automatically. Transmissions other than distress or emergency signals, such as equipment testing or adjustment, must be identified by the call sign or by the registration marking of the parent aircraft followed by a single digit other than 0 or 1.

18.2.4 The following types of stations are exempted from the use of a call sign:
Airborne weather radar, radio altimeter, air traffic control transponder, distance measuring equipment, racon, radio relay and radio navigation land test station.

19.0 Aeronautical Search and Rescue Stations

19.0.1 Aeronautical search and rescue ground and mobile stations must be used only for communications with aircraft and other aeronautical search and rescue stations engaged in search and rescue activities. Aeronautical ground search and rescue stations can be moved for temporary periods from a specified location to an area where actual or practice search and rescue operations are being conducted.

19.0.2 The following frequencies are allotted for search and rescue operations:

(i). the frequency 123.100 MHz is available for assignment to aeronautical search and rescue stations for actual search and rescue missions. Each search and rescue station must be equipped to operate on this frequency.

(ii). The frequency 122.900 MHz is available for assignment to aeronautical search and rescue stations for organized search and rescue training and for practice search and rescue missions.

(iii). The frequencies 3023.0 kHz and 5680.0 kHz are available for assignment to aircraft and ship stations for search and rescue scene-of-action coordination, including communications with participating land stations. Ship stations communicating with aircraft stations must employ 2K80J3E emission.

(iv). 121.500 MHz: Emergency and distress only.

20.0 Emergency Operations.

20.0.1 The licensee of a ground station in the AMS, during an emergency involving the safety of life and property may communicate in such manner as to convey his/her message. Such emergency operations may include operation at other locations or with equipment not specified in the license or by unlicensed personnel provided that:

(i). Such operations are under the control and supervision of the station licensee;

(ii). The emergency use is discontinued as soon as practical upon termination of the emergency;

(iii). In no event shall any station transmit on frequencies other than or with power in excess of that specified in the license;

(iv). The details of the emergency must be retained with the records of station; and

(v). At a controlled airport these communications must be coordinated with the Civil Aviation Authorities.

21.0 Special Rules Relating to the Use of Frequencies

21.0.1 Due to the special nature of the radio communications in the AMS, certain rules related to the use of the AMS frequencies are specified:

(i). Operators of aeronautical mobile radio communications equipment must cooperate in the selection and use of frequencies in order to minimize interference and obtain the most effective use of stations.

(ii). Frequencies in any band allocated to the aeronautical mobile (R) service and the aeronautical mobile-satellite (R) service are reserved for communications relating to safety and regularity of flight between any aircraft and those aeronautical stations and aeronautical earth stations primarily concerned with flight along national or international civil air routes.

(iii). Frequencies in any band allocated to the aeronautical mobile (OR) service and the aeronautical mobile-satellite (OR) service are reserved for communications between any aircraft and aeronautical stations and aeronautical earth stations other than those primarily concerned with flight along national or international civil air routes.

(iv). No public nor private communications shall be permitted in the frequency bands allocated exclusively to aeronautical mobile service or to the aeronautical mobile-satellite service.

(v). In order to reduce interference, aircraft stations shall, within the means at their disposal, endeavour to select for calling the band with the most favourable propagational characteristics for effecting reliable communication. In the absence of more precise data, an aircraft station shall, before making a call, listen for the signals of the station with which it desires to communicate. The strength and intelligibility of such signals are useful as a guide to propagational conditions and indicate which of the bands is the preferable one for calling.

22.0 EQUIPMENT REQUIREMENTS

22.0.1 The telecommunications equipment intended for use in the aeronautical mobile service must have type approval granted by the Commission and must meet the requisite technical standards established for operation in St. Lucia.

22.0.2 Aeronautical mobile services networks may consist of some or all of the following equipment:

- Base Station
- Aircraft station units
- Mobile units
- Repeaters
- Radio navigation equipment
- Radio beacons
- ACARS
- Radar
- Satellite Earth Station
- Other equipment emitting or receiving a radio signal.

22.1 Ground Station Location

22.1.1 Due to the critical nature of aeronautical radio communications, and the high susceptibility to interference from broadcast transmitters, careful spatial separation has to be considered with regard to the site location of ground aeronautical radiotelephony and radio navigation equipment. Aeronautical radio communications sites should conform to the ITU SM.1009 recommendations and should not be co-site located or share sites with broadcast transmitters.

22.2 Transmitter Control Requirements

22.2.1 Each transmitter must be installed so that it is not accessible to, or capable of being operated by persons other than those authorized by the licensee.

22.2.2 Each station must be provided with a control point at the location of the transmitting equipment, unless otherwise specifically authorized. A control point is the location at which the radio operator is stationed. It is the position at which the transmitter(s) can immediately be turned off.

22.2.3 Applicants for additional control points at aeronautical advisory (Unicom) stations must specify the location of each proposed control point.

22.2.4 For aeronautical enroute stations, the following are necessary:

(i) A device that indicates when the transmitter is radiating or when the transmitter control circuits have been switched on. This requirement does not apply to aircraft stations;
(ii) Aurally monitoring of all transmissions originating at dispatch points;
(iii) A way to disconnect dispatch points from the transmitter; and
(iv) A way to turn off the transmitter.

22.2.5 A dispatch point is an operating position subordinate to the control point. Dispatch points may be installed without authorization from the Commission, and dispatch point operators are not required to be licensed.

22.2.6 In the aeronautical enroute service, the control point for an automatically controlled enroute station is the computer facility which controls the transmitter. Any computer controlled transmitter must be equipped to automatically shut down after 3 minutes of continuous transmission of an unmodulated carrier.

23.0 Operating Rules and Standards

23.0.1 The categories of messages handled by the aeronautical mobile service and the order of priority in the establishment of communications and the transmission of messages shall be in accordance with the table below.

Category of Message	**Radiotelephony Signal**
Distress calls, distress messages and distress traffic	MAYDAY
Urgency Messages including messages preceded by the medical transports signal	PAN, PAN or PAN, PAN MEDICAL
Communications relating to direction finding	
Flight Safety messages	
Meteorological messages	
Flight regularity messages	

Table showing the priority of aeronautical mobile service communications

Annex A Part I

The following is an extract from *the ECTEL Regional Radio Spectrum* listing the frequency bands allocated to the aeronautical mobile service. Primary allocation status is indicated in capital letters, secondary allocation status is indicated in normal characters, and permitted allocation is indicated in capital letters between oblique strokes.

LF and MF Radio Communications

Frequency Band (kHz)	Services	Details
190-200	AERONAUTICAL RADIONAVIGATION	
200-285	AERONAUTICAL RADIONAVIGATION Aeronautical Mobile	
285-300	AERONAUTICAL RADIONAVIGATION	Radiobeacons
325-335	AERONAUTICAL RADIONAVIGATION	Radiobeacons
335-405	AERONAUTICAL RADIONAVIGATION Aeronautical Mobile	
510-525	MARITIME RADIONAVIGATION Aeronautical Radionavigation	
1705-1800	FIXED MOBILE RADIOLOCATION AERONAUTICAL RADIONAVIGATION	

Table of Frequency Allotment for AMS in LF and MF bands

HF Radio Communications

The table below shows the frequency allotments in the bands 2850 kHz to 23 350 kHz. All emissions are transmitted in the single-sibeband suppressed carrier mode. The frequency assignments are normally for communications between aircrafts and ground stations.

Frequency Band (kHz)	Services	Details
2850 - 3025	AERONAUTICAL MOBILE (R)	
3025 - 3155	AERONAUTICAL MOBILE (OR)	
3400- 3500	AERONAUTICAL MOBILE (OR)	
4650- 4700	AERONAUTICAL MOBILE (R)	
4700 - 4750	AERONAUTICAL MOBILE (OR)	
5450- 5730	AERONAUTICAL MOBILE (R)	TransOceanic Flights
6525-6685	AERONAUTICAL MOBILE (R)	
6685 - 6765	AERONAUTICAL MOBILE (OR)	
8815-8965	AERONAUTICAL MOBILE (R)	
8965 - 9040	AERONAUTICAL MOBILE (OR)	
10 005 - 10 100	AERONAUTICAL MOBILE (R)	
11 275 - 11 400	AERONAUTICAL MOBILE (R)	
13 200 - 13 260	AERONAUTICAL MOBILE (OR)	
13 260 - 13 360	AERONAUTICAL MOBILE (R)	
15 010 - 15 100	AERONAUTICAL MOBILE (OR)	
17 900- 17 970	AERONAUTICAL MOBILE (R)	
17 970 - 18 030	AERONAUTICAL MOBILE (OR)	
21 924- 22 000	AERONAUTICAL MOBILE (R)	

Table of Frequency Allotment for AMS in HF bands

VHF Radio communications

Frequency Band (MHz)	Services	Details
74.8 - 75.2	AERONAUTICAL RADIONAVIGATION	Marker beacons and used in conjunction with ILS
108 - 117.975	AERONAUTICAL RADIONAVIGATION	VOR systems. The frequencies 108.1 to 111.975 MHz are used for terminal VOR. The frequencies 112.1 to 117.9 MHz are used for en-route VOR.
118 -127	AERONAUTICAL MOBILE (R)	Reserved for Civil Aviation Authorities
127 - 136	AERONAUTICAL MOBILE (R)	Reserved for Aircraft Communications

Table of Frequency Allotment for AMS in VHF bands

UHF and SHF Radio communications

Frequency Band (MHz)	Services	Details
328.6 - 335.4	AERONAUTICAL RADIONAVIGATION	
960 - 1215	AERONAUTICAL RADIONAVIGATION	DME and aircraft transponders
1300 - 1350	AERONAUTICAL RADIONAVIGATION	Reserved for Primary Radar
1559- 1610	AERONAUTICAL RADIONAVIGATION	
4200-4400	AERONAUTICAL RADIONAVIGATION	
5000 - 5091	AERONAUTICAL RADIONAVIGATION	
5250 - 5350	AERONAUTICAL RADIONAVIGATION	
8750- 8850	AERONAUTICAL RADIONAVIGATION	
13 250 - 13 400	AERONAUTICAL RADIONAVIGATION	

Table of Frequency Allotment for AMS in UHF and SHF bands

Annex A Part II

Frequencies Allocation

The list of carrier (reference) frequencies allotted in the bands allocated exclusively to the AMS (R), on the basis of the frequency separation provided for the Caribbean region.

Frequency (kHz)	Authorized Area of Use	Remarks
2 887	M CAR R 2A 2B 3A 7E 13I 14C	CC 2A2B 3A C001/2A 2B 3A
3 455	M CAR CWP R 2A 2C 7B 13H	CC 2A 2C
3 494	W WORLDWIDE	C100/II
3 497	W WORLDWIDE	C100/II
4 654	W WORLDWIDE	C100/I II
4 687	W WORLDWIDE	C100/I II III
5 520	M CAR R 2B 2C 3B 6D 7E	CC 2B 2C 3B
5 529	W WORLDWIDE	C100/I II
5 544	W WORLDWIDE	C100/II V
5 550	M CAR R 2B 2C 3B 5D 6C 6E 14G	CC 2B 2C 3B
5 680	W WORLDWIDE (R) and (OR)	See Part II, Section II, Article 3
6 577	M CAR R 2B 2C 3B 4B 6D 13E	CC 2B 2C 3B
6 637	W WORLDWIDE	C100/I II III
6 640	W WORLDWIDE	C100/II V
6 646	W WORLDWIDE	C100/II V
8 846	M CAR R 2 3 7F 9	CC 2 3
8 927	W WORLDWIDE	C100/II V
8 933	W WORLDWIDE	C100/II V
8 936	W WORLDWIDE	C100/I II
10 027	W WORLDWIDE	C100/I II
10 033	W WORLDWIDE	C100/II V
10 075	W WORLDWIDE	C100/II V
11 342	W WORLDWIDE	C100/II III

11 348	W WORLDWIDE	C100/II V
11 354	W WORLDWIDE	C100/II V
11 396	M CAR EA SEA	CC EA SEA
13 297	M CAR EA SAM	CC CAR SAM
17 907	M CAR EA SAM SEA	CC CAR SAM CC EA SEA
17 919	W WORLDWIDE	C100/II IV
17 925	W WORLDWIDE	C100/II V
17 934	W WORLDWIDE	C100/II III
17 940	W WORLDWIDE	C100/II III
21 964	W WORLDWIDE	C100/II
21 985	W WORLDWIDE	C100/II

Table showing Frequency allotment in the AMS for the Caribbean

Explanation of symbols and abbreviations
Column 2
M: MWARA
R: RDARA
V: VOLMET
W: Worldwide
Column 3
CC = common channel to
C001/... Restricted to daytime only, in the area indicated after the slant stroke
C100/... Worldwide Allotment Area is indicated after the symbol.

Annex B

The Channelling Arrangement for the AMS (OR)

The channelling arrangement for the AMS (OR) between the frequencies 3 025 kHz and 18 030 kHz as indicated in the table below.

Frequency band 3 025 - 3 155 kHz: 43 + 1 channels

3 023 [1]	3 026	3 029	3 032	3 035	3 038	3 041	3 044	3 047	3 050
3 053	3 056	3 059	3 062	3 065	3 068	3 071	3 074	3 077	3 080
3 083	3 086	3 089	3 092	3 095	3 098	3 101	3 104	3 107	3 110
3 113	3 116	3 119	3 122	3 125	3 128	3 131	3 134	3 137	3 140
3 143	3 146	3 149	3 152						

Frequency band 4 700 - 4 750 kHz: 16 channels

4 700	4 703	4 706	4 709	4 712	4 715	4 718	4 721	4 724	4 727
4 730	4 733	4 736	4 739	4 742	4 745				

Frequency band 6 685 - 6 765 KHz: 26 channels

6 685	6 688	6 691	6 694	6 697	6 700	6 703	6 706	6 709	6 712
6 715	6 718	6 721	6 724	6 727	6 730	6 733	6 736	6 739	6742
6 745	6748	6751	6754	6757	6760				

Frequency band 8 965 - 9 040 kHz: 25 channels

8 965	8 968	8 971	8 974	8 977	8 980	8 983	8 986	8 989	8992
8 995	8 998	9 001	9 004	9 007	9 010	9 013	9 016	9 019	9022
9 025	9 028	9 031	9 034	9 037					

Frequency band 11 175 - 11 275 kHz: 33 channels

11 175	11 178	11 181	11 184	11 187	11 190	11 193	11 196	11 199	11 202
11 205	11 208	11 211	11 214	11 217	11 220	11 223	11 226	11 229	11 232
11 235	11 238	11 241	11 244	11 247	11 250	11 253	11 256	11 259	11 262
11 265	11 268	11 271							

Frequency band 13 200 - 13 260 kHz: 20 channels

13 200	13 203	13 206	13 209	13 212	13 215	13 218	13 221	13 224	13 227
13 230	13 233	13236	13 239	13 242	13 245	13 248	13 251	13 254	13 257

Frequency band 15 010 - 15 100 kHz: 30 channels

15 010	15 013	15 016	15 019	15 022	15 025	15 028	15 031	15 034	15 037
15 040	15 043	15 046	15 049	15 052	15 055	15 058	15 061	15 064	15 067
15 070	15 073	15 076	15 079	15 082	15 085	15 088	15 091	15 094	15 097

Frequency band 17 970 - 18 030 kHz: 20 channels

17 970	17 973	17 976	17 979	17 982	17 985	17 988	17 991	17 994	17 997
18 000	18 003	18 006	18 009	18 012	18 015	18 018	18 021	18 024	18 027

Table of Channelling arrangement for AMS(OR) service

[1] For use of the carrier (reference) frequencies 3 023 kHz and 5 680 kHz, intended for worldwide communications.

Annex C

Class Licence (Type B) Application Forms

Class Licence(s) Application Form - Type B Service
Under section 33.1 of the Telecommunications Act 2000

St. Lucia

Please tick as appropriate:

- ☐ Aeronautical Mobile Radio Licence
- ☐ Land Mobile Radio Licence
- ☐ Maritime Mobile Radio Licence

National Telecommunications Regulatory Commission
NTRC Secretariat
P.O. Box GM 690
Castries

Saint Lucia

Guidance Notes

This application form can be used for first issue and renewal of licences.

Three (3) copies of the completed application form should be submitted in an envelope clearly marked "Telecommunications Class Licence Application" addressed to the Secretary of the [Commission], [address]

The completed application form must be accompanied by a fee of Two Hundred Eastern Caribbean Dollars (EC$400.00), per licence, payable to the National Telecommunications Regulatory Commission, [Country]

For renewal of licence(s), please attach a copy of the present or existing licence to completed application form.

Please indicate which, if any, information provided by the applicant in this application is confidential.

Please note that any word, phrase or expression used herein shall have the same meaning as it has in the Telecommunications Act 2000.

1. **PART 1 – The Applicant**
(Please complete fully in type or block letters)

1.1 Contact Details

1.1.1 Name and address of applicant

_____

_____

_____

_____

1.1.2 Licence No: - _____. (b) Handle

1.1.3 Designated contact person: _____

1.1.4 Telephone number: _____

1.1.5 Fax Number: _____

1.1.6 Email address: _____

1.1.7 Website: _____

1.1.8 If the licence is required for a (registered) business

(a) State whether the applicant is a company, partnership, sole proprietorship:

_____

(b) Please supply the business's registration number:

_____

1.1.9 If question 9 does not apply, and a licence is being applied for personal use, please answer the following questions:

(a) Date of Birth: _____ Age on last birthday: _____

(b) Nationality _____

(c) Registration Number of Identification Card: _____

(d) Passport Number: _____

(e) Occupation: _____

2 PART II - Licence Details

2.1 Frequency Band: -

- ☐ LF - Low Frequency
- ☐ MF - Medium Frequency
- ☐ HF - High Frequency
- ☐ VHF - Very High Frequency
- ☐ UHF - Ultra High Frequency
- ☐ SHF - Super High Frequency
- ☐ EHF - Extra High Frequency

2.2 Class of Station: -

- ☐ Aeronautical Mobile Radio
- ☐ Land Mobile Radio
- ☐ Maritime Mobile Radio

2.3 Required Frequency Range:-_____

2.4 Nature of Service: _____

2.5 Number of Channels Required:-_____

Voice:- _____ VFT[1]:-_____ Data:-_____ Others:-_____

3. PART III – Technical Details

3.2 Class of Station: -

Aeronautical Mobile Radio
Land Mobile Radio
Maritime Mobile Radio

3.3 Details of Communication Points:- (If this space is not sufficient, please use extra paper to indicate the stations)

Type of Station	Location of Station or/Registration No. of Vehicle/Boat/Aircraft	Number of Units	Call Signs
Base/Fixed			
Mobile			
Portable/Handheld			
Repeater			
Any Other Equipment			

[1] VFT – Voice Frequency Telegraphy

2.8 Name and address of the manufacture of Equipment:-

_____

_____

2.9 Details of Equipment: - (Photocopies of the technical specification of equipment manual should be attached)

Type of Station	Make and Model	Serial Number	R.F. Output	Class of Emission	Necessary Bandwidth
Base/Fixed					
Mobile					
Portable/Handheld					
Repeater					
Any Other Equipment					

2.10 Details of Antenna:- (Radiation patterns of the antenna must be furnished).

Type of Station	Type	Height	Maximum Gain	Azimuth	Beam Width	Polarization
Base/Fixed						
Mobile						
Portable/Handheld						
Repeater						
Any Other Equipment						

PART III – DECLARATION[2]

On behalf of the applicant, I declare that the information provided by me on behalf of the applicant is accurate and complete in all respects.

Signed

_____

Full name of signatory: **Position held:**

_____ _____

Date:-_____

_____

2 This declaration must be signed:

in the case of an **individual**, by the person in whose name the application is made;
in the case of a **sole proprietorship**, by the sole proprietor, or
in the case of a **partnership**, by a partner; or
in the case of a **company or other body corporate**, by a director, company secretary or other authorised officer.

Class Licence (Type B) Application Forms

Class Licence(s) Application Form - Type B Service
Under section 33.1 of the Telecommunications Act 2000

St. Lucia

Please tick as appropriate:

☐ Aircraft Station Radio Licence

St. Lucia National Telecommunications Regulatory Commission
NTRC Secretariat
P. O. Box GM 690
Castries

Guidance Notes

- This application form can be used for first issue and renewal of licences.
- **Three (3) copies** of the completed application form should be submitted in an envelope clearly marked "Telecommunications Licence Application" addressed to the Secretary, National Telecommunications Regulatory Commission, P. O. Box GM 690, Castries, St. Lucia.
- The completed application form must be accompanied by a fee of Two Hundred Eastern Caribbean Dollars (EC$ 200.00), per licence, payable to the National Telecommunications Regulatory Commission, St. Lucia.
- For renewal of licence(s), please attach the following documents to the completed application form:

A copy of the present or existing

(a) Aircraft Station Radio Licence,
(b) Equipment Installation Certificate
(c) Radio Operator's Certificate
(d) Ship's Registration Certificate issued by the Registrar of Ships.

1. PART I – AIRCRAFT DETAILS

1.1 Name of aircraft: _____

1.2 Country of registration: _____

1.3 Name of the owner: _____

1.4 Address of owner: _____

_____

_____

1.5 Name of Agent: _____

1.6 Address of the Agent: _____

_____

_____

1.7 Name of Accounting Authority: _____

1.8 Address of Accounting Authority: _____

_____

_____

1.9 Accounting Authority Identification Code: _____

1.10 Class of aircraft: _____

1.11 Gross Tonnage: _____

1.12 Size of aircraft: _____

1.13 Distance of operation from nearest land mass: _____

2 PART II – DETAILS OF PRESENT AIRCRAFT STATION LICENCE

(Photocopy of the aircraft station license should be attached)

2.1 Call Sign: _____

2.2 MMSI/DSC Number: _____

2.3 Inmarsat ID: _____

2.4 Country of Issue: _____

2.5 Country of Registration: _____

2.6 Period of Validity: _____

2.7 Public Correspondence Category: _____

2.8 Supplemental Information:

_____

_____

_____

_____

2.9 Details of Radio Operator's Certificates

_____

_____

_____

_____

3 PART III – EQUIPMENT INSTALLATION

(Photocopy of the installation certificate should be attached)

EQUIPMENT TYPE	MAKE & MODEL	TX POWER (Watts)	CLASS OF EMMISSION	FREQUENCY BANDS
HF Transceiver				
VHF Transceiver				
ADF Transceiver				
EPIRB				
Marker Receiver				
VHF NAV Receiver				
Glide SlopeReceiver				
DME TX				
DME RX				
ATC TX				
ATC RX				
WRT – C Band				
WRT – X Band				
GPC RX				
Radio Altimeter Transceiver				
Doppler NAV Transceiver				
Other				

PART III – DECLARATION [1]

On behalf of the applicant, I declare that the information provided by me on behalf of the applicant is accurate and complete in all respects.

Signed

_____

Full name of signatory: **Position held:**

_____ _____

Date:-

_____

[1] This declaration must be signed:
in the case of an **individual**, by the person in whose name the application is made;
in the case of a **sole proprietorship**, by the sole proprietor, or
in the case of a **partnership**, by a partner; or
in the case of a **company or other body corporate**, by a director, company secretary or other authorised officer.

Annex D

Phonetic Alphabet and Figure Code

The following excerpt was taken from the ITU Radio Regulations (2004) Volume 2, Appendix 14:

When it is necessary to spell out call signs, service abbreviations and words, the following letter spelling table shall be used

Letter to be transmitted	Code word to be used	Pronounced as[2]
A	Alfa	AL FAH
B	Bravo	BRAH VOH
C	Charlie	CHAR LEE or SHAR LEE
D	Delta	DELL TAH
E	Echo	ECK OH
F	Foxtrot	FOKS TROT
G	Golf	GOLF
H	Hotel	HOH TELL
I	India	IN DEE AH
J	Juliet	JEW LEE ETT
K	Kilo	KEY LOH
L	Lima	LEE MAH
M	Mike	MIKE
N	November	NO VEM BER
O	Oscar	OSS CAH
P	Papa	PAH PAH
Q	Quebec	KEH BECK
R	Romeo	ROW ME OH
S	Sierra	SEE AIR RAH
T	Tango	TANG GO
U	Uniform	YOU NEE FORM or OO NEE FORM
V	Victor	VIK TAH
W	Whiskey	WISS KEY
X	X-ray	ECKS RAY
Y	Yankee	YANG KEY
Z	Zulu	ZOO LOO

Table showing the Phonetic Alphabet for Radio Communications

When it becomes necessary to spell out figures or marks, the following table shall be used:

[2] The syllables to be emphasized are underlined

Figure/mark to be transmitted	Code word to be used	Pronounced as
0	Nadazero	NAH-DAH-ZAY-ROH
1	Unaone	OO-NAH-WUN
2	Bissotwo	BEES-SOH-TOO
3	Terrathree	TAY-RAH-TREE
4	Kartefour	KAR-TAY-FOWER
5	Pantafive	PAN-TAH-FIVE
6	Soxisix	SOK-SEE-SIX
7	Setteseven	SAY-TAY-SEVEN
8	Oktoeight	OK-TOH-AIT
9	Novenine	NO-VAY-NINER
Decimal Point	Decimal	DAY-SEE-MAL
Full Stop	Stop	STOP

Table showing the Figure Code for Radio Communications

Note that stations of the same country, when communicating between themselves, may use any other table recognized by their national administration