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DEPARTMENT OF PHYSICAL PLANNING
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ANGUILLA

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01 July 2026

In accordance with Item 4 of Executive Council Minute 26/038, the Executive Council approved the **2025 Aerodrome Safeguarding Policy** prepared by the Department of Physical Planning.

Following this official approval on 16th February 2026 by Executive Council, this publication constitutes the approved version of the policy, which was effectively published on 27th March 2026. Issued by the Department of Physical Planning, this document provides guidance for the assessment and management of development proposals within Aerodrome Safeguarding Areas.

The policy takes effect from 16th February 2026 and should be read and applied in conjunction with relevant planning legislation, regulations, and other applicable Government policies.

All stakeholders and applicants are required to comply with these guidelines to ensure aviation safety and sustainable land use.

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Sharon Roberts-Hodge
Principal Planning Officer

ANGUILLA SAFEGUARDING POLICY AND GUIDELINES FOR THE EXPANDED AERODROME 2025

1. Introduction

Like many other Caribbean nations, Anguilla has established a prominent presence within the tourism industry with its economy predominantly reliant on this thriving industry. The Clayton J. Lloyd International Airport (CJLIA) is Anguilla's only airport and as such serves a vital role in supporting the island's economy by accommodating scheduled commercial air service and providing access to the corporate and general aviation industry. The airport supports scheduled commercial flights to neighbouring Caribbean countries as well as the mainland United States. The airport also provides essential access for emergency response, medivac, and disaster relief.

For the tourism sector in Anguilla to thrive within the framework of a globalised economy, it is imperative that it actively engages and competes in well-established and emerging markets. Based on the research conducted in the CJLIA Airport Masterplan 2022 - 2041, it is anticipated that passenger demand will experience an annual growth rate of 11.5% from 2022 to 2041. This prospect suggests the possibility of a surge in Anguilla's tourism sector. In such an instance, effectively leveraging this demand will necessitate robust aviation connectivity and infrastructure. In light of the recommendations outlined in the masterplan, it is evident that this can only be achieved through inter alia, the development of a properly functioning airport which can accommodate larger aircraft and simultaneously process a far greater numbers of passengers than the present airport can.

Considering this, Anguilla's enduring reliance on St. Maarten as its primary gateway to global destinations cannot be sustained indefinitely. This dependency became particularly evident in the aftermath of Hurricane Irma when authorities in St. Maarten restricted access to Anguillian residents and visitors, declaring the use of their airport exclusively for French and Dutch nationals. That situation resulted in our residents and visitors alike being stranded both in and out of Anguilla, highlighting a critical issue that requires prompt attention and resolution.

Acknowledging the critical necessity of establishing a resilient and autonomous gateway, the ongoing initiative to expand and redevelop Anguilla's airport is intrinsically linked to mitigating its vulnerabilities exposed. This involves, to a considerable extent, ensuring the protection of lands surrounding the aerodrome through land acquisition and/or regulating the development within the defined ***"Obstacle Limitation Surfaces" (OLS)*** as detailed in APPENDIX 1. The strategic regulation of lands will be guided by the ***"Safeguarding Map"***, specifically tailored to align with the proposed extension of the airport runway and new terminal building, ensuring a comprehensive approach to safeguarding critical areas.

The optimal functionality of an aerodrome can be significantly affected by both anthropogenic activities and natural elements, leading to the presence of obstacles within the aerodrome and its surrounding vicinity. Anthropogenic activities encompass a spectrum of endeavours, ranging from construction to aerial pursuit, including but not limited to kite flying, parasailing, model aircraft

operation and the piloting of drones and unmanned airships. Consequently, these obstacles may give rise to various implications, including but not limited to:

(i) constraints on the available distances for take-off and landing operations;
(ii) limitations on the range of meteorological conditions suitable for take-off and landing operations;
(iii) reduction in the payload capacity of certain aircraft types;
(iv) potential hazards to aircraft operation within the aerodrome zone during visual operations; or
(v) any combination of the aforementioned scenarios.

These are the circumstances which form the basis for this policy, as we navigate the critical need for a well-equipped airport capable of handling increased air traffic and passenger volumes. In addressing these challenges, our commitment to sustainable, independent global connectivity becomes paramount.

NOTE: The Anguilla Safeguarding Policy and Guidelines for the Expanded Aerodrome 2025 shall take precedence over Section 7.0 of the Building Heights Policy and Guidelines 2004 (Approved by ExCo September 15th 2004).

2. Background

The CJLIA, formerly known as the Wallblake Airport, was initially established in the 1940's. Since its inception, the airport has undergone continuous upgrading over the years encompassing expansions such as runway extensions, the development of a new Fixed-Based Operator (FBO) apron and the construction or expansion of vital airport support facilities. These improvements include upgrades to the air terminal building, air traffic control tower, the cargo building and facilities dedicated to airport rescue and fire-fighting services.

The airport operates under the purview of the Ministry responsible for Transportation. The day-to-day oversight and management falls under the responsibility of the Anguilla Air and Sea Port Authority (AASPA). The airport adheres to regulatory standards set forth by the Overseas Territories Aviation Requirements (OTAR) and operates in strict accordance with the guidelines outlined in the International Civil Aviation Organisation (ICAO) Annex 14 – Volume 1 on Aerodrome Design and Operations, along with other pertinent ICAO documents. Additionally, compliance with OTAR Part 139, which governs the Certification of Aerodromes, is mandated under the Air Navigations (Overseas Territories) Order (AN(OT)O) and ensured through regulatory oversight provided by Air Safety Support International (ASSI). The AN(OT)O serves as the enabling legislation for aviation safety regulation across the UK Overseas Territories, providing the legal foundation for the development and enforcement of the OTARs. ASSI's mission is to ensure, in an inclusive and sustainable manner, that Anguilla meets its international obligations in respect of aviation safety regulation within the UK Overseas Territories. These entities collectively bear the responsibility to ensure that development within and around the CJLIA complies rigorously with internationally agreed-upon safety margins along aircraft flight paths. Moreover, their commitment extends to preventing any interference with the visual and non-

visual navigational aids including approach procedures that play a crucial role in guiding aircraft along those flight paths.

During the pre-pandemic period spanning 1997 to 2019, there was an annual increase of 3.7% in visitor arrivals to Anguilla, with the primary mode of entry being through maritime channels. In 2020, a noteworthy 80.1% of tourists were driven to travel by sea, indicating a sustained upward trend in arrivals by sea over the years. This trend emphasizes the significance of maritime routes as the primary means of entry for tourists to the island. The diminished reliance on the existing airport for visitor arrivals is attributed to the infrastructural limitations it currently faces.

Notably, the current runway length, measuring 5,463 feet (1,665 metres), poses limitations for accommodating larger aircraft to and from mainland US hub airports. Although there is an existing direct American Airlines flight between Miami and Anguilla, its operational capacity is currently below optimal levels. An extension of the runaway is imperative to accommodate current aircraft at their full passenger capacity and to attract additional operators, larger aircraft and new destinations, with a focus on enhancing connectivity to the US. Furthermore, the existing terminal building offers suboptimal services and lacks quality amenities for the traveling public and operators utilizing the facility. As the projected growth materializes, the existing terminal will progressively prove inadequate to meet the increased demands.

Consequently, the government of Anguilla has made a dedicated commitment to the extension of the CJLIA runway, elevating its take-off length to 7000 feet (2,134 metres). In addition to providing 787.4 feet (240 metres) Runway End Safety Area (RESA) at both ends for overrun, overshoot and undershoot and a runway width of 147.6 feet (45 metres) for improved safety and to accommodate a wider variety of commercial aircraft. Major US air carriers, including American Airlines, JetBlue, Spirit and Delta, typically conduct operations in the Caribbean from prominent hub airports such as Miami, Atlanta, New York and Charlotte.

In light of this proposed extension and Government's steadfast commitment to ensuring the secure and efficient operation of the CJLIA, it is important to prioritise the safeguarding of land surrounding this aerodrome.

3. Purpose

The purpose of this policy is:

a) To safeguard the airspace surrounding the CJLIA, particularly with regard to the movement of additional and larger aircraft.
b) To provide guidance to local government authorities, developers, contractors and other key stakeholders, ensuring the protection of the airport zone through the regulation of proposed developments in the surrounding areas.
c) To serve as a strategic tool expediting and guiding the expansion and operational processes of the airport, streamlining procedures for sustainable growth and development.

4. General Objectives

- To ensure the preservation and fortification of the envisioned new aerodrome through the establishment of comprehensive guidelines.
- To ensure the secure acquisition and effective management of additional lands required for the expansion of the runway, promoting strategic land-use planning.
- To identify and delineate lands that will be directly impacted by the expansion of the runway, fostering a comprehensive understanding of the developmental impact on the surrounding environment.

5. Who and What the Policy Pertains to

This policy is likely to draw the interest of proprietors, land users, developers, engineers, architects, surveyors, and various government agencies such as the Anguilla Air and Sea Port Authority (AASPA), the Departments of Physical Planning (DPP), Lands and Surveys, Fire and Rescue Services, Health Protection (Environmental Health), Infrastructure, Finance and Economic Development, Disaster Management etc. However, its scope is not limited to these entities and may involve engagement from other stakeholders.

This document pertains to all planning applications (including new development, subdivisions, amendments or vertical extensions of structures) for any development, temporary or permanent, falling within safeguarded areas identified on the airport Safeguarding Map. Applications falling within this area will be consulted upon with Civil Aviation via the Ministry responsible for Transportation. Matters such as land use activity, height of buildings, external lighting, landscaping and wildlife habitat will be taken into account in assessing any potential impact. This also applies to agricultural lands.

6. Key Definitions

Aircraft

A machine that is able to fly by gaining support from the air. Common examples include, airplanes, helicopters, airships (including blimps), drones, gliders and hot air balloons.

Airspace

Space above the ground in which aircraft travel. Often airspace is divided into corridors, routes, and restricted zones.

Aerodrome

Any area of land or water designed, equipped, set apart, commonly used or in prospective use for affording facilities for the landing and departure of aircraft and includes any area of space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing or departure of aircraft capable of descending or climbing vertically.

Commence

Site work is considered to be commenced when the sub-surface structure (foundations and/or basement) is completed for new buildings or horizontal extensions.

Construction Equipment

Cranes, concrete trucks, pump trucks and other tall equipment used for construction.

Development

In relation to any land, includes any building or rebuilding operations, engineering operations, mining operations (including the removal of sand) in, on, over or under any land, the making of any material change in the use of any building or land, the subdivision of any land, the laying out of roads, the filling of ravines or swamps, or any other preparatory work which indicates an intention thereby to change or alter the existing nature or character of any land and "develop" shall be construed accordingly.

Erection

The construction, installation, placement or assembly of any structure or object, whether permanent or temporary. This includes, but is not limited to buildings, flagpoles, antennas, scaffolding and other equipment or devices. This includes objects affixed to existing buildings or structures that may increase their height or alter their profile.

Expanded Aerodrome

In the case of Anguilla this is a series of proposals to protect the Obstacle Limitation Surface of the CJLIA, extend and widen the runway, taxiways and aprons (runway infrastructure), build a new terminal building and upgrade all facilities critical to the needs of the entire airport.

Land

Ground, soil, or earth, including structures on, above, or below the surface. In addition, the "land" shall include water bodies and water surfaces for the purpose of this policy.

Proprietor

Someone who has a free or lease hold interest in land.

Land User

Any person operating, leasing, renting or having made other arrangements with the landowner by which the landowner authorizes use of his or her land.

Obstacle

All fixed (temporary or permanent) and mobile objects or parts thereof that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.

Obstacle Limitation Surface

A series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacles in order to permit the intended aircraft operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome. It is used as the basis for regulating obstructions to air travel.

Runway

Any existing or planned paved surface or turf covered area of the airport which is specifically designated and used or planned to be used for the landing and/or taking off of aircraft.

Runway Safety Area (RSA) or *Runway End Safety Area (RESA)*

The surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Safeguarding

Safeguarding, in the context of aerodromes, refers to a requirement for local authorities to consult with aerodromes when planning permission is being considered for something that may interfere with the operation of an airport.

Safeguarding Map

In the case of Anguilla, this is a map prepared by SLC Associates and updated by Avia NG Inc. and is the safeguarding chart for the CLJIA.

7. Aerodrome Safeguarding

The purpose of Aerodrome Safeguarding is to implement essential measures that safeguard the aircraft, passengers and crews on board as well as the residents, during take-off, landing, or while in flight in the proximity of an aerodrome (see APPENDIX 3). Aerodrome Safeguarding covers a number of aspects:[1]

- Protecting the airspace around an aerodrome to ensure no buildings, structures (permanent or temporary) or natural structures (e.g. trees or vegetation) may cause danger to aircraft either in the air or on the ground. This is achieved through the "Obstacle Limitation Surfaces (OLS)".
- Protecting the integrity of radar and other electronic aids to air navigation, by preventing reflections and diffractions of the radio signals that may be caused by buildings, structures or natural features (e.g. trees and vegetation) or any other activity.
- Protecting aeronautical lighting, such as approach, take-off and runway lighting, by ensuring that they are not obscured by any proposed development and also that any proposed lighting could not be confused for aeronautical ground lighting.

[1] Safeguarding of Aerodromes – Advise Note 1 – Aerodrome Safeguarding - Airport Operators Association in Association with Civil Aviation Authority

- Protecting the aerodrome from any increased wildlife strike risk. In particular bird strikes, which pose a serious threat to flight safety.
- Preventing any construction process from interfering with aerodrome operations through the production of dust/smoke, temporary lighting or construction equipment penetrating the OLS or impacting on radar or other navigational aids.
- Protecting aircraft from the risk of collision with obstacles through appropriate marking and lighting.

Aerodrome Safeguarding Assessment

The rules for assessments throughout the world stem from International Civil Aviation Organisation (ICAO) requirements. These generally apply to civil, military and minor airfields throughout the world. The CJLA is officially safeguarded in accordance with international agreed safety criteria set out in Annex 14 to the Convention on International Civil Aviation 1944 (The Chicago Convention). As a result, proposed development in this area should undergo a process known as an ***Aerodrome Safeguarding Assessment***.

An Aerodrome Safeguarding Assessment can accurately inform both developer and airport operator as to whether a building development is likely to be acceptable. This enables both the building development process and the airport safeguarding process to be efficient, professional and cost-effective. This process ensures that alterations to the local built environment are carefully assessed to check that they do not have adverse impacts on aerodrome safety, potentially impeding the seamless operations of the aerodrome. A map produced by SLC Associates and updated by Avia NG Inc. to reflect the runway extension, is certified as being the safeguarding chart for the CJLIA. The Land Development Control Committee (LDCC) and the Department of Physical Planning (DPP) shall consult with Civil Aviation via the Ministry responsible for Transportation before granting permission for development of any land within the safeguarding boundary.

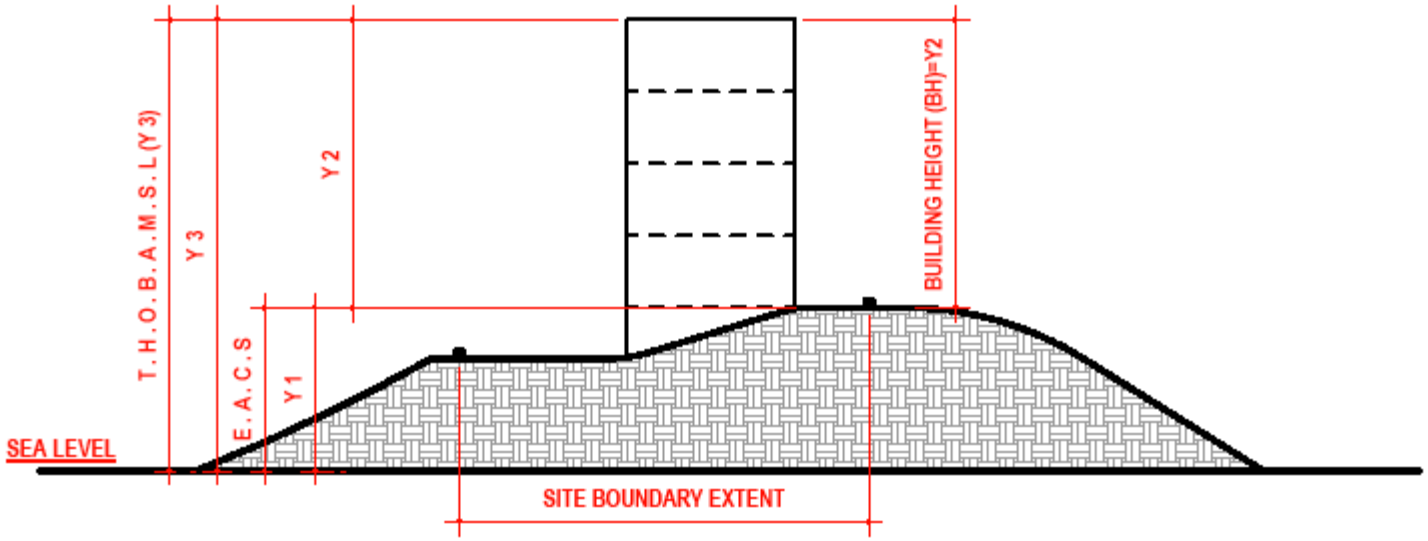
The Aerodrome Safeguarding Assessment process is an integral part of the Department of Physical Planning duties. Through the CJLIA *Safeguarding Map*, the DPP is advised of the CJLIA safeguarded area and is expected to consult with Civil Aviation via Ministry responsible for Transportation, concerning any application to develop land within this area so as to ensure that it meets certain criteria relating to the height, location and use of the proposed development. The heights reflected in the colour coded zones of the Safeguarding Map are generalised and are measured from above ground level (AGL). Applications for development within these zones will be dealt with on a case-by-case basis.

This policy aims to regulate or limit obstacles within the aerodrome by ensuring development activities do not contribute to obstacle penetrations. Aerodrome safeguarding, with respect to the Obstacle Limitation Surfaces considers:

- **Height, as it relates to buildings, cranes and concrete pump-trucks, trees and utility poles, wind turbines and air/sky related recreational activities; and**

- **Any proposed development that can cause fires and smoke, and with wildlife attractant properties within close range of the aerodrome (e.g. garbage disposal and other food sources which attract flocks of birds). It is important to emphasize that while residential structures may be permissible within the airport zone, the establishment of facilities like fish farms for example, would be prohibited due to their potential to attract wildlife.**

The following diagram illustrates the difference between measuring the building height above ground level (AGL) and above mean sea level (AMSL). Understanding these two reference points is essential as they help determine a building's true elevation.



LEGEND

ELEVATION AT CONSTRUCTION SITE (E . A . C . S) = GROUND LEVEL AT MAIN SEA LEVEL (G . L . A . M . S . L) = Y 1

PROPOSED HEIGHT OF BUILDING (P . H . O. B) = HEIGHT OF STRUCTURE ABOVE GROUND LEVEL (H . O . S . A . G . L) = Y 2

TOTAL HEIGHT OF BUILDING (AMSL) (T. H . O . B . A . M . S . L) = HEIGHT OF STRUCTURE ABOVE MEAN SEA LEVEL (H . O . S . A . M . S . L) Y3 = Y1+Y2

NOTES

ELEVATION AT CONSTRUCTION SITE (E . A . C. S) AND GROUND LEVEL (G . L)

REFER TO THE HIGHEST ELEVATION WITH IN THE SITE BOUNDARIES

8. Policy Objectives

The objectives of safeguarding the lands around the aerodrome are:

- to preserve land for the expansion of the aerodrome.
- to establish a zone around the CJLIA within which no or limited development takes place so as to meet the technical/engineering requirements of the airport as required by ICAO ANNEX 14 - Volume 1.
- to ensure the highest level of safety possible for the use of the expanded aerodrome.
- to highlight and clearly delineate the newly established boundaries of the expanded aerodrome resulting from the runway extension.

9. The Policies

POLICY SAFE1

The Government of Anguilla will not permit development which:

- **Penetrates the Obstacle Limitation Surfaces of the proposed expanded aerodrome at CJLIA;**
- **Interferes with or would adversely affect the development and operation of the proposed expanded runway at CJLIA; and**
- **Presents any form of obstruction or hazard to aircraft during their approach or departure from the proposed expanded runway at CJLIA (It is important to note that the airport employs a combination of instrument approach procedures to a particular point and transitions to visual approach procedures when aircraft are approaching).**

<u>NOTE</u>: Where development IS permitted, permission must be obtained for the operation of crane trucks, concrete pump trucks and other tall equipment required to carry out the development.

POLICY SAFE2

The Government of Anguilla may limit development and associated activities (land use), to reduce the risk to public safety in the take-off, approach (ends of runway) and transitional zones of the aerodrome (e.g. education establishments, hospitals, large accommodation facilities, sports stadiums, shelters etc.).

POLICY SAFE3

Any development within the colour-coded areas as depicted in the Safeguarding Map, must be assessed to ensure that they do not infringe any of the Obstacle Limitation Surfaces. For all applications within these zones, the Department of Physical Planning must consult with the Ministry responsible for Transportation, where specific height-related triggers apply. Applications will also be dealt with on a case-by-case basis. The areas of concern are as follows:

- **Grey zone: all developments and subdivisions require consultation.**
- **Red zone: all buildings, structures, erections and works exceeding 10 metres in height (32.8 feet) above ground level require consultation.**
- **Green zone: all buildings, structures, erections and works exceeding 15 metres in height (49.2 feet) above ground level require consultation.**
- **Yellow zone: all buildings, structures, erections and works exceeding 45 metres in height (147.6 feet) above ground level require consultation.**
- **Blue zone: all buildings, structures, erections and works exceeding 90 metres in height (295.3 feet) above ground level require consultation.**

POLICY SAFE4 **The Government of Anguilla will not grant planning and/or building permission for development which would prejudice the successful implementation of the redevelopment of the CJLIA, including its runway and associated infrastructure. This will also include subdivisions and road realignments.**

POLICY SAFE5 **The Government of Anguilla may seek to use negotiation, and where necessary, through compulsory acquisition, secure the land required for the redevelopment of the CJLIA and its runway. The Government may also acquire other lands where necessary, for purposes of safeguarding the aerodrome.**

POLICY SAFE6

6.1. In terms of wildlife control, the following considerations should be taken into account when a building is planned to be constructed in close proximity to the CJLIA:

- **Any activity within the safeguarded zones (colour coded as grey, red, green, yellow and blue), and throughout the island in general, should not have open litter bins or any areas where waste food is accessible to wildlife;**
- **Roof overhangs must be kept to a minimum to discourage nesting and habitat;**
- **Ledges that may act as perches must be avoided; and**
- **Trees within the approach, transitional and take-off zones should be prune or removed if necessary, ensuring that they do not encroach upon the designated area or attract wildlife.**

POLICY SAFE7

7.1. Any planning applications granted within the safeguarded zones, prior to the implementation of this policy shall be subject to review if it is determined that the approved use or structure poses a risk to the safe and efficient operation of the aerodrome.

7.2. All approved developments and subdivisions within the grey and red zones will be subject to a stipulated timeframe of 3 years. Failure to commence development within this timeframe following the grant of planning permission will result in the expiration of said permission, necessitating the developer to reapply for approval.

7.3. All planning applications approved should carry a conditional note which shall state:

"In the event that construction of the development authorised by this approval does not commence within three (3) years of the grant date of this permission, this permission will be subject to lapse and cease to have effect. Where permission has lapsed, it will be necessary to submit a new application and apply again for planning approval before the development can be carried out."

POLICY SAFE8

8.1. The final approach and take-off zone of the airport may be exposed to elevated levels of noise and other impacts. Developers should account for these factors in their designs and implement appropriate mitigative measures.

8.2. For all planning applications approved within the vicinity of the Clayton J. Lloyd International Airport, an informational note should be included, stating:

"The development to which this permission relates will be located in the final approach and take-off zone of the airport and consequently may be exposed to elevated levels of noise and other impacts. It is essential to assess these impacts and implement appropriate mitigation measures".

APPENDIX 1: OBSTACLE LIMITATION SURFACES (OLS)[2]

Obstacle Limitation Surfaces (OLS) represent the lower limit of the blocks of protected airspace around an aerodrome. They take the form of a complex set of 3-dimensional surfaces, which extend upwards and outwards from the runway(s) encompassing the critical airspace in which key air traffic and flight procedures associated with the aerodrome are conducted.

The OLS completely surrounds the aerodrome, but those surfaces aligned with the runway(s) used to protect the aircraft landing and taking off can be more limiting than those surrounding the rest of the aerodrome.

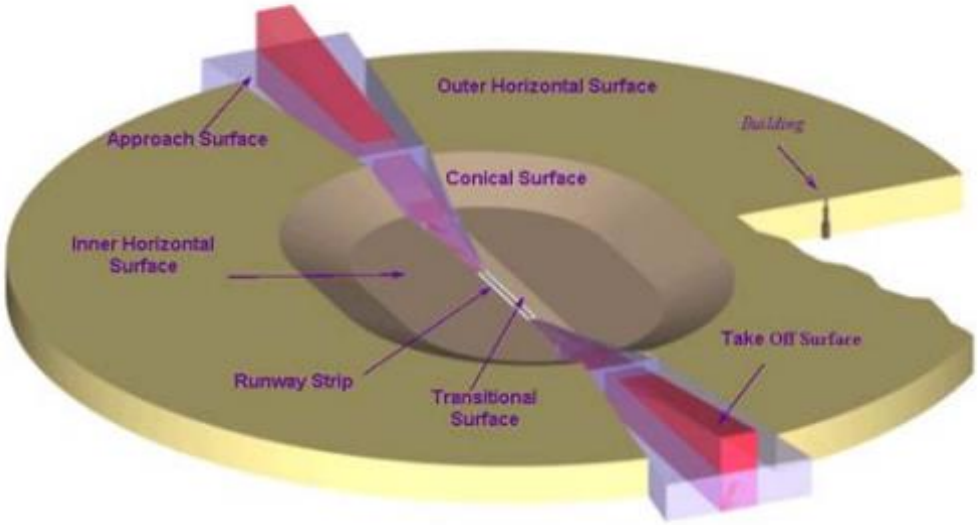


Figure 1: *Obstacle Limitation Surfaces (OLS) Diagram (For Guidance Only)*

In accordance with the applicable civil aviation regulatory requirements, aerodromes are required to take all reasonable steps to ensure the aerodrome and its airspace are safe for use by aircraft. Any new/proposed developments need to be assessed to ensure that they do not infringe on any of the OLS as this could endanger aircraft. It is important that accurate information on the location and height of a proposed development within the safeguarded area is provided at the planning application stage.

The height of vehicles should be taken into account when evaluating roads and parking areas within proposed developments, unless in the instance that the other structure associated with the proposed development is taller.

[2] Safeguarding of Aerodromes – Advise Note 1 – Aerodrome Safeguarding - Airport Operators Association in Association with Civil Aviation Authority

APPENDIX 2: AERODROME SAFEGUARDING MAP

(Extracted from CAA CAP 738 Safeguarding of Aerodromes – Appendix A Producing a Safeguarding Map)

The standard maps currently used for civil aerodromes reflected the need to protect licensing surfaces around the aerodromes and have a squared format superimposed on the national grid. In this system each square of the national grid is colored to represent the most critical interaction between the obstacle limitation surface and ground height within that square. It is acceptable to reduce the notification height within a square, as desired, to include a safety factor. The following colour coding is normally used:

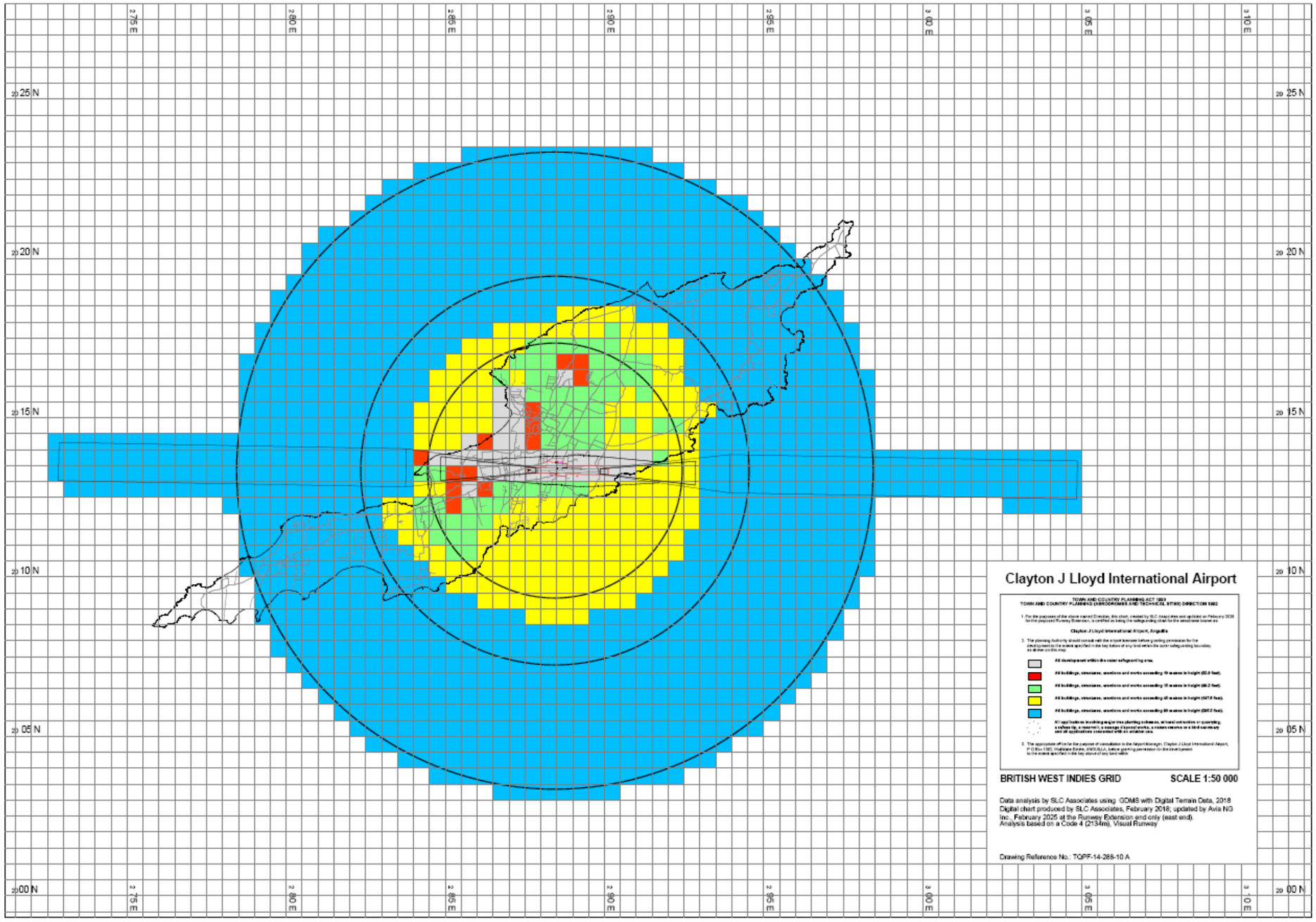
Grey:	All development should be notified
Red:	Developments exceeding 10 m. AGL should be notified
Green:	Developments exceeding 15 m. AGL should be notified
Yellow:	Developments exceeding 45 m. AGL should be notified
Blue:	Developments exceeding 90 m. AGL should be notified

NOTE: not all safeguarding maps will comply with this convention and for unofficially safeguarding maps different colour/height bands may be used.

A safeguarding map should also show a circle of 13 km. radius about the aerodrome reference point representing the need for consultation about potential wildlife attractant developments. These developments would compromise any of the following: waste disposal sites, reservoirs, sewerage works, major landscaping schemes, areas of water, and bird sanctuaries. The 13 km. bird strike circle is based on the fact that 99% of bird strikes occur below 2000 feet. An aircraft on a normal approach will descend into this zone when approximately 8 statute miles (13 km) from the runway.

The map depicted in APPENDIX 3 is to be used by the Department of Physical Planning (DPP) when assessing applications for development in the vicinity of the aerodrome. The Anguilla Air and Sea Port Authority (AASPA) and the Ministry responsible for Transportation must be notified of any developments within the colour coded areas so that an assessment can be carried out.

APPENDIX 3: ANGUILLA AERODROME SAFEGUARDING MAP – 2025



ANGUILLA AERODROME SAFEGUARDING MAP 2025 – KEY

Clayton J Lloyd International Airport

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (AERODROMES AND TECHNICAL SITES) DIRECTION 1992

1. For the purposes of the above named Direction, this chart, created by SLC Associates and updated on February 2025 for the proposed Runway Extension, is certified as being the safeguarding chart for the aerodrome known as:

Clayton J Lloyd International Airport, Anguilla

2. The planning Authority should consult with the airport licensee before granting permission for the development to the extent specified in the key below of any land within the outer safeguarding boundary as shown on this map.

All development within the outer safeguarding area.

All buildings, structures, erections and works exceeding 10 metres in height (32.8 feet).

All buildings, structures, erections and works exceeding 15 metres in height (49.2 feet).

All buildings, structures, erections and works exceeding 45 metres in height (147.6 feet).

All buildings, structures, erections and works exceeding 90 metres in height (295.3 feet).

All applications involving major tree planting schemes, mineral extraction or quarrying, a refuse tip, a reservoir, a sewage disposal works, a nature reserve or a bird sanctuary and all applications connected with an aviation use.

3. The appropriate office for the purpose of consultation is the Airport Manager, Clayton J Lloyd International Airport, P O Box 1382, Wallblake Estate, ANGUILLA, before granting permission for the development to the extent specified in the key above of any land within

BRITISH WEST INDIES GRID **SCALE 1:50 000**

Data analysis by SLC Associates using GDMS with Digital Terrain Data, 2018
Digital chart produced by SLC Associates, February 2018; updated by Avia NG Inc., February 2025 at the Runway Extension end only (east end).
Analysis based on a Code 4 (2134m), Visual Runway

Drawing Reference No.: TQPF-14-288-10 A

APPENDIX 4: MAIN FEATURES OF SAFEGUARDING

Physical safeguarding
Protects the blocks of air through which aircraft fly.

Technical safeguarding
Protects the integrity of radar and other electronic communications and navigational aids by preventing reflections or diffractions of radio signals.

Wildlife Hazard Management
It is necessary as bird strikes are a leading cause of aircraft damage. Therefore, it is important not to attract birds to areas where they could come into close proximity with aircraft.

Areas of Interest within the Proximity of an Aerodrome

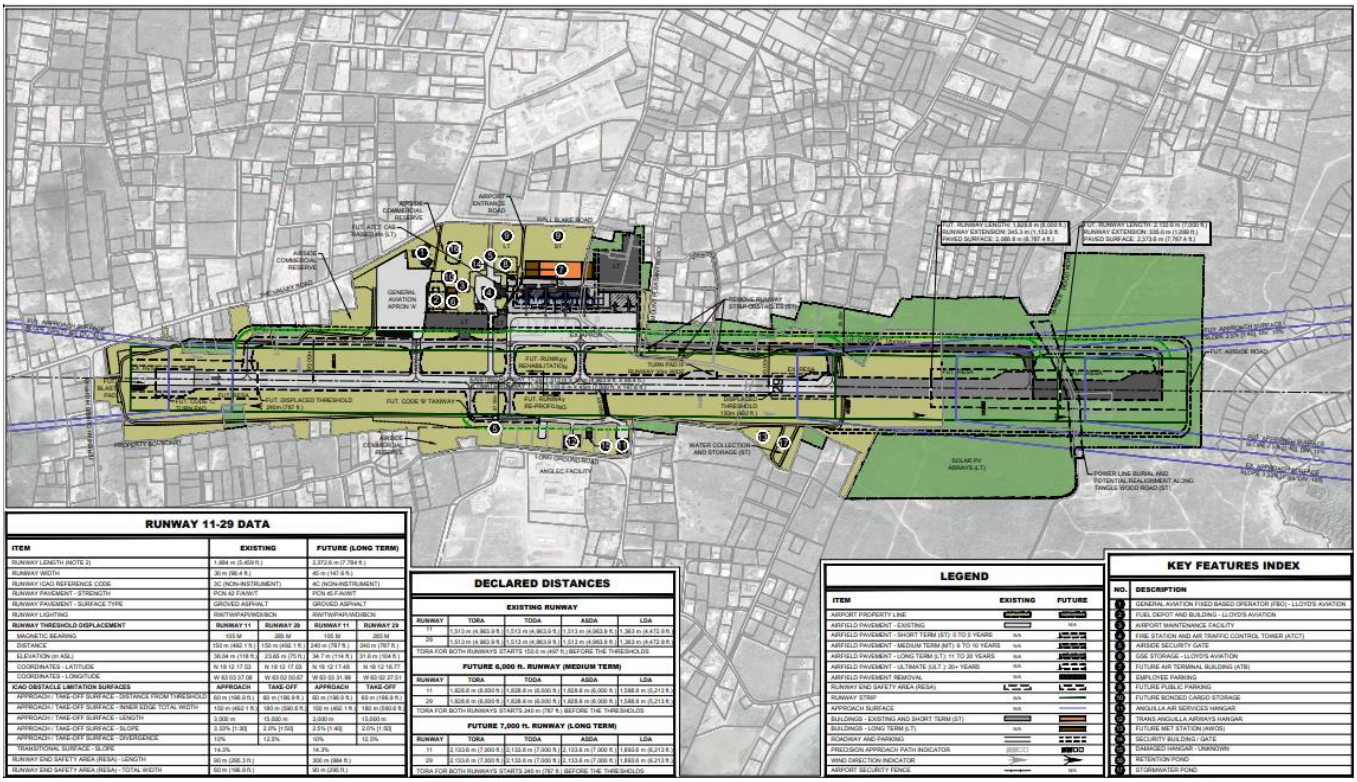
- New developments and planning applications
- Cranes and other tall construction equipment.
- Potential bird attractants such as landscaping or outdoor eateries (this extends 13km from the airport).
- Lighting schemes. These can cause confusion if they distract from visual aids and runway lighting.
- Kite flying.
- Balloon or Chinese lantern releases.
- Filming or events involving lighting or pyrotechnics.
- Drones/UAVs both commercial and privately owned.
- Wind turbines. This extends 30km from the airfield.
- PV/solar panels.

APPENDIX 5: LANDS TO BE AQUIRED

The extension of the airport mandates the acquisition of multiple parcels of land to facilitate the expansion of the aerodrome.

In accordance with the recommended airport development plan, as outlined in the CJLIA Airport Masterplan 2022-2041, particular emphasis is placed on delineating the future airport property line in anticipation of a runway length of 7000 feet. Consequently, multiple land parcels have been identified as crucial for acquisition to clearly establish the newly defined boundary of the aerodrome.

Airport Development Plan



Source: CJLIA Airport Masterplan 2022-2041.

Map showing the lands to be acquired for airport extension

Source: The Department of Lands & Surveys.

Airport Expansion Land Acquisition List

Block	*Parcel*	*Area to be taken (ac)*
78913 B	68	0.63
78913 B	76	1.50
78913 B	275	0.46
78913 B	284	1.00
78913 B	306	0.25
78913 B	333	6.04
78913 B	336	16.00
78913 B	357	0.80
78913 B	384	3.92
78913 B	337	20.81
79013 B	257	35.88
78813 B	37	0.25
78813 B	51	0.60
78813 B	53	.1/4
78813 B	88	0.50
78813 B	96	0.12
78813 B	119	1.00
78813 B	136	0.24
78813 B	137	0.25
78813 B	130	0.25
78813 B	139	0.34
78813 B	140	1.00
78813 B	151	0.08
78813 B	153	0.25
78813 B	154	1.62
38713 B	25	0.20
38713 B	59	0.60
38713 B	88	.3/4
38713 B	247	0.58
38713 B	278	0.18
38813 B	45	0.25
38713 B	221	0.17
38713 B	70	0.20
38713 B	78	0.05