

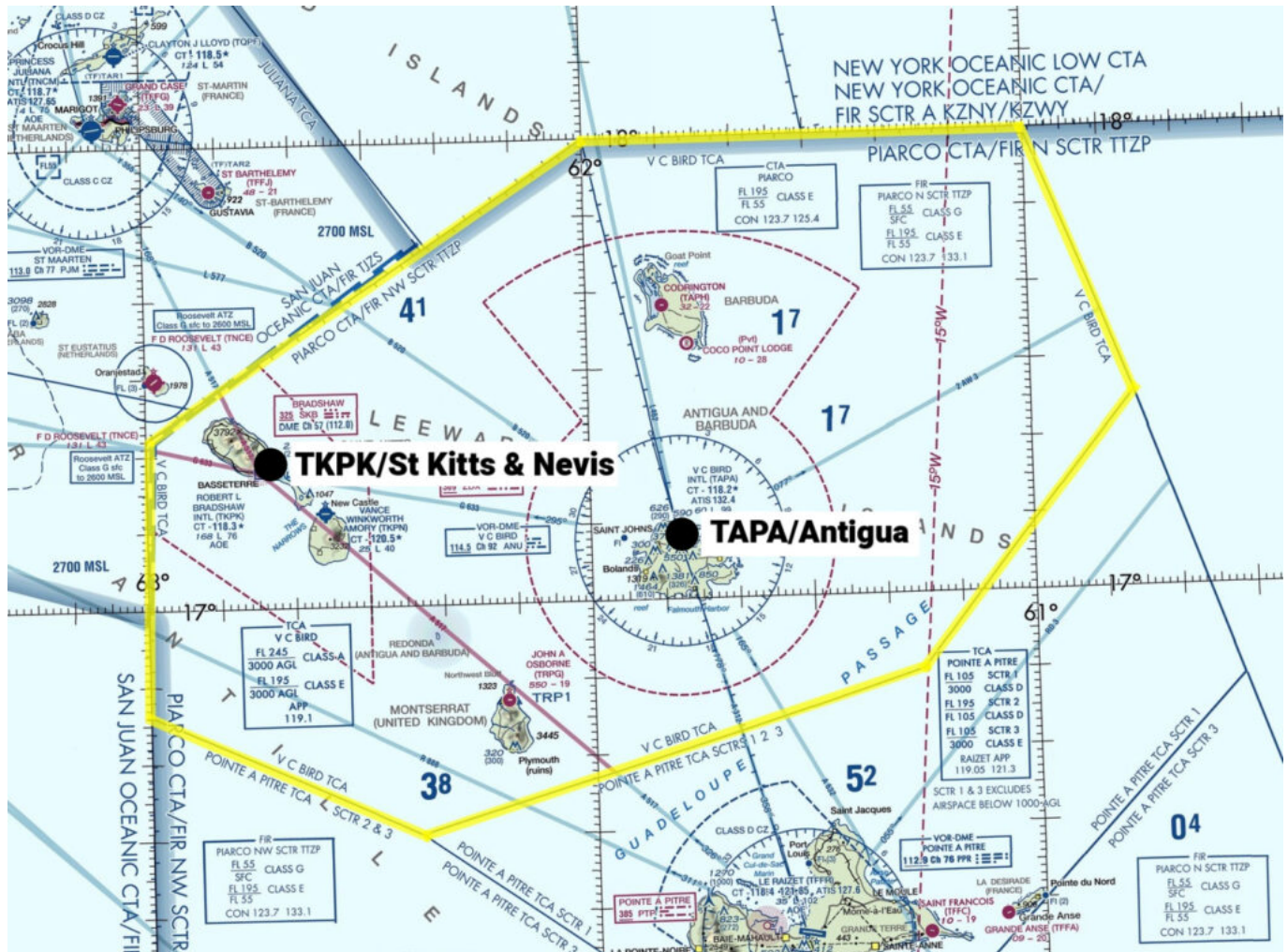
Secret Overflight Requirements in Antigua

David Mumford
16 January, 2024



There's a secret Antigua overflight requirement that's been going on for a while but is still catching some people out.

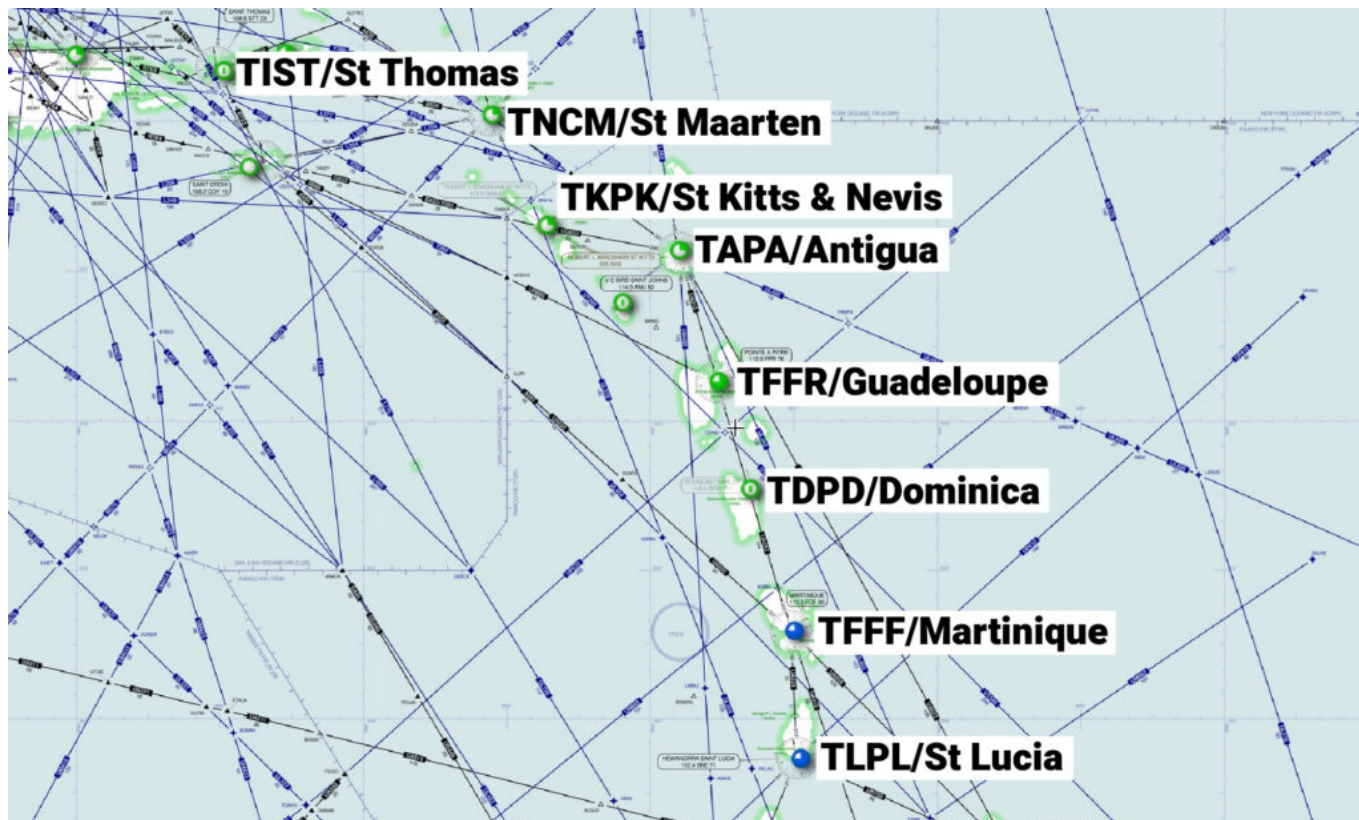
If you enter the Antigua TMA/TCA (the airspace around Antigua up to FL245), you'll need to apply for a "cross-border permit". Without it, they won't let you enter the airspace!



Area in yellow is the Antigua TMA/TCA.

If you're headed to TAPA/Antigua airport itself, you don't have to do this - you just get billed when you land. **You only need it for any flight through this airspace below FL245.**

So this is going to **mainly affect flights to TKPK/St Kitts & Nevis airport, as well as low-level flights between islands in the region** - the likes of St Maarten and the Virgin Islands in the northwest, down through Guadeloupe, Dominica, Martinique, and St Lucia in the southeast.



As one OPSGROUP member reported – “Inbound to TKPK we were asked for the Antigua airspace permit. Apparently this is new so we did not have it and got a reroute of about a 100NM, it almost caused low fuel situation. Be aware!”

Basse Terre, Saint Kitts and Nevis

★ ★ ★ ★ ★ Rated 2 from 1 reviews

Medium International Airport | Longest Rwy: 2,317 m / 7,600 ft (07/25) | Elev: 170

INTL TKPK Less visited

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“ Antigua Airspace Approval to land in St.Kitts

★ ★ ★ ★ ★ Reviewed January 29, 2023
Aircraft: G500 | Flight type: Private | ID: 9009577

Add your review of TKPK

Permits
Saint Kitts and Nevis

PRIVATE COMMERCIAL

Overfly Land Overfly Land

Closest Airports

TNCM St. Maarten, Netherlands Antilles ★★★★★ 13
49 nm, 2349m/7707ft Large

TAPA Antigua, Antigua and Barbuda ★★★★★ 6
54 nm, 2744m/9003ft Medium

You have to apply online at the vcbirdats.com site **at least 6 hours prior to the flight.**

Fees depend on aircraft MTOW, as a long-since deleted TAPA Notam explains:

Up to 5,000 pounds - 25 USD
 5,001 to 10,000 pounds - 35 USD
 10,001 to 15,000 pounds - 45 USD
 15,001 to 25,000 pounds - 55 USD
 25,001 to 50,000 pounds - 65 USD
 50,001 to 100,000 pounds - 80 USD
 100,001 to 200,000 pounds - 95 USD
 200,001 to 300,000 pounds - 110 USD

300,001 and over - 125 USD

On the vcbirdats.com site, you will need to register an account. If you're not an airline, you won't have an IATA code, so just use "00" as the code making the account. You will then you'll be presented with a screen that looks like this:

The screenshot shows a web form titled "New Cross Border Request" with a dark theme. The form is organized into several sections:

- Company Details:** Includes an "E-Mail" text input field.
- Flight Plan:** Contains "Aircraft Identification (Field 7 from the FPL)" and "Aircraft Registration" text input fields, a "Type of Aircraft" dropdown menu, and a "Maximum Takeoff Weight (lb)" text input field.
- ICAO Details:** Includes "ICAO Departure Airport Code" and "ICAO Destination Airport Code" text input fields.
- Flight Information:** Includes "Date of Flight" (dd/mm/yyyy), "Estimated Off-Block Time" (HH:MM), "Route (Field 15 from the FPL)" (a large text area), "WTC" (Choose one dropdown), "Flight Rules" (Choose one dropdown), "Estimated Elapsed Time" (HHMM text input), and "Type of Flight" (Choose one dropdown).
- Security:** A reCAPTCHA "I'm not a robot" checkbox.
- Submission:** A large blue "Submit" button.
- Flight Details:** A section at the bottom with "Type of Flight" radio buttons for "Single Flight" (selected) and "Repetitive Flight".

One intrepid Opsgroup member who tried this out said that after they submitted all the info for the cross-border permit it was **issued instantly via email**. Just make sure that on the permit it says the callsign or tail number so ATC joins the two when approaching the airspace.

It's worth noting that this cross-border permit is **not actually an overflight permit** – it's basically just the fees you have to pay in advance for Nav and ATC. In this neck of the woods, *real* overflight permits are not required. For landings, only scheduled and charter flights require landing permits. For these, contact paula.fredrick-hunteab.gov.ag for Antigua, and foreigna@sisterisles.kn for St Kitts & Nevis. (Unless you know some better email addresses than these – in which case, let us know!)

And if you've been to the region recently, **please file an Airport Spy report** so we can share the info with everyone else in the group!



Got some intel?

Are you an Airport Spy?

You go to unusual places and see curious things. Your turboprop friends envy you. Now, it's time to give back.

For your next trip, pack a notebook, and file your Spy Report below. You'll get a weekly ops briefing in return.

[File your report](#) 

Heading to St. Kitts? Don't go to Guadeloupe by mistake

Declan Selleck
16 January, 2024



An unfortunate naming conflict has been discovered by ATC Authorities in the Caribbean, where the waypoint **LOMPA** is the approach fix for RWY07 into St.Kitts, but also the approach fix for RWY30 into nearby Guadeloupe.

The first LOMPA is the IAF for the RNAV Approach to RWY 07 at **TKPK/St. Kitts**.

The second LOMPA is the IAF for the RNAV Approach to RWY30 at **TFFR/Le Raizet** - Guadeloupe.

St. Kitts are going to back down and change theirs to a different name, but in the meantime, watch out!

