

# AOPA's Flight Planning Guide

## Bahamas

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### INTRODUCTION

What is it, the see-through waters that seem to reflect all the shades of blue? The brightness of the white sands? The high, warming sun? The pastel colors of the buildings? The clear blue sky and bleached-cotton white of the cumulus? Or is it the pace: slow, as in vacation tempo? The sound of surf—sometimes murmuring, sometimes pounding?

All of the above, perhaps.

Mere mention of the word "Bahamas" evokes instant day dreams of relaxation on a beach, golfing or tennis, dancing to a beat, snorkeling through a weightless wonderland, and/or fishing (no license needed). Fun. A feeling of far away.

And you can get there in your own airplane; it's not really far offshore as the general aviation airplane flies. And just wait until you get your first aerial view through your own windshield of islands surrounded by translucent waters that draw any eye to the scenic panorama beneath.

This sparkling chain of islands stretches 750 miles in an arc beginning only 50 miles off the east coast of Florida on down to the Caribbean. Some 700 islands and 2,000 cays ("keys") cover 100,000 square miles of ocean and offer airstrips on 21 of the 29 inhabited islands. The most familiar of the islands are New Providence Island, on which is located the Bahamian capital of Nassau, and Grand Bahama Island, with Freeport International and West End airports. All the rest are variously called the "Family Island," the "Family Out Islands," or simply the "Out Islands".

But how do you prepare for the journey? What is different than a cross-country trip on the mainland and what unique procedures must you follow? How much overwater flying must you do? What about customs? Where do you find survival gear?

You have already started to get the answers.

AOPA has prepared this booklet to help you plan your flight to the Bahamas. Although it is written to serve as a primer for the first-time flier to the islands, it can serve as a good reminder for the veteran island-hopper as well. This publication is meant to be advisory in nature and is not intended to be a substitute for good, sound flight preparation. Each pilot should plan his or her flight based upon personal experience level, proficiency, aircraft capabilities, and the weather.

Once you have become familiar with the tips we have prepared for this booklet, your AOPA Aviation Services Department will be glad to assist with any further questions you may have on flying to the Bahamas.

Happy Landings!

**Note:** The information presented in this booklet is accurate to the best of our knowledge as of the date of publication. Information pertaining to your flight, such as airport special notices, radio frequencies, prices of charts, Customs Fees, etc. are subject to change. Up-to-date information on these items can be obtained by contacting the appropriate organization listed in the Appendix and, in most cases, through AOPA's Aviation Services Department.

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# CHAPTER 1 PREFLIGHT PLANNING AND PREPARATION

## Charts and Supplements

One of the first things you will want to obtain for your flight to the Bahamas will be the appropriate aeronautical charts. Listed below is a synopsis of VFR and IFR charts available for the Bahamas.

1. ONCs (Operational Navigation Charts): These DOD publications provide topographical details, depict airports and nav aids BUT DO NOT include any nav/com frequencies or facility information. Scale is 1:1,000,000 (16nm per inch).
2. Miami Sectional Chart: provides limited coverage for the Northwestern Bahamian Chain. Grand Bahamas Island (Freeport), The Abacos, New Providence Island (Nassau), the Berry Island, Northern Andros Island and Bimini are covered.
3. Jeppesen Caribbean Trip Kit: includes low/high en route coverage, area and instrument approach charts with legends, airport directory and approach list of radio facilities, air traffic control information, entry requirements and emergency procedures.
4. Department of Defense (DOD) Caribbean and South America FLIP (Flight Information Publication) packages: Low en-route 5/6 and High enroute 1/2 cover the Bahamas. The supplement is an airport facility directory and the Terminal and approach plate booklet (only the approaches for Nassau and Freeport are included).
5. CH25 and CJ26: Both world aeronautical charts (WAC) are the smallest scale charts published by the U.S. government that cover the Bahamas. Scale 1:1,000,000. Available from the AOPA Chart Department.

The ONCs do not provide adequate aeronautical details to use alone. AOPA recommends supplementing them with either the DOD or Jeppesen Low Altitude Enroute Charts.

Please contact Sporty's Pilot Shop or Jeppesen Charts for Bahamas chart kits in the Caribbean. Contact Sporty's at 800/776-7897 or Jeppesen at 800/621-5377.



### **Sectional and VFR Terminal Area Charts for the Conterminous United States, Hawaiian Islands, Puerto Rico and the Virgin Islands.**

(Not for navigation.)



### **World Aeronautical Charts for the Conterminous United States, Mexico, and the Caribbean Areas.**

(Not for navigation.)

## **Aircraft Insurance**

The Bahamian government does not have specific insurance requirements. Check with your aircraft insurance agent to verify that your coverage extends to the Bahamas. If your agent has any questions on operations to the Bahamas, please feel free to have the agent call the Aviation Services Department for details.

## **Survival Gear**

In addition to two way radios, the Bahamian Government requires a US Coast Guard approved life vest or cushion for each passenger in every private aircraft flying through its airspace. AOPA also suggests that an approved life raft large enough for all passengers be on board for any extended over-water flights.

Most FBOs in Eastern Florida have marine survival gear available for rent or sale. Since you are required to stop at an AOE (designated Airport of Entry) anyway when you return to the states, you may wish to rent your gear there to yourself save an extra stop on the way home.

Please be sure to reserve your equipment in advance, especially during peak times (November through March) to ensure you will have what you need for the dates of your flight.

## **Basic Overwater Communication, Navigation and Survival requirements**

FAR 91.1(b) outlines the operating requirements in the airspace overlying the waters between 3 and 12 miles from the coast of the United States. FAR 91.1(b) references FAR 91.703 which applies beyond the 12 mile limit.

Simply put, you must have communication and navigation equipment appropriate to your planned route. You must also operate and adhere to an approved flight plan and carry appropriate survival gear.

Single engine aircraft operating over water 50 to 99 NM from a suitable emergency landing place must carry an approved life jacket or cushion for each person on board, stowed where it can be easily retrieved. Single engine aircraft 100 NM or more from a suitable emergency landing place are also required to carry life jackets, raft, life sustaining supplies, and signaling flares.

Twin engine aircraft capable of continuing flight with one engine operative 200 NM or more from a suitable emergency landing place are also required to carry the life jackets, raft, life sustaining supplies and flares.

Pilots operating for hire, flying large turbine powered multi-engine airplanes, or under FAR Part 135, have additional requirements and should also review FAR 91.205 (b) (12), 91.501, 91.509, 91.511, and FAR 135.165 and 135.167 as appropriate.

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## **CHAPTER 2 FLYING TO THE BAHAMAS**

### **Departure from the United States**

Since you will be crossing a U.S. Air Defense Identification Zone (ADIZ), you MUST file a DVFR or IFR flight plan. You do not have to clear Customs leaving the U.S. unless you are carrying passengers or cargo for hire. However, if you are carrying expensive or foreign manufactured cameras, fishing gear, SCUBA

gear, etc. AOPA recommends that you declare these items on a Special Customs Service form prior to departure to save time and avoid any problems clearing Customs when you come back.

When carrying \$10,000 or more in cash or monetary instruments, U.S. Customs law requires declaration outbound.

Non-U.S. citizens, whether pilot or passengers, are required to clear outbound with Immigration and Naturalization Service (INS).

## **ADIZ Requirements**

12 inch registration marks must be displayed on the aircraft. This can be a temporary tape job, however, each mark must be a full 12 inches high and 2 inches wide and the color must contrast with the paint.

If the plane has been fitted with long range or extra fuel tanks, a copy of FAA Form 337 must be on board.

FAR 99.12 requires the use of a transponder and Mode C during passage through an ADIZ.

IFR position reporting is standard, but pilots on DVFR flights will need to give ATC an estimated time of ADIZ penetration 15 minutes in advance.

Both IFR and VFR aircraft position tolerances are 10 NM from the centerline for an intended track over an estimated reporting point or penetration point and 20 NM over water.

If you air-file your DVFR flight plan, you may be intercepted for positive ID when you enter the ADIZ. Filing your DVFR flight plan either in person or by phone before you depart greatly reduces this possibility. Interception procedures and signals are covered in the appendix.

Additional operational requirements for aircraft operations associated with an ADIZ are covered in the Aeronautical Information Manual (AIM) in the National Security and Interception Procedures section, and in FAR 99.



## **U.S. Registered Experimental Aircraft**

Operation of an aircraft with other than a standard Airworthiness Certificate, such as Experimental, Restricted or Special Flight, must be authorized by the Bahamian Department of Civil Aviation. The United Kingdom Civil Aviation Authority Safety Regulations Group can help expedite your application. It is wise to start this procedure a few weeks in advance of your flight to allow for mailing and processing time. You may contact the following office to apply:

**Flight Standards Inspectorate (Safety)**  
242/377-7042

In order for this office to make recommendation for permission to the Bahamas Civil Aviation Department please supply copies of the following:

1. Aircraft Type, Registration number, and Serial number.
2. Aircraft Registration Certificate.
3. Special Airworthiness Certificate.

4. Experimental Operating Limitations.
5. Insurance Certificate.
6. Pilot's Certificate.
7. Medical Certificate.
8. Aircraft Radio Station License.
9. Fitted radio and navigation equipment.
10. Named Pilots Airframe and Powerplant Mechanics Certificate or Statement by an A&P Mechanic that the named pilot is competent to carry out pre-flight and line maintenance on this aircraft.
11. Particulars of two relatives or friends who may be contacted in the event of an accident.
12. Destination Airport and area of operation.
13. Expected date of arrival and departure.

## **Modified Military Aircraft**

Pilots operating modified Military aircraft must obtain a license for temporary export from the Office of Defense Trade Control, PM/MC, Room #200 SA-6, Department of State, Washington, DC 20520, telephone (703) 875-6644 and file it at least 10 days prior to the departure date.

## **Outward Declaration**

Only aircraft carrying passengers or cargo for hire outside the United States must file an outward declaration with U.S. Customs before departure.

## **ARRIVAL IN THE BAHAMAS**

Permission to land in or overfly the Bahamas is not needed.

Bahamian Customs requires your ETA at least one hour before the arrival time stated on your flight plan, (Advise Customs - ADCUS), and your first landing must be at a designated Airport of Entry. Airports of Entry are listed in the Appendix.

## **BAHAMIAN CUSTOMS**

### **Customs Fees**

Pilots of private aircraft flying in the Bahamas on a noncommercial basis are exempted from the payment of attendance fees (overtime) upon signing the declaration located on the Bahamas C7A Aircraft Declaration Form. This declaration certifies that the pilot is not flying for remuneration or reward and that the flight is bona fide recreational and being flown solely for pleasure purposes. Further, Customs service is available from 9am-5:30pm Monday to Friday and Saturdays, Sundays and Holidays from 9am-5:30pm. Note: An advance phone call will be needed to keep the airport open after hours. Economically sensitive pilots should bear in mind that airport management and immigrations officials might charge overtime fees for after hour attendance services.

### **ADvise CUStoms (ADCUS)**

By placing "ADCUS" in the remarks section of your flight plan, you might expect that Customs at your destination would be notified of your expected arrival time, and it usually works that way. However, since flight times to the Bahamas are short and ADCUS messages typically are not forwarded until the flight plan is 'activated', you could easily arrive at your airport of entry without the full hour of notification. An arrival without prior notice is considered an illegal entry and subject to a heavy fine. So, if you anticipate your flight taking one hour or less, call the Customs office at your AOE and advise them of your arrival time before you leave the U.S. to avoid any unpleasant experiences. Phone numbers are listed in Appendix D.

## **ARRIVAL REQUIREMENTS**

Your flight itinerary will determine what forms you will need to complete to satisfy the Bahamian Customs officers. The required forms for entering and departing the Bahamas may be obtained from the AOPA Aviation Services Department, Florida coastal FBOs, or at the Airport of Entry when you arrive.

Most coastal FBOs in Florida don't mind helping pilots with required paperwork, especially if they are also renting you survival gear. Allowing extra time for these necessities eases the travel pressure and allows for a relaxed flight to the islands.

### **Inward Declaration / Cruising Permit**

If you are planning to "island hop" and will be flying to more than one airport in the Bahamas, you'll need to fill out four copies of Form C7A (see page 16), Inward Declarations & Cruising Permit. Request 1 copy to be returned to you, stamped by Customs. This allows you free movement from airport to airport in the Bahamas. This form gives a general outline of who you are and where you're from. (The Customs officer will determine the length of time your cruising permit will be valid. Any customs officer can request you to surrender your cruising permit at any time.) Since 4 copies of this form are needed, completing the static information in advance of your trip can be a real time saver.

### **Aircraft General Declarations**

Three copies of General Declarations (see page 17) need to be submitted if you will not be flying to other Bahamian ports (General Declarations are not required if you submit Inward Declarations & Cruising Permits).

### **Transire**

The transire form can be used in lieu of a cruising permit, in case you did not obtain one when you first arrived in the islands or if a Customs officer requests that you surrender your cruising permit. Primarily designed for carrying cargo among the islands, the transire also can be used by pilots who wish to travel to an airport in the Bahamas other than their original Airport of Entry. You must designate the exact place you wish to visit when you apply for the transire and must obtain a new form for each flight to an airport other than your original entry point, a good reason to have obtained a multiple-flight cruising permit in the first place.

Two tips to keep in mind are: (1) stick to your takeoff and arrival times because the transire is stamped with your expected takeoff time, and, if you dally on the way drug-smuggling-conscious Customs officials at your destination may become suspicious; and (2) when flying to an island that has no Customs facilities, make a landing at the nearest place to your destination that does have customs to declare your destination and intentions.

### **Bahamas Immigration Disembarkation/Embarkation Card**

Each person on the aircraft must fill out a copy of this immigration card, also referred to as the "tourist card". It is a permit to remain in the Bahamas for the period of time specified, and your copy should be kept on your person at all times. The Customs/Immigration official will decide how long you can stay according to the information he obtains from you. This form will be returned to Customs/Immigration officials when declaring outbound from the Bahamas. This form is required for all passengers, including children.

## Arrival Report

A written arrival report must be filled out upon arrival at certain Airports of Entry. These include Nassau and Freeport (to be filed with the FSS or tower) and at Governor's Harbor, Rock Sound, Eleuthera, Marsh Harbor, Treasure Cay, and Bimini (to be filed with the Customs officer).

## PILOT AND AIRCRAFT DOCUMENTATION

Pilots traveling to the Bahamas are required to have the following documents in their possession and may be requested to present them at any time by Bahamian officials: (All documents must be originals - no photocopies)

### Aircraft Documentation

1. Aircraft Registration Certificate; the aircraft registration must be the permanent Certificate of Registration. "Pink slips" or Temporary Registration Certificates are not valid for international flights.
2. Aircraft Airworthiness Certificate;
3. Radio Station License;
4. Aircraft operating limitations, (pilot's operating handbook);
5. Weight and balance information;
6. Aircraft Logbooks at pilot's discretion; and
7. Permit to operate an aircraft with other than a standard airworthiness certificate if aircraft does not have one. (See earlier mention of experimental and modified military aircraft. )
8. Letter of Authorization if the aircraft is not registered in the pilots name (See Leased, Borrowed or Rented Aircraft in the Bahamas.)
9. Any aircraft that has had fuel tanks installed in the baggage or passenger compartments must have Form 337 on board.

### Pilot Documentation:

1. Airman Certificate
2. Current Medical Certificate; and
3. Radiotelephone Operator Permit (required for HF radio usage and for international flights.)

**Pilots Beware: United States Custom Service can now violate any airman (PIC) who cannot produce his/her current pilot and medical certificates and/or a valid aircraft registration certificate. U.S. Customs Service fines for these violations start at \$5,000.**

### Personal Documentation

All persons entering the Bahamas must have proof of citizenship, a valid passport, birth certificate (original or certified copy), or a baptismal certificate when accompanied by "convincing identification", such as a driver's license. Voter registration cards are not always accepted as citizen identification. Aliens who are permanent U.S. residents must have their U.S. alien registration card in order to return to the United States. A driver's license alone will not be accepted as proof of U.S. citizenship.

**Note:** Children traveling with only one parent must have a notarized statement of approval from the absent parent stating the dates of the trip. For additional information, contact the Bahamian Embassy, Commonwealth of the Bahamas, 2220 Massachusetts Avenue N.W., Washington, DC 20008, telephone (202) 319-2660.

### Visa

A visa is not required for U.S. citizens entering the Bahamas.

## Immunization

Proof of immunization (for yellow fever, for example) is not required unless the traveler is arriving from an infected area. Further information regarding immunization can be obtained from the U.S. Embassy listed in the appendix and by contacting the Center for Disease Control at: (404) 639-3311. Automated fax response at (404) 332-4565.

## Prescription and Over-the-Counter Medications

Special consideration and handling should be exercised for all medications packed in your baggage. Both prescription and over-the-counter medicines should all have proper labeling. It is strongly recommended not to pack any medicine or mix different types of medicines together that are not identifiable. The U.S. Customs and Border Protection regulations cover the particulars that should be reviewed if you plan to travel abroad with medications:

### **Title 19, PART 162 – INSPECTION, SEARCH, AND SEIZURE**

#### **Subpart F – Controlled Substances, Narcotics, and Marihuana**

##### **§ 162.62 Permissible controlled substances on vessels, aircraft, and individuals.**

Upon compliance with the provisions of the Controlled Substances Act (84 Stat. 1242; 21 U.S.C. 801), the Controlled Substances Import and Export Act (84 Stat. 1285; 21 U.S.C. 951), and the regulations of the Drug Enforcement Administration (21 CFR 1301.28, 1311.27), controlled substances listed in schedules I through V of the [Controlled Substances Act](#) may be held:

- a. On vessels engaged in international trade in medicine chests and dispensaries.
- b. In aircraft operated by an air carrier under a certificate or permit issued by the Federal Aviation Administration for stocking in medicine chests and first aid packets.
- c. By an individual where lawfully obtained for personal medical use or for administration to an animal accompanying him to enter or depart the United States.

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## CHAPTER 3 BAHAMIAN FLIGHT RULES

Rules of the air in the Bahamas generally are similar to those of the United States, but there are some differences you should be familiar with to make your island flying as smooth and enjoyable as possible.

Bahamian airspace is encompassed by the Nassau CTA/FIR (Control Area/Flight Information Region), which extends from the surface to 6,000 feet MSL. The air above is controlled by the Miami Oceanic CTA/FIR. In general, air traffic rules and procedures and the organization of air traffic services are in accordance with International Civil Aviation Organization Standards.

The authority responsible for civil aviation in the Bahamas is the Department of Civil Aviation, under the Ministry of Transport. The department includes the Aeronautical Information Service and the Air Traffic Service. Addresses and telephone numbers are in the Appendix.

## Cruising Levels

Cruising levels are the same as in the United States: VFR—odd thousands plus 500 feet for 0-179 degrees, even plus 500 for 180-359 degrees; IFR—odd thousands between 0-179 degrees and even thousands for 180-359 degrees.

## Altimeter Settings

Use the latest official altimeter settings at your departure airport until you are able to obtain the setting for your destination. If you are departing an airport that does not offer an altimeter setting, initially set your altimeter to the elevation of the departure airport.

## Flight Plans

Day time flights from Nassau or Freeport International airports require VFR or IFR flight plans. At Freeport, all plans are automatically activated upon departure and canceled upon arrival. At Nassau, arriving flights are automatically canceled but you must activate any departure plans.

While flight plans are not required for flights between the islands, VFR flight plans are strongly recommended regardless of their duration.

Night flights, those between sunset and sunrise, require IFR flight plans. Aircraft are not permitted to land or takeoff at night at any location in the Bahamas without prior approval from the Director of Civil Aviation except at the following locations: Nassau International, Freeport International, West End and Rock Sound airports.

Fuel requirements for both VFR and IFR flight plans in the Bahamas are the same as those in the United States.

Because of difficulty with radio contact at most Family Island locations, it is best to air file your flight plan after takeoff and cancel prior to landing while your plane is still high enough to ensure direct contact. Many pilots relay such reports through other airplanes. Whenever possible, cancel your flight plan personally.

Airspace Class	B	C D E	F G
			<p>Above 900 m (3,000 ft) AMSL or above 300 m (1,000 ft) above terrain, whichever is the higher</p> <p>At and below 900 m (3,000 ft) AMSL or 300 m (1,000 ft) above terrain, whichever is the higher</p>
<b>Distance from Cloud</b>	<b>Clear of Cloud</b>	1,500 m horizontally 300 m (1,000 ft) vertically	Clear of cloud and in sight of the surface
<b>Flight Visibility</b>	8 km and above 3,050 m (10,000 ft) AMSL 5 km below 3,050 m (10,000 ft) AMSL		5 km**

\*When the height of the transition altitude is lower than 3,050 m (10,000 ft) AMSL, FL100 should be used in lieu of 10,000 ft.

\*\*When so prescribed by the appropriate ATS authority

a. Lower flight visibilities to 1,500 m may be permitted for flights operating:

1. At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
2. In circumstances in which the probability of encounters with other traffic would normally be low; e.g., in areas of low traffic and for aerial work at low levels.

b. HELICOPTERS may be permitted to operate in less than 1,500 m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any

obstacles in time to avoid collision.

## VFR Weather Minimums

One difference you will notice in the Bahamas is that there is no VFR night flying allowed. VFR flying is permitted only from sunrise to sunset; there are no exceptions.

To fly under VFR rules, weather minimums are a 1,500-foot ceiling and three miles visibility in TMAs, the international equivalent of Class B Airspace. There are only two of these in the Bahamas; the Grand Bahama Island TMA at Freeport on Grand Bahama Island and the Nassau TMA at the Nassau International on New Providence Island. West End Airport on Grand Bahama Island is a control zone (ground-based Class E), and the VFR weather minimums are 1,500-foot ceiling and five miles visibility. Elsewhere, since the Family Out island airports are all uncontrolled, the weather minimums for VFR flight outside of controlled areas apply: 1,000-foot ceiling, one mile visibility and clear of clouds in sight of land or water.

## Navigational Aids

Navigational aids may be shut down without prior notice. AOPA strongly recommends you check the appropriate NOTAMS prior to your departure.

### Loran-C NAS Coverage Diagram

"The following information is taken from FAA Advisory Circular No. 90-92"

#### Parameters

- Contour: SNR-10 db; Oceanic GDOP 7,700 ft / us;
- NAS GDOP 4,200 ft / us
- NAS Contour Symbology: \_\_\_\_\_
- Average Atmospheric Noise: 64db
- Surface to FL 600
- Flight Verified

## In-Flight Communication/Flight Service

Because of the density of traffic and the presence of Flight Service Station facilities at Nassau and Freeport, flight plans are mandatory for all operations at these locations. For best flight following and NAV/COM reception during flights over open water, maintain an altitude of 6,000 MSL or above.

Freeport Flight Service Station traffic uses Freeport Radio 122.3. Operations within 50 NM radius of Nassau use Nassau Radio 128.0. All other areas of the Bahamas are served by remoted transceivers on Nassau Radio 124.2. Remote sites are located at South Bimini; Marsh Harbour, Abaco; Governor's Harbour, Eleuthera; Georgetown, Exuma and Great Inagua. Nassau Radio is listening to six remote receivers simultaneously, be patient, even though your receiver may be silent for a short time. Always identify your location so that they know which remote is active. A good rule of thumb is to use 1000 MSL as a base communication altitude and add 80 feet to that base for each NM distant from the nearest remote site of 124.2.

It is the pilot's responsibility to cancel a flight plan, once initiated. If communication is lost, listen for another pilot using the same frequency and ask for a relay. If all efforts fail, climb to the highest altitude allowable and try again. It may be necessary to reverse course until communication is restored or land at a point where phone, ship to shore or HAM radio facilities are available. Failure to close a flight plan is a serious matter and will result in an expensive effort to locate the aircraft.

U.S. Flight Service Station Frequency of 118.4 is remoted at Nassau, 126.9 East of Freeport and 126.7 at Bimini.

Unicom is available in many locations on 122.8 MHz. Be aware that some receivers may not be well monitored, and many resort Unicom's will not answer unless you call them by name. You may also want to use 122.7 MHz for plane-to-plane communications, relaying messages and to monitor for informal weather and traffic information.

## **Airport Traffic Procedures**

AOPA suggests that pilots circle all non-controlled airports in the Bahamas prior to landing to check that the runway is clear of airplanes, livestock, and other traffic. At some of the remote airstrips, it is easy to assume you are the only airplane around, only to find another airplane inbound on long final. An overhead entry also serves to alert those on the ground, such as resort owners, Customs and Immigration officials, and taxi drivers of your arrival. Standard uncontrolled airport procedures are for pilots to monitor transmission of other traffic and provide position advisory and intentions on 122.8. Typically, there will be left turns in the traffic pattern and pattern altitudes of 1000 AGL. Pilots should be alert for ATA operations that may require some inbound traffic to come in low, with stated intentions and pattern position reports. Out-bound traffic should make announcements before occupying runway and depart straight out or with left turns, climbing immediately through pattern altitude. Runway operations must be "into the wind."

## **Search and Rescue**

The emergency frequency is 121.5 MHz. Search and rescue operations are provided in the Bahamas by a joint effort between the Bahamas Air-Sea Rescue Association, a self-supported volunteer group, and the U.S. Coast Guard (addresses and telephone number are in the Appendix).

## **Restricted Areas**

Check your current charts for restricted and prohibited areas near Nassau, Great Inagua, and Grand Bahama (tethered balloon to 15,000 feet) and a minimum altitude restriction over Abaco Island. There is also a tethered balloon located near Georgetown, in the Exumas and military activity near S.E. Andros Island by Notam.

## **Island Flying Technique**

A Bahamian flying practice we recommend is that you remain to the right-hand side of whatever island you are flying over whenever possible. This is a standard collision-avoidance technique among island pilots. Also it is illegal to fly below 2000' MSL over populated areas or assemblies of persons, except when during take off or landing operations.

## **Forms to Carry**

As mentioned in Chapter 2, the fourth copy of Inward Declaration form is used as the cruising permit for flying within the islands; the alternate transire is issued to pilots wishing to travel to a port in the Bahamas other than the original point of entry. Each visitor should remember to carry the Bahamas Immigration Disembarkment/Embarkation card, which serves as a tourist card and must be produced upon request by any Customs officer.

## **Flying Bahamian-Registered Aircraft**

A Bahamian private pilot license will be issued on the basis of a valid pilot license issued by any member state of ICAO. There are a minimum number of Bahamian registered aircraft, however, and finding an aircraft to rent is near impossible.

## **Borrowed, Leased, or Rented U.S. Aircraft in the Bahamas**

If you are not the registered owner of the aircraft you are flying, you are required to carry a letter of authorization which gives you permission to use the aircraft in the Bahamas. A simple authorization could state: "This authorizes (name) to fly N, model, in the Bahamas between the dates of \_\_\_\_ and \_\_\_\_ ." It should be signed, dated, and notarized. On any forms that request the name of owner/operator, pilots flying rented or borrowed aircraft should fill in their name, rather than the name of the owner, to avoid the possibility of Customs officials considering the flight as commercial or business.

## **Use of Seaplanes**

According to the Bahamian rules, "Once a seaplane has entered the Bahamas, it may land anywhere, provided it does not endanger life or property and provided the flight is not a scheduled commercial service. These flights must clear into and out of ports of entry."

However, AOPA strongly urges seaplane pilots to request a written permit to land at any desired island location from the Director of Civil Aviation (see Appendix). Several members have encountered difficulties with local Customs officials and have had to change their itineraries.

## **Aviation Fuel**

It is important to check the current availability of fuel before leaving the mainland. Many times fueling delays can occur when a fuel supply barge is delayed. A good rule of thumb is to double your normal fuel reserve.

If you are refueled from tank trucks or underground tanks, there is usually little worry about fuel contamination. Should you have to refuel from drums, however, strain the fuel through a fine Teflon mesh strainer or a chamois. The best practice is to avoid potential problems and refuel only at major airports.

## **Aircraft Repair Services**

The only location where you can obtain repairs to your aircraft are at Nassau and Freeport. Some minor repairs may be available at some of the Out Island airports, but do not count on it. Should you be grounded for a part at a remote airstrip, you would have to wait for it to be flown in to Nassau and then sent to you by charter flight— a long and expensive process. Pilot reports indicate that possible assistance with repairs can be obtained from: Zig Zag Air at Marsh Harbour—P.O. Box 422, Marsh Harbour, Abaco, Bahamas, telephone (242)367-2889, nights: 367-2625.

## **Repairs To Private Aircraft/U.S. Customs**

No duty is owed when you bring your privately owned aircraft back to the U.S. from points abroad, providing the flight was non-commercial and it is satisfactorily identified upon arrival. Repairs made abroad must be reported to Customs but are also duty-free. Re-importing U.S. made parts may require an entry fee. It is best to check with the nearest U. S. Customs office for clarification in each instance.

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## **CHAPTER 4 RETURNING TO THE UNITED STATES**

**A**las, it's time to start home. You should have no trouble making landfall heading west from the Bahamas. Remember...you still have to be mindful of ADIZ penetration and giving advance notice to Customs of your arrival. Please, pay careful attention to these requirements.

The U. S. government is serious about catching drug smugglers and Customs agents consider general aviation aircraft one of the highest risk vehicles for narcotics smuggling, especially those arriving from the south. Violating Customs rules means possible aircraft impoundment and fines starting at \$5,000.

Paying close attention to the few straightforward requirements for returning to the United States will pay off in a smooth, hassle-free flight home.

## **DEPARTURE FROM THE BAHAMAS**

Basically, there are five items to cover on your preparation for departure from the Bahamas for the United States:

- Do your paperwork;
- File a flight plan;
- Make advance Customs notification;
- Land at an Airport of Entry; and
- Clear Customs.

### **Departure Airports**

Your jumping off point for return to the United States must be from an airport of entry/exit. These are listed in the Appendix.

### **Bahamas Paperwork/Departure Fees**

For Bahamian paperwork requirements, you must fill out two Aircraft General Declaration (Outward-Inward) forms, and all persons in your party must return their tourist cards (Immigration Disembarkation/Embarkation card). You must also return your cruising permit or transire. There are no departure fees for the pilot or copilot, but a \$15.00 per-passenger departure tax will be collected at this time for all passengers over the age of three years.

### **Flight Plan**

A DVFR or an IFR flight plan must be filed prior to your departure from the Bahamas en route to the United States.

### **Air Defense Identification Zone (ADIZ)**

Since you will be crossing an ADIZ again, the same rules for 12-inch aircraft N numbers and ferry tank paperwork apply.

In addition to the ADCUS (ADvise CUSStoms) notification, your flight plan should include the estimated time of ADIZ penetration. This information must be received at least 15 minutes in advance by the U.S. FSS. The ADCUS message that U.S. Customs Service requires notice to be received at least one hour prior to border crossing.

### **ADCUS**

You must include the ADCUS designation in the remarks section of your flight plan. The procedure for using this service is the same as when going to the Bahamas. ATC will forward the notice of your intended arrival time to Customs at your destination if that facility has ADCUS availability. (ADCUS airports are listed in the Appendix.)

If ADCUS is not designated on your flight plan, the FAA will not advise Customs of your intended arrival. Also, keep in mind that, if your flight plan is not processed quickly enough because of a short flight, the ADCUS notice could arrive at Customs with insufficient notice. AOPA advises pilots to communicate directly with the Customs facility at their intended destination whenever possible to avoid missed messages; it is the pilot's responsibility to notify Customs, and stiff fines (\$5,000) could result if inspection personnel are not notified of your arrival. It is a short flight from the Bahamas, and, the faster your aircraft, the less time available for the system to pass along your message.

## **Airports of Entry/Overflight Exemptions**

Your landing must be at the designated airport nearest to the point of first border crossing, unless an overflight exemption has been granted to land at a Customs-served airport farther inland. Due to the increasingly tight requirements for overflight exemptions, AOPA recommends the returning tourist not consider this procedure or to get details from the AOPA Aviation Services or from U.S. Customs before departure from the United States.

There are two kinds of designated airports through which you can clear customs in the United States. One is the Airport of Entry (AOE), and the other is called a Landing Rights Airport (LRA). You do not need permission to land at an AOE, although you must provide advance notice of arrival. However, you must obtain prior permission from Customs to land at an LRA facility; if permission is granted by telephone, be sure to record the badge number of the Customs official who gave the permission. If Customs inspection can not be provided at an LRA, landing rights may be denied.

Designated Airports of Entry are listed in the Appendix.

## **U.S. Customs Notification**

You should have the following information available for Customs notification:

- Aircraft registration number;
- Name of aircraft commander;
- Number of U.S. Citizen passengers;
- Number of Alien passengers;
- Place of last departure;
- Estimated time and location of crossing the U.S. coastline;
- Name of the U.S. airport of first landing; and
- Your ETA.

## **Non-ADCUS Airports - Landing Rights Airports**

Airports of Entry that do not offer ADCUS service must be notified in advance of the time and place of arrival of your flight. Notify the appropriate Customs office by telephone or other means, and remember to record the badge number of the Customs official with whom you speak (Reference: current U.S. Customs Guide for Private Pilots).

## **U.S. Customs Decal**

There is an annual \$25.00 Customs fee for private flights. This fee may be paid in advance or when clearing Customs for the first time during the calendar year. You will be provided with a decal to display on the outside of the aircraft when your fee is paid. This decal allows the aircraft to clear U.S. Customs for the remainder of the calendar year without additional user fees.

## **U.S. Customs Hours**

Free Customs service is generally provided during the normal business hours of 8 am to 5 pm., Monday through Saturday, including holidays. However, the duty hours of inspectors are based on demand for service and may be altered at some airports to accommodate schedule changes and peak work loads. Pilots should check hours of operation before departure (along with an ADCUS notification, for example). Refer to U.S. Customs Guide.

## **Overtime Charges**

Before January 1, 1995, private aircraft and vessels arriving outside normal duty hours were assessed an additional \$25.00 overtime charge for each arrival. This fee is no longer collected by U.S. Customs.

However, if an officer from an inspection agency other than Customs is providing the service, you may pay overtime charges after regular working hours during weekdays. These agencies are listed in the U.S. Customs guide for Private Flyers.

## **User-Fee Airport**

Congress created the User-fee Airport Program as a part of the Tariff and Trade Act of 1984. Certain airports that do not meet the normal criteria for establishment of a port of entry can petition to become a designated user-fee airport. Private aircraft operators using these designated user-fee airports are frequently required to pay the airport operator costs associated with their processing. These costs may well run from \$100 to \$300 per arrival.

## **U.S. Customs Do's and Don'ts**

- DO know Customs rules.
- DO notify Customs in advance by telephone.
- DO get Customs information from Customs officials.
- DO be on time.
- DO request the Customs officer's badge number.
- DO declare every article acquired abroad and accompanying you, including gifts.
- DO keep a record of all acquired items; save sales invoices.
- DO pack your purchases and gifts in one piece of luggage or a box.
- DO have all your baggage ready for inspection.
- DO know your state and federal liquor restrictions.
- DO understand that every country insists upon a Customs examination for returning residents.
- DO be patient.
  
- DON'T exceed your Customs exemption without expecting to pay duty.
- DON'T forget that your purchases sent home are subject to duty.
- DON'T be surprised if Customs opens your baggage.
- DON'T forget that all accompanying foreign purchases must be declared, even those you wore or used.
- DON'T accept the offer of a "false" sales invoice. This could result in seizure or penalties.
- DON'T rely on the "experienced" traveler or foreign seller for Customs information.
- DON'T bring back fruits, plants, vegetables, or meat without permits from the U.S. Department of Agriculture.
- DON'T exit your aircraft until you are authorized by Customs.
- DON'T be late.

## **U.S. Paperwork**

For U.S. paperwork requirements, the pilot will have to submit [Form CF178, Private Aircraft Enforcement System Arrival Report](#). This form may be filled out upon arrival or may be prepared in advance to save time.

The pilot should also be prepared to produce a valid Airman's certificate, medical certificate, aircraft registration certificate, certificate of airworthiness, and proof of citizenship for each occupant.

## **Expensive Items/Large Amounts of Cash**

Of course you declared all valuables before leaving the U.S., so you should have no problems with them on your return. However, you are required by Customs to declare any valuable items purchased while on your trip.

## **Occupant Obligations**

Documentation used by you and your passengers to enter the Bahamas will serve the same purpose for the return to the United States.

In addition, all occupants must make a general declaration of goods purchased in the Bahamas. Usually, a verbal declaration will be enough, but a written declaration using Form CF-6059-B must be presented when duty is to be collected or whenever the inspecting officer requires it. A word of caution: Customs officers are strict about declared value of goods, and penalties can be severe for undervaluing through false statements or artificially lowered prices on receipts.

If there is any non commercial cargo or unaccompanied baggage on board, the pilot should prepare a written declaration. Customs will provide the necessary forms.

To expedite your clearance at the Customs Service office it would be helpful if a list of items for inspection could be prepared in advance and those items separated for general inspection.

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## **CHAPTER 5 LOCAL INFORMATION FOR TRAVELERS IN THE BAHAMAS**

The Bahamas are famous for the generally mild climate year-round. Tourists can expect summer temperatures between the high 80s and low 90s during the day to mid-70s at night. Between May and October, you may experience local heavy tropical downpours that do not last long at all; keep them in mind if you island-hop in your airplane.

Winter temperatures during the day generally are in the 70s, rarely dropping below 60s at night. Although there may be chilly spells during the winter, the lowest ever recorded in the island was 44 degrees F.

### **Weather**

As may be expected, the weather throughout the Bahamas is beautiful with few exceptions all year long. This tropical island group offers no sharp seasonal changes, with gradual transitions between summer with average temperatures of 79 degrees and a winter with a slightly lower 72 degrees. Prevailing winds are from the east and southeast, with many reporting stations experiencing easterly winds all year.

Precipitation is usually in the form of short rainshowers that should not interfere measurably with tourist activities or flying. Although rainshowers and thunderstorms are quite localized, it is best not to attempt to fly through precipitation because a dangerous waterspout or another airplane could be embedded in it.

You may encounter cold fronts from mid-November through early May. After frontal passage, the winds usually shift to the northwest and sometimes reach 30-35 mph in gust. Summer cold fronts that reach as far south as the Bahamas are usually weak. However, an occasional well-developed warm front can occur, and you can expect VFR flying activity to diminish in the areas affected by the front. These fronts can stagnate and cause several days when no VFR flying can be done.

**Another flying caution is that the Bahamas lie within the Caribbean hurricane belt, and pilots should be aware that the season is from mid-June through mid-November, with the greatest activity to be expected in September and October.** Since the National Hurricane Center is in Miami, pilots flying the Bahamas have the benefit of excellent hurricane warnings.

One weather phenomenon of tropical islands is the great "signposts in the sky" produced by the fact that clouds usually form over land masses. In the Bahamas, a solid bank of clouds often is an indication of land, and the island-hopping pilot can learn to use these as aids to navigation. The other side of the coin is a caution to not interpret shadows of clouds over water as land; as you approach a real island, the water color should change from dark blue to light blue or green.

Since you will be surrounded by salt air in the Bahamas, expect haze conditions during the dry season between January and May. Particles of salt hang in the air and can impair visibility.

With generally warm temperatures and sometimes short runways, pilot should brush up on density altitude procedures before arrival in the islands.

## Credit Cards

Domestic Shell, Texaco, and Exxon credit cards and international fuel carnets are usually accepted by aviation fuel providers. However, credit cards are not accepted at all airports, and AOPA recommends that pilots have enough cash reserve for needed fuel.

For shopping, hotels, and restaurants, American Express, Visa, MasterCard, Carte Blanche, Diners Club are usually accepted. However, it is best to inquire before you buy.

## Electricity

Electric current is 120-volt-cycles, the same as in the United States, so you can use all of your normal appliances without converters. Some of the Out Islands have their own generators, but they usually have the same voltage as the cities.

## Drinking Waters

Check whether tap water is safe to drink before drinking. Nassau and Freeport have pure water systems, but it is best to drink only bottled water at many of the Out Island resorts, which usually are well-stocked with it.

## Medical Availability

If in need of medical care in the Family Out Islands, the resorts and hotels can arrange for it. There are two hospitals in the islands: Princess Margaret in Nassau (242) 322-2861, and Rand Memorial, (242) 352-6735 and 352-6736, in Freeport.

## **Time Zones**

The Bahamas are on Eastern Standard Time (GMT-5). Like the United States, Eastern Daylight Time (GMT-4) is used during the summer months.

## **Clothing**

Considering the mild temperatures and the general informality of the islands, you can save on space and weight by taking along mostly lightweight sport clothing. Sport coats and somewhat more formal attire may be needed in the evening at some of larger resorts. The occasional cool evening may require a sweater or windbreaker.

## **Bringing Pets**

The Bahamas government has very specific regulations about bringing your pets into the islands. Bird, cats, and dogs (as well as any other animal or fish) may be admitted if they have an import permit, available by writing to the Director of Agriculture, Ministry of Agriculture and Fisheries, P.O. Box#N3028, Nassau. The application should include the species (dog or cat) and indicate the animal's ultimate destination in the Bahamas if other than Nassau or Freeport.

A veterinary certificate does not have to accompany the application, but the application should be submitted several weeks in advance.

Dogs and cats require a veterinary health certificate issued within 24 hours of embarkation, and animals over the age of six months must have a rabies vaccination certificate that is at least 10 days old but no older than nine months.

The permit must be presented to the Customs officer when entering the Bahamas.

A landing deposit of 10 percent of the value of the pet may be required by Bahamas Customs upon arrival, which is subject to refund upon departure.

## **Ground Transportation**

Your U.S. drivers license is valid for three month in the Bahamas. Just remember to drive on the left side of the road.

Rental cars are available in Nassau and Freeport at the airports, major hotels and many of the Out Island resorts. Prices vary from \$62-\$85 a day from Avis, Budget, Hertz, and National. Consider purchasing renter's insurance to avoid later problems. Some visitors have found the rental car in the island do not always have full gas tanks.

An enjoyable way to get around in the Bahamas is by motor scooter (helmet required) or bicycle. Rates on these rentals vary, but they are relatively inexpensive.

## **Firearms and Spear Guns**

Firearms and ammunition are prohibited unless a permit has been obtained in advance from the Commissioner of Police.

Mechanical spear guns and trigger-actuated underwater fishing devices may not be brought into the Bahamas, although Hawaiian slings are allowed when used by divers not using SCUBA tanks.

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## Appendix A

### Conversion Factors

<b>TO CONVERT</b>	<b>INTO</b>	<b>MULTIPLY BY</b>
Centimetres	Inches	.394
Feet	Metres	.305
U.S. Gals	Litres	3.785
Imp. Gals	U.S. Gals	1.201
Imp. Gals	Litres	4.546
Inches	Centimetres	2.540
Inches Hg.	Lbs. sq. in.	.490
Kgs./Litre	Lbs./Imp. Gals.	10.023
Kgs./Litre	Lbs./U.S. Gals.	8.333
Kilograms	Pounds	2.205
Kilometres	St. Miles	.621
Kilometres	N. Miles	.540
Lbs./Imp. Gal	Kgs./Litre	.0998
Lbs./U.S. Gal	Kgs./Litre	.120
Lbs. Sq. in.	Inches Hg.	2.040
Litres	U.S. Gals.	.264
Litres	Imp. Gals.	.220
Metres	Feet	3.281
N. Miles	Kilometres	1.852
N. Miles	St. Miles	1.152
Pounds	Kilograms	.454
St. Miles	Kilometres	1.609
St. Miles	N. Miles	.868
U.S. Gals	Imp. Gals	.833

## Temperature Scales in Degrees

°C	°F	°C	°F	°C	°F	°C	°F
-40	-40.0	-16	3.2	8	46.4	32	89.6
-39	-38.2	-15	5.0	9	48.2	33	91.4
-38	-36.4	-14	6.8	10	50.0	34	93.2
-37	-34.6	-13	8.6	11	51.8	35	95.0
-36	-32.8	-12	10.4	12	53.6	36	96.8
-35	-31.0	-11	12.2	13	55.4	37	98.6
-34	-29.2	-10	14.0	14	57.2	38	100.4
-33	-27.4	-9	15.8	15	59.0	39	102.2
-32	-25.6	-8	17.6	16	60.8	40	104.0
-31	-23.8	-7	19.4	17	62.6	41	105.8
-30	-22.0	-6	21.2	18	64.4	42	107.6
-29	-20.2	-5	23.0	19	66.2	43	109.4
-28	-18.4	-4	24.8	20	68.0	44	111.
-27	-16.6	-3	26.6	21	69.8	45	2
-26	-14.8	-2	28.4	22	71.6	46	113.
-25	-13.0	-1	30.2	23	73.4	47	0
-24	-11.2	0	32.0	24	75.2	48	114.
-23	-9.4	1	33.8	25	77.0	49	8
-22	-7.6	2	35.6	26	78.8	50	116.
-21	-5.8	3	37.4	27	80.6		6
-20	-4.0	4	39.2	28	82.4		118.
-19	-2.2	5	41.0	29	84.2		4
-18	-0.4	6	42.8	30	86.0		120.2
-17	1.4	7	44.6	31	87.8		122.0

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## Appendix B

### Ditching

Key element—Success is dependent on three primary factors:

1. Sea conditions and wind velocity and direction
2. Aircraft Type
3. Pilot's skill and technique.

**Large aircraft**—Ditch while power is available.

**Light aircraft**—Head for land or shallow water as long as the engine is producing power.

**Prepare**—Instruct passengers to:

1. Remove Glasses
2. Take sharp objects from pockets.
3. Pad themselves with coats, blankets, or cushions.

*Note: Expect difficulty in opening doors and hatches.*

**Flotation gear**—Be careful that it is not inflated inside the aircraft.

**Speed**—Lowest possible forward speed at the time of surface contact.

**Touchdown**—On a moderate sea, plan the touchdown parallel to and on the lee (downwind) side of the primary swells. Do not land into the face of a primary swell.

#### **Wind Speed:**

*Calm seas with no waves—0 to 10 knots.*

*Scattered white caps—10 to 20 knots.*

*Many white caps—20 to 30 knots.*

*Streaks of foam—30 to 40 knots.*

*Spray from the wave crest—40 or more than 50 knots.*

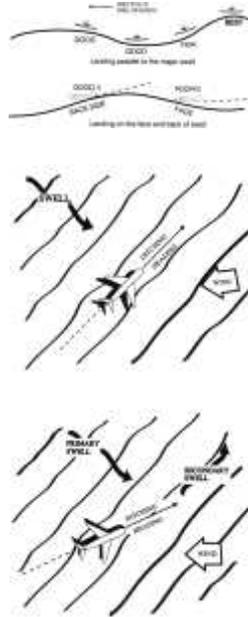
*Note: If 25 knots or greater, choose a ditching heading that quarters into both the wind and a major swell (see accompanying illustration).*

#### **Best ditching configuration:**

1. Gear up.
2. Full flaps (high-wing aircraft).
3. Intermediate flaps (low-wing aircraft—water resistance on fully extended flaps could result in asymmetrical flap failure and slewing of the aircraft).

**Night or adverse weather**—Make an instrument letdown and maintain a vertical speed of 100 feet per minute or less.

**Note:** With smooth surface conditions, it is easy to misjudge altitude above water by 50 feet or more. If possible, throw out a seat cushion for better surface reference. Maintain the minimum sink rate possible.



Further information regarding ditching procedures can be found in the [Aeronautical Information Manual](#) under distress and urgency procedures.

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## Appendix C

### National Security and Interception Procedures

The following information is taken from the FAA's *Aeronautical Information Manual*.

#### 5-6-1 National security

- a. National Security in the control of air traffic is governed by (FAR Part 99).
- b. All aircraft entering domestic U.S. airspace from points outside must provide for identification prior to entry. To facilitate early aircraft identification of all aircraft in the vicinity of U.S. and international airspace boundaries, AIR DEFENSE IDENTIFICATION ZONE (ADIZ) has been established. (Reference — AIM, ADIZ Boundaries and Designated Mountainous Areas, paragraph 5-6-5).
- c. **Operational requirements for aircraft operations associated with an ADIZ are as follows:**
  1. **Flight plan** — Except as specified in subparagraph d and e below, an IFR or DVFR flight Plan must be filed with an appropriate aeronautical facility as follows:
    - a. Generally, for all operations that enter an ADIZ.
    - b. For operations that will enter or exit the United States and which will operate into, within, or across the contiguous U.S. ADIZ regardless of true airspeed.
    - c. The flight plan must be filed before departure except of operations associated with the Alaskan ADIZ when the airport of departure has no facility for filing a flight plan, in which case the flight plan may be filed immediately after takeoff or when within range of the aeronautical facility.
  2. **Two-way radio** — For the majority of operations associated with an ADIZ, an operating two-way radio is required. See FAR 99.1 for exceptions.

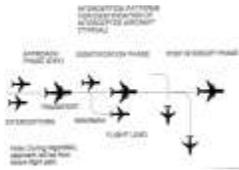
3. **Transponder requirements** — Unless otherwise authorized by ATC, each aircraft conducting operations into, within, or across the contiguous U.S. ADIZ must be equipped with an operable radar beacon transponder having altitude-reporting capability (Mode C), and that transponder must be turned on and set to reply on the appropriate code or as assigned by ATC.
4. **Position reporting:**
  - a. **For IFR flight** — Normal IFR position reporting.
  - b. **For DVFR flights** — The estimated time of ADIZ penetration must be filed with the aeronautical facility at least 15 minutes prior to penetration except for flight in Alaskan ADIZ, in which case report prior to penetration.
  - c. **For inbound aircraft or foreign registry** — The pilot must report to the aeronautical facility at least one hour prior to ADIZ penetration.
5. **Aircraft position tolerances:**
  - a. Over land, the tolerance is within plus or minus five minutes from the estimated time over a reporting point or point of penetration and within 10 nm from the centerline of an intended track over an estimated reporting point or penetration point.
  - b. Over water, the tolerance is plus or minus five minutes from the estimated time over a reporting point or point of penetration and within 20 nm from the centerline of the intended track over an estimated reporting point or point of penetration (to include the Aleutian Islands).
  - d. **Except when applicable under FAR 99.7, FAR Part 99 does not apply to aircraft operations:**
    1. Within the 48 contiguous states and the District of Columbia, or within the State of Alaska, and remains within 10 miles of the point of departure.
    2. Over any island, or within 3 nm, of the coastline of any island in the Hawaii ADIZ; or
    3. Associated with any ADIZ other than the contiguous U.S. ADIZ, when aircraft true airspeed is less than 180 knots.
  - e. Authorizations to deviate from the requirements of Part 99 may also be granted by the ARTCC, on a local basis, for some operations associated with an ADIZ.
  - f. An air-filed VFR flight plan makes an aircraft subject to interception for positive identification when entering an ADIZ. Pilots are therefore urged to file the required DVFR flight plan either in person or by telephone prior to departure.
  - g. **Special security instructions**
    5. During defense emergency or air defense emergency conditions, additional special security instructions may be issued in accordance with the Security Control of Air Traffic and Air Navigation Aids (SCATANA) Plan.
    6. Under the provisions of the SCATANA Plan, the military will direct the action to be taken in regard to landing, grounding, diversion, or dispersal of aircraft and the control of air navigation aids in the defense of the U.S. during emergency conditions.
    7. At the time a portion or all of the SCATANA is implemented, ATC facilities will broadcast appropriate instructions received from the military over available ATC frequencies. Depending on instructions received from the military, VFR flights may be directed to land at the nearest available airport, and IFR flights will be expected to proceed as directed by ATC.
    8. Pilots on the ground may be required to file a flight plan and obtain an approval (through the FAA) prior to conducting flight operations.
    9. In view of the above, all pilots should guard an ATC or FSS frequency at all times while conducting flight operations.
2. **Aircraft marks** — All aircraft crossing the ADIZ and flying internationally must display nationality marks at least 12 inches high.

# Interception Procedures

## e. **General**

5. Identification intercepts during peacetime operations are vastly different than those conducted under increased states of readiness. Unless otherwise directed by the control agency, intercepted aircraft will be identified by type only. When specific information is required (e.g., markings, serial numbers, etc.), the interceptor aircrew will respond only if the request can be conducted in a safe manner. During the hours of darkness or instrument meteorological conditions (IMC), identification of unknown aircraft will be by type only. The interception pattern described below is the typical peacetime method used by air interceptor aircrews. In all situations, the interceptor aircrew will use caution to avoid startling the intercepting aircrew and/or passengers.

## b. **Intercept phases**



2. **Phase One — Approach phase:** During peacetime, intercepted aircraft will be approached from the stern. Generally two interceptor aircraft will be employed to accomplish the identification. The flight leader and his wingman will coordinate their individual positions in conjunction with ground controlling agency. Their relationship will resemble a line abreast formation. At night or in IMC, a comfortable radar trail tactic will be used. Safe vertical separation between interceptor aircraft and unknown aircraft will be maintained at all times.
3. **Phase Two — Identification phase:** The intercepted aircraft should expect to visually acquire the lead interceptor and possibly the wingman during this phase in visual meteorological conditions (VMC). The wingman will assume a surveillance position while the flight leader approaches the unknown aircraft. Intercepted aircraft personnel may observe the use of different drag devices to allow for speed and position stabilization during this phase. The flight leader will then initiate a gentle closure toward the intercepted aircraft, stopping at a distance no closer than absolutely necessary to obtain the information needed. The interceptor aircraft will use every possible precaution to avoid startling intercepted aircrew or passengers. Additionally, the interceptor aircrews will constantly keep in mind that maneuvers considered normal to a fighter aircraft may be considered hazardous to passengers and crews of nonfighter aircraft. When interceptor aircrews know or believe that an unsafe condition exists, the identification phase will be terminated. As previously stated, during darkness or IMC identification of unknown aircraft will be by type only. Positive vertical separation will be maintained by interceptor aircraft throughout this phase.
4. **Phase Three — Post intercept phase:** Upon identification phase completion, the flight leader will turn away from the intercepted aircraft. The wingman will remain well clear and accomplish a rejoin with his leader.

c. *Communication interface between interceptor aircrews and ground controlling agency is essential to ensure successful intercept completion. Flight safety is paramount. An aircraft that is intercepted by another aircraft shall immediately:*

3. Follow the Instructions given by the interception aircraft, interpreting and responding to the visual signals.
4. Notify, if possible, the appropriate air traffic services unit.
5. Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 243.0 MHz and repeating this call on the emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight.

6. If equipped with an SSR transponder, select Mode 3 / A Code 7700, unless otherwise instructed by the appropriate air traffic services unit. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

## Interception Signals

INTERCEPTION SIGNALS				
Signals initiated by intercepting aircraft and responses by intercepted aircraft (as set forth in ICAO Annex 2 — Appendix A, 2.1)				
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	<p>DAY — Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>NIGHT — Same and, in addition, flashing navigational lights at irregular intervals.</p> <p><i>Note 1 — Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</i></p> <p><i>Note 2 — If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a</i></p>	You have been intercepted. Follow me.	<p>AEROPLANES: DAY — Rocking wings and following.</p> <p>NIGHT — Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS: DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following.</p>	Understood, will comply.

	<i>series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</i>			
2	DAY or NIGHT — An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AEROPLANES: DAY or NIGHT — Rocking wings.  HELICOPTERS: DAY or NIGHT — Rocking aircraft.	Understood, will comply.
3	DAY — Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.  NIGHT — Same and, in addition, showing steady landing lights.	Land at this aerodrome.	AEROPLANES: DAY — Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. NIGHT — Same and, in addition, showing steady landing lights (if carried).  HELICOPTERS: DAY or NIGHT — Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, will comply.

**INTERCEPTION SIGNALS**

Signals initiated by intercepted aircraft and responses by intercepting aircraft  
(as set forth in ICAO Annex 2 — Appendix A, 2.2)

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	AEROPLANES: DAY — Raising landing gear while passing over	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the	Understood, follow me.

	<p>landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome.</p> <p>NIGHT — Flashing landing lights while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p>		<p>intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p>	Understood, you may proceed.
5	<p>AEROPLANES: DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p>	Cannot comply.	<p>DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.</p>	Understood.
6	<p>AEROPLANES: DAY or NIGHT — Irregular flashing of all available lights.</p> <p>HELICOPTERS: DAY or NIGHT — Irregular flashing of all available lights.</p>	In distress.	<p>DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.</p>	Understood.

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## Appendix D

### Designated Authorities

#### **Bahamas Aeronautical Authorities**

Department of Civil Aviation  
P.O. Box #N-975  
Nassau, N.P.  
Bahamas  
Telephone: (242) 377-7281

#### **Bahamas Aeronautical Information Service**

Same address as above  
Telephone: (242) 377-7116

#### **Nassau FSS:**

(242) 377-7116  
(242) 377-2003

#### **Freeport ATC/FSS:**

(242) 352-2205

#### **Bahamas Customs Telephone Numbers**

Freeport: Telephone: (242) 352-7361  
Nassau: Telephone: (242) 325-6551

#### **U.S. Customs**

Director of Customs  
1300 Pennsylvania Ave. N.W.  
Washington, D.C. 20229  
Telephone: (202) 927-0042

#### **U.S. Customs General Aviation Center**

Miami, FL  
Telephone: (305) 526-2886

#### **Immigrations**

Department of Justice  
Immigration & Naturalization Service  
425 I Street, N.W.  
Washington, D.C. 20001  
Telephone: (202) 514-2000

#### **Health**

Center for Disease Control  
Quarantine Division  
Atlanta Georgia 30333  
Telephone: (404) 639-3311  
Telephone: (404) 639-2599

#### **Agricultural Quarantine**

Department of Agriculture  
Animal and Plant Health Inspection Service  
Import Permit Office  
4700 River Road, Unit 38  
Riverdale, MD 20737  
Telephone: (301) 734-7799  
Fax: (301) 734-3222

#### **Regulations Concerning Firearms**

Department of the Treasury  
Internal Revenue Service  
Department of Alcohol, Tobacco, and Firearms Division  
Firearms and Explosives Import  
650 Massachusetts Avenue, N.W.  
Washington, D.C. 20226  
Telephone: (202) 927-7777  
Fax: (202) 927-7862

#### **U.S. Department of State**

Bureau of Consular Affairs  
Washington, D.C. 20520  
Emergency Center  
Telephone: (202) 647-5225  
Automated Fax Response: (202) 647-3000

#### **Bahamas' Embassy in U.S.**

Embassy, Commonwealth of the Bahamas  
2220 Massachusetts Avenue, N.W.  
Washington, D.C. 20008  
Telephone: (202) 319-2660  
Fax: (202) 319-2668

#### **United States' Embassy in the Bahamas**

P.O. Box N-8197, Mosmar Bldg.  
Queen Street, Nassau, Bahamas  
Telephone: (242) 322-1181/322-4753

#### **Federal Communication Commission**

1919 M Street, N.W.  
Washington, D.C. 20554  
Telephone: (202) 418-0200

#### **Weather and Flight Information**

##### **Miami FSS/IFSS**

Telephone: (305) 233-2600  
Telephone: (in FL) 800-432-4718  
Telephone: (in FL) 800-432-4717

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## Appendix E

### Reference Materials

#### Superintendent of Documents

U.S. Government Printing Office  
Washington, D.C. 20402  
Telephone: (202) 512-1800  
International Notams  
International Flight Information Manual

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## Appendix F

### Additional Resources

#### Bahamas & Caribbean Pilots Guide

Pilot Publishing, Inc.  
P.O. Box 88  
Paluma Valley, CA 92061  
Telephone: (800) 521-2120  
(760) 742-2281  
Fax: (760) 742-2281

#### Jeppesen Sanderson

55 Inverness Drive East  
Englewood, CO 80112-5498  
Telephone: (800) 621-JEPP  
Telephone: (303) 799-9090  
(Airport Directory, Pilot Info.)

#### Caribbean Flite Guide

Chris Avia Shop  
Grand-Cases Airport  
97150 St. Martin  
French West Indies  
011 - (590) 877 570  
(Airport Directory, Pilot/Tourist Info.)

#### Bahamas Aviation and Sports Information Center

19495 Biscayne Blvd., Suite 809  
Aventura, FL 33180  
Telephone: (800) 32-SPORT  
327-7678

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## Appendix G

### Bahamas Tourism Offices

8600 West Bryn Mawr Ave.  
Suite 820  
Chicago, IL 60631  
Telephone: (773) 693-1500  
Fax: (773) 693-1114

One Turnberry Place  
19495 Biscayne Blvd.  
8th Floor, Suite 809  
Aventura, FL 33180  
Telephone: (305) 932-0051  
Fax: (305) 682-8758

World Trade Center  
2050 Stemmons Freeway  
Suite 116  
P.O. Box #420068  
Dallas, TX 75342  
Telephone: (214) 742-1886  
Fax: (214) 741-4118

150 East 52nd Street  
28th Floor North  
New York, NY 10022  
Telephone: (212) 758-2777  
Fax: (212) 753-6531

3450 Wilshire Boulevard  
Suite 1204

121 Bloor Street E, Suite 1101  
Toronto, Ontario M4W 3M5  
Telephone: (416) 968-2999

Los Angeles, CA. 90010  
Telephone: (213) 385-0033  
Fax: (213) 383-3966

1925 Century Blvd  
Suite 4  
Atlanta, GA 30345  
Telephone: (404) 636-3911  
Fax: (404) 636-3191

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## Appendix H

### Bahamas Consulars

#### Consulate - General of the Bahamas

Ingraham Building  
Suite 818  
25 S.E. Second Avenue  
Miami, Florida 33131  
Telephone: (305) 373-6295  
Fax: (305) 373-6312  
(Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina)

#### Consulate - General of the Bahamas

231 East 46th Street  
New York, New York 10017  
Telephone: (212) 421-6420  
Fax: (212) 759-2135  
(Connecticut, Delaware, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont)

#### Bahamas Mission to the United Nations

Same as above.  
Telephone: (212) 421-6925  
Fax: (212) 759-2135

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## Appendix I: Airports of Entry

**Source: Bahamas Tourism Center, Aviation Department**

*Note: The only official airports that have lights for night flying are Nassau and Freeport, but a few Out Island airports have light for emergencies only.*

Islands	Runway Length/Width	Fuel	Port of Entry	Authority	Contact
<b>Abaco</b>					
Marsh Harbor MYAM	5,000 x 100	100/fuel	Yes	Gov't	242/367-3884
Sandy Point MYAS	3,000 x 80	No fuel	Yes	Gov't	242/366-4044

Spanish Cay MYAX	5,000 x 80	No fuel	Yes	Pvt	242/365-0083
Treasure Cay MYAT	6,900 x 150	Jet fuel	Yes	Gov't	242/365-8919
<b>Andros</b>					
Andros Town MYAF	4,000 x 100	No fuel	Yes	Gov't	242/368-2030
Congo Town MYAK	4,300 x 100	No fuel	Yes	Gov't	242/369-2640
San Andros MYAN	5,000 x 75	100/fuel	Yes	Gov't	242/329-2140
<b>Berry Islands</b>					
Chub Cay MYBC	5,000 x 80	No fuel	Yes	Pvt	242/325-5788
Great Harbour Cay MYBG	4,536 x 80	No fuel	Yes	Pvt	242/367-8566
<b>Bimini</b>					
South Bimini – MYBS	5,600 x 100	No fuel	Yes	Gov't	242/347-3101
<b>Cat Island</b>					
New Bight MYCB	5,065 x 75	No fuel	Yes	Gov't	242/342-2016
<b>Eleuthera</b>					
Governor's Harbour MYEM	8,500 x 150	100/Jet	Yes	Gov't	242/332-2321
North Eleuthera MYEH	6,000 x 100	100/Jet	Yes	Gov't	242/335-1068
Rock Sound MYER	7,200 x 150	No fuel	Yes	Gov't	242/334-2177
Exuma Int'l MYEF	8,000 x 100	100/jet	Yes	Gov't	242/345-0607
<b>Grand Bahama</b>					
Freeport MYGF	11,000 x 150	100/jet	Yes	Pvt	242/352-6020
<b>Inagua</b>					
Matthew Town MYIG	7,000 x 100	100/jet	Yes	Gov't	242/339-1254
<b>Long Island</b>					
Stella Maris MYLS	3,900 x 90	100/fuel	Yes	Pvt	242/338-2012
<b>New Providence</b>					
Nassau MYNN	11,000 x 150	100/jet	Yes	Gov't	242/377-6100
<b>San Salvador</b>					
Cockburn Town MYSM	8,000 x 180	Jet	Yes	Gov't	242/331-2131

## Appendix J

### U.S. Designated Airports of Entry

#### Florida

##### **Ft. Lauderdale Executive (FXE)**

ADCUS Telephone:

Sun-Sat 0900-1700 (954) 356-7412

##### **Ft. Lauderdale/Hollywood International (FLL)**

ADCUS Telephone:

Sun-Sat 0800-2200 (954) 356-7411

After hours (305) 526-2878

##### **Key West International (EYW)**

ADCUS Telephone:

Sun-Sat 24 hours (305) 296-5411

##### **Miami International (MIA)**

ADCUS Telephone:

Sun-Sat 0800-2400 (305) 526-7155

After hours (305) 526-2878

##### **Opa Locka (OPF)**

ADCUS Telephone:

Sun-Sat 0900-1700 (305) 526-2534

##### **St. Lucie Country International (FPR)**

(Fort Pierce)

ADCUS Telephone:

Sun-Sat 0800-2000 (561) 461-1733

##### **Kendall-Tamiami Executive (TMB)**

ADCUS Telephone:

Sun-Sat 0900-1700 (305) 526-2608

##### **Palm Beach International (PBI)**

ADCUS Telephone:

Mon-Sat 0800-2000 (561) 233-1080

Sun 0800-2400 (561) 233-1080

After hours (305) 526-2878

#### North Carolina

##### **Wilmington (New Hanover County)**

(910) 815-4601. On-call basis. Two-hour advance notice required during regular business hours (0800-1700); three-hour advance notice required after 1700 hours and on Saturday, Sunday, and holidays.

*Notice: Customs requires that they be notified at least one hour prior to arrival (both Bahamas and United States) and that the first landing airport in the United States be the one closest to the point where you penetrate the border. To enter the United States from the Bahamas at an airport other than the first available ports of entry, you must obtain an exemption from the U.S. Director of Customs (address above).*

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## Appendix K

### Search and Rescue Services

Bahamas Air-Sea Rescue Association

**P. O. Box #SS-6247**

## **Nassau, Bahamas**

**Headquarters: Telephone: (242) 325-8864**

**Answering Service: (242) 325-8864**

U.S. Coast Guard Search and Rescue Branch:

**Commander OSR**

**7th Coast Guard District**

**Brickell Plaza**

**909 S.E. First Avenue**

**Miami, FL. 33131**

**Operations Center (24 hours)**

**Telephone: (305) 536-5611**

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## **Appendix L**

### Bahamian Holidays

New Year's Day	January 1
Good Friday	Varies
Easter Monday	Varies
Labour Day	First Friday in June
Whit Monday	7 weeks after Easter
Independence Day	July 10
Emancipation day	1st Mon. in Aug.
Discovery Day	October 12
Christmas	December 25
Boxing Day	December 26