Sun Quest Bahamas Rental Information

US Regulations and Requirements

- Outbound from the US
  - Must have all required aircraft documentation on board.
    - Airworthiness Certificate
    - Registration
    - FCC Radio Station License
    - Operators handbook
    - Weight and Balance documentation
    - Notarized Letter of Authorization (***To be Provided by Sun Quest***)
  - PIC must also have in his possession:
    - Pilots Certificate
    - Current Medical
    - Restricted Radio Operators Permit
    - Passport
  - Ensure all passengers have appropriate identification and current passports
  - Aircraft must have Transponder with Mode C, Two way radio equipment and navigation equipment necessary for the flight
  - Must have Coast Guard approved Life Jackets for each occupant
    - ***For safety reasons, it is recommended that each front seat occupant have the life vest buckled around their waist, and the rear seat passengers have their life vest packet readily available for the duration of the flight.***
    - ***Sun Quest has a life raft and survival kit that may be rented for a small fee. (Kit includes: flare gun and flares, signaling mirror, whistle, flash light, thermal/reflective blanket)***
  - Must file a flight plan to and from the Bahamas (include in the remarks section the type of survival equipment you have on board)
    - Bahamas requires at least one hour advance notification of arrival (Place Advise Customs (ADCUS) on your flight plan)
      - ***If flight is less than 1 hour, personally call customs at Airport of Entry (AOE) and advise of arrival time. This will eliminate a fine if you arrive before the notification time.***
    - ***Sun Quest requires all flight plans to and from the Bahamas to be IFR flight plans.*** (Once in the Bahamas pilots may fly VFR)
  - You do not need to clear Customs when departing the US unless:
    - Operating for compensation or hire ***(Not allowed for Sun Quest rentals)***
    - It is advisable to clear on departure if you are carrying expensive or foreign made cameras, fishing and scuba equipment, etc. These items should be declared on a Special Customs Service Form prior to departure to save time and avoid problems on the inbound flight.

        - It is MANDATORY for an outbound declaration to be filed when any passenger is carrying $10,000 or more in cash or other monetary instruments.
    - All non-US Citizens are required to clear outbound with Immigration and Naturalization Service (INS).
    - First landing in the Bahamas must be at a Port of Entry (See Attachments)
    - Go to General Aviation Customs

Bahamas – National Regulations and Requirements

- Entry Documents (Passport requirements)
    - Each person entering the Bahamas requires a passport, return or outward journey ticket
        - US Citizens
            - Passport should be current.
            - Birth certificates in lieu of a passport will no longer be accepted as of January 1, 2007.
        - Naturalized Citizens require original naturalization certificate (copy not acceptable) and no photo identification is required.
        - Alien residents of the US in possession of a US Alien Registration Card, may enter the Bahamas without a Visa for visits not to exceed 30 days. Presentation of a national passport would facilitate processing.
        - For citizens of other countries and those not listed above, check with the Bahamian government or your national consulate for entry requirements.
        - Children Traveling with only one parent must have a notarized statement of approval from absent parent stating dates of the trip. (Contact Bahamian Embassy 2220 Massachusetts Ave N.W., Washington, DC 20008 or phone at (202) 319-2660 for additional information)
- Health: Disembarking passengers are not required to present vaccination certificates.
- All Medications, Prescription and OTC, must be in identifiable packaging
    - ***DO NOT mix medications or have any unidentifiable meds on your person or in your luggage***
- Aircraft Entry Requirements
    - Aircraft shall not fly over the Bahamas if it is not currently registered in a State, which is part of the Convention or the International Civil Aviation Organization (ICAO).
    - Aircraft must have a valid Airworthiness Certificate, which is in force, and any conditions to which the certificate is subject are in compliance.
    - The following requirements must be met for aircraft not registered in the Bahamas.
        - Airworthiness Certificate
        - Registration

        - FCC Radio Station License
        - Operators handbook
        - Weight and Balance documentation
        - Letter of Authorization (***To be Provided by Sun Quest***)
    - Aircraft entering or departing from the Bahamas must make the first landing and last departure from an Airport of entry. (Airport of entry list is provided).
- Required Entry Documents for Clearance of Aircraft
    - Documents must follow the ICAO standard format as set forth in the appendices to Annex 9. (To review Annex 9 refer to ICAO publication)
    - NO Visas are required in connection with the documents.
    - Private flights only ***(Sun Quest rentals are for Private use ONLY)***
        - An accepted flight plan is required for private international operations
        - Four copies of form CR7507 Inward Declaration and Cruising Permit (If going to more than on Island) or three copies of form C7 Inward/Outward Declaration (If staying on current Island).
        - One Bahamas Immigration Card per person (You are required to hang onto this card as it is required for departure clearance)
        - One Arrival report is required
            - At Freeport and Nassau file with tower or FSS
            - At Governors Harbor, Rock Sound, Eleuthera, Marsh Harbor, Treasure Cay, and Bimini, file with Customs
        - PIC Required Documentation
            - Pilot License and Picture ID (Passport)
            - Current Medical
            - Radiotelephone Operators Permit
    - Prior permission is required to operate outside the normal hours of operation. (eg: VFR Night)
        - Written permission from the Director of Civil Aviation is required no less than 48 hours prior to operations.
- Night time operations
    - Aircraft operations between the hours of sunset to sunrise are prohibited at any airport that is not designated as being available for night operations.
    - Airports approved for night operations are (IFR Only):
        - Nassau and Freeport
    - A pilot can request written permission from the director of Civil Aviation between the hours of 0900 to 1730 local Monday through Friday.
        - This request should be made for a specific aircraft at a specific airport for a specific time and must be made at least 8 hours prior to the intended flight.
        - All expenses for take off and landings, during closed hours, shall be paid by the requestor.
        - In the event of an emergency, an aircraft may land at a closed airport but must submit a written report explaining the circumstances within 48 hours.

- Departure Requirements for the Bahamas
    - Two copy of the Bahamas Customs Declaration Outward Form CR7507
    - Turn in The Bahamas Immigration card copy
    - Turn in cruising permit
    - File a flight plan (allow for 30 minutes to get it into system)
        - **Note:** ***Sun Quest requires all flight plans to and from the Bahamas to be IFR flight plans.***
        - **Do not forget to include ADCUS as well as personally phone customs with your ETA**
    - Pay departure fee (All occupant 6yrs and over are required to pay a Government Departure Tax. Usually about $15)
- Returning to the US
    - Advise Customs of your ETA and estimated time of ADIZ penetration
        - One hour Prior Customs Notification must include
            - Aircraft Registration Number
            - Name of PIC
            - Number of persons on board (# of US and # of Non US)
            - Place of last departure
            - Estimated time and location of crossing US coastline
            - Name of AOE
            - ETA
        - US FSS must receive the estimated time of ADIZ penetration at least fifteen minutes prior to penetration
    - ***Sun Quest does not allow return flights to a landing rights airport (Must Use PBI, FLL, MIA, FPR)***
    - Current customs decal must be affixed on the L/H aircraft entry
    - Customs hours vary so it is the PIC responsibility to ensure customs is available. Refer to the US Customs Guide
        - ***Sun Quest assumes no responsibility for customs violations that are incurred by the renter. It is the renter's obligation to ensure all paperwork and procedures are followed.***
        - ***Renter is responsible for paying all fines incurred and for return of aircraft if impounded for failure to follow procedures***
    - Paper work requirements
        - Pilot must fill out form CF178, Private Aircraft Enforcement System Arrival Report
        - Pilot must fill out a declaration form CF-6059-B
            - PIC must provide
                - Airman's Certificate
                - Current Medical
                - Aircraft Registration
                - Aircraft Airworthiness Certificate
                - Proof of citizenship (passport)
            - Occupants must provide
                - Entry documents listed above in the Bahamas – National Regulations and Requirements

        - Declaration form CF-6059-B (ensure you are accurate on the values of declared goods)
    - Each occupant must bring his/her Customs Declaration Form and identification to Immigration

Flight Planning

- Ensure you have appropriate Aeronautical charts (Both IFR and VFR)
    - MIA sectional charts provide limited coverage of the NW Bahamas chain
    - ONC's (Operational Navigation Charts) provide topographical details, depict airports and nav-aids but do not include nav/com frequencies or facility information.
    - DOD Caribbean and South America FLIP (Flight Information Publications) Packages: Low enroute 5/6 and High enroute ½ cover the Bahamas. The supplement is an AFD and the terminal and approach plate booklet have only the Nassau and Freeport instrument approaches listed.
    - Jeppesen Caribbean trip kit includes low/high enroute coverage, area and instrument approach charts with legends, entry requirements, and emergency procedures
    - WAC (World Aeronautical Charts) CH25 and CJ26 cover the Bahamas. Scale is 1:1,000,000 (16 nm per inch)
- Must have Coast Guard approved Life Jackets for each occupant
    - ***For safety reasons, it is recommended that each front seat occupant have the life vest buckled around their waist, and the rear seat passengers should have their life vest pouch readily available for the duration of the flight.***
    - ***Sun Quest has a life raft and survival kit that may be rented for a small fee. (Kit includes: flare gun and flares, signaling mirror, whistle, flash light, thermal/reflective blanket)***
    - ***Must be rented if you plan to fly to any destination that is more than 100 nm from an emergency landing place***
- Pilots must be familiar with FAR 91.1 (b) which outlines operations within 3 to 12 miles from US coastline and FAR 91.703 which applies to operations beyond the 12 nm limit
- Weather Information
    - Meteorological offices at aerodromes can supply weather information and provide documentation to the pilot
        - Miami IFSS 1800 WX Brief 866-347-0316 305-255-2600
        - Freeport IFSS 242-356-373(4(6/8))
        - Nassau IFSS 242-356-373(4(6/8))
    - In flight weather can be obtained from Air Traffic Service (ATS) upon request
    - Remember it is the PIC responsibility to have all pertinent weather and NOTAMS information prior to making any flight
- Flight Rules in the Bahamas
    - Bahamas Airspace is encompassed by the Nassau CTA/FIR (Control Area/Flight Information Region)

- This is from the surface to 6,000MSL
- Air above 6,000 MSL is controlled by Miami Oceanic CTA/FIR
- All rules are in accordance to ICAO Standards
- Cruising levels
    - Are same as US (VFR odd + 500 0 to 179 degrees, even +500 180 to 359 degrees) (IFR odd thousand 0-179 degrees and even thousand 180-359 degrees)
- Altimeter settings
    - Use latest setting. If none is available set to field elevation
    - Transition Altitude (TA)
        - Term used that refers to the highest altitude at which an aircraft in normal operation should use an altimeter pressure setting indicating height above mean sea level (QNH). Above TA the aircraft altimeter setting is to be set to 29.92 inches of mercury or 1013.2 hectopascals. (QNE) Request inches if not given.
        - This is distinct from the Transition Level, the lowest flight level. Below which, on descent, the pilot starts to refer to altitude of the aircraft by referring to QNH for the region. (Local Altimeter Setting)
        - Note that transition level is the lowest flight level for the atmospheric conditions, but aircraft do not use the first 500 feet above the current TL. Therefore the lowest usable TL is TL plus 500feet.
        - Example: Descending through FL080 (Transition Level) to 6000' (Transition Altitude) there is a 2000' area between called a transition layer. This TL is where a pilot would switch the altimeter setting from QNH (Local Altimeter Setting) to QNE (Pressure Setting for FL) when ascending and report Flight Levels. When descending a pilot will switch from QNE to QNH and report altitudes.
        - Transition levels may or may not be published on approach plates so it is advisable to check with FSS during the preflight process
    - *At flight level when at standard setting: with a higher QNH your altitude is higher than indicated flight level by the number of feet opposite the reported QNH and lower than indicated with lower QNH*
- Flight Plans
    - Must file a flight plan to and from the Bahamas (include in the remarks section the type of survival equipment you have on board)
        - Bahamas requires at least one hour advance notification of arrival (Place Advise Customs (ADCUS) on your flight plan)
            - ***If flight is less than 1 hour, personally call customs at AOE and advise of arrival time. This***

will eliminate a fine if you arrive before the notification time.

- ***Sun Quest requires all flight plans to and from the Bahamas to be IFR flight plans.*** (Once in the Bahamas pilots may fly VFR)

- VFR flight plans are not required for airports other than Nassau and Freeport, but it is advisable to file a flight plan regardless of duration
- Fuel requirements for flight in the Bahamas are the same as in the US. *Remember these are minimums; it is always a good rule to add to the required minimums.*
- Due to problems with radio contact at most Bahamian airports, Filing/Activation and Cancellation of flight plans should be done from the air. If need be you can relay through other aircraft.

- If able to maintain VFR as you approach your intended landing at an AOE other than Nassau and Freeport or at an airport with no Instrument approach, cancel your IFR flight plan prior to landing. If unable to cancel from the air, land visually and cancel via phone.

- **Airspace and cloud separation**

CLASS	Flight Type	Seperation Provided	Services Provided	Speed Limitation	Radio Communication Requirements	Subject to ATC Clearance
A	IFR Only	All Aircraft	ATC Services	None	Two Way Continuous	YES
B	IFR	All Aircraft	ATC Services	None	Two Way Continuous	YES
B	VFR	All Aircraft	ATC Services	None	Two Way Continuous	YES
C	IFR	IFR from IFR IFR from VFR	ATC Services	None	Two Way Continuous	YES
C	VFR	VFR from IFR	ATC for IFR seperation. VFR /VFR traffic information and avoidance advise on Request	250 kts below 3,050 m (10,000') AMSL	Two Way Continuous	YES
D	IFR	IFR from IFR	ATC for traffic info on VFR flights. Traffic avoidance advise on request	250 kts below 3,050 m (10,000') AMSL	Two Way Continuous	YES
D	VFR	None	ATC for IFR/VFR and VFR /VFR traffic information and trsffic avoidance advice on Request	250 kts below 3,050 m (10,000') AMSL	Two Way Continuous	YES
E	IFR	IFR from IFR	ATC services as far as practical, Traffic information about VFR flights	250 kts below 3,050 m (10,000') AMSL	Two Way Continuous	YES
E	VFR	None	Traffic information as far as practical	250 kts below 3,050 m (10,000') AMSL	NO	NO
F	IFR	IFR from IFR as far as practical	ATC advisory services. Flight information services	250 kts below 3,050 m (10,000') AMSL	Two Way Continuous	NO
F	VFR	None	Flight information services	250 kts below 3,050 m (10,000') AMSL	NO	NO
G	IFR	None	Flight information services	250 kts below 3,050 m (10,000') AMSL	Two Way Continuous	NO
G	VFR	None	Flight information services	250 kts below 3,050 m (10,000') AMSL	NO	NO

- VFR Weather Minimums
  - ***NO VFR Night Flying is allowed***
  - Daytime VFR
    - In Nassau and Freeport TMA's 1,500 ft Ceiling and 3 mile visibility (equivalent to US class B)
    - West end is in a control zone (Ground Based Class E) and must have 1,500 ft ceiling and 5 mi visibility
    - All uncontrolled airspace (Most outer islands) must have 1,000 ft ceiling, 1 mile visibility, clear of clouds in sight of land

- Navigation Aids
  - Navigation aids may be shut down without any prior notification.
  - There are limited numbers of navigation aids throughout the Bahamas
  - PIC is required to check NOTAMS prior to departure
  - If using GPS, Ensure that RAIM is available during your flight duration
- Differences in ICAO standard Instrument procedures
  - Visual Approach is ICAO standard for a Contact Approach
  - Contact approach is requested by the pilot and approved by ATC that allows the pilot to deviate from either part or all of the prescribed instrument approach procedures to the airport of intended landing by visual reference to terrain
- In Flight Communication/FSS
  - For best radio reception and transmission, it is best to be at or above 6,000" MSL
  - Freeport Radio is on 122.3
  - Nassau Radio is on 128.0 (Useful for 50 nm of Nassau)
  - All other radio operations are on remote transceivers via Nassau Radio 124.2
    - The remote sites Are: (South Bimini; Marsh Harbor, Abaco; Governors Harbor, Eluthera; Georgetown, Exuma; and Great Inagua)
  - When Communicating always state your position so FSS will know what remote is active
  - To ensure good communication, use 1000' MSL as a communication base and add 80 feet for each nm distance from the nearest remote transceiver
  - Pilot is required to cancel all flight plans. If unable to reach FSS you can relay through another pilot or cancel by phone once on the ground (Failure to cancel will result in the dispatch of S&R)
  - US FSS is remoted at Nassau on 118.4 and at Freeport on 126.9 and at Bimini on 126.7
  - Unicom frequency for the Bahamas is 122.8
  - Plane to plane frequency is 122.75 (can be used to relay messages and get informal weather updates and traffic information)
- Airport Traffic procedures
  - It is suggested that you circle the non-controlled airport prior to landing to ensure that the runway is clear for landing
  - Over-flying the airport will alert people on the ground of your intended landing
  - Announce intentions on 122.8
  - TPA is 1,000' AGL with left hand patterns
  - Outbound traffic should announce taking the runway

        - Departure should be made straight out or with left turns climbing immediately through pattern altitude
        - Runway operations must be into the wind
    - Restricted Areas
        - Check current charts and NOTAMS
        - Restricted and prohibited area are by Nassau, Great Inagua, and Grand Bahama and a minimum altitude restriction over Abaco Island
        - There is a tethered balloon near Georgetown and military activity by SE Andros Island
    - Nice to have information
        - Island flying technique is to fly to the R/H side of what ever island you are flying over (this is a standard collision avoidance practice)
        - Except for takeoff and landing, it is illegal to fly below 2,000' MSL over populated areas and assemblies of people.
        - Aviation fuel is not available on all islands (plan carefully)
        - Try to fuel only at major airports to avoid fuel contamination issues
        - Maintenance is available only at Nassau and Freeport
            - If remote maintenance is required, it will take awhile as the parts and mechanic are flown to location
            - Repairs made abroad must be reported to US Customs upon arrival to the US
        - Firearms are not allowed on aircraft with out special permission. Check with customs for current rules
        - US International FSS
            - Direct dial US 1-800-992-7433
            - Bahamas 305-233-2600
    - The Do's and Don'ts (AOPA flight Planning Guide-Bahamas-Chapter 4)
        - Do know customs regulations
        - Do notify customs in advance
        - Do get customs information from customs officials
        - Do be on time
        - Do request customs officers badge number
        - Do declare every article acquired abroad and accompanying you including gifts
        - Do keep a record of all acquired articles; save invoices
        - Do put all acquired items in one suitcase or box
        - Do have all baggage ready for inspection
        - Do know your state and Federal liquor restrictions
        - Do be patient
        - Do not exceed your customs exemption without expecting to pay
        - Do not forget that your purchases sent home are subject to duty
        - Do not be surprised if customs opens your baggage
        - Do not forget that all accompanying foreign purchases must be declared (Includes worn or used items)

        - Do not accept the offer of a false sales invoice. This can result in seizure or fines
        - Do not rely on the experienced traveler or foreign salesman for customs information
        - Do not bring back Plants, Meats, Fruit or Vegetables without DOA permits
        - Do not exit aircraft until you are authorized by customs
        - DO NOT BE LATE
- **Intercept Procedures**
    - Refer to the FAR/AIM and ensure you are familiar with the procedures
    - You can get briefed on the procedures during a preflight brief
    - It is your responsibility to be familiar with the procedures
    - Continuous monitoring of 121.5 is required as long as you do not need to use the radio for primary communication

- **Ditching procedures (Refer to FAR/AIM)**
    - In the event of an emergency follow the recommended procedures for the aircraft being flown
    - Most engine problems are partial loss of power
        - If partial loss, continue to maintain altitude if able and fly towards land or shallow water
        - Use slow flight procedures if necessary
    - If full loss of power, use aircraft checklist and attempt restart
    - If ditching is unavoidable, remember that a successful ditch is dependent on
        - Sea conditions, wind velocity and direction
        - Pilots skill and technique
        - Aircraft type (fixed gear, retractable gear, light single, light twin, etc…)
    - Issue a Mayday and give name of station addressed. It is a good idea to advise on 121.5 of your latitude and longitude. (You can get this info from the KLN 94. Lat/Long is displayed on NAV page 2)
        - Aircraft identification and type
        - Nature of *distress* or *urgency*
        - Weather
        - Pilots intentions and request
        - Present position, and heading; or if *lost*, last known position, time, and heading since that position
        - Altitude or flight level
        - Fuel remaining in minutes
        - Number of people on board
        - Any other useful information
        - ELT status
        - Visible landmarks
        - Aircraft color
        - Emergency equipment on board

        - Activate your ELT if the installation permits
- **Terminology that will assist in ditching dynamics (From FAR Aim Chapter 6-3-3)**
    - **Sea.** The condition of the surface that is the result of both waves and swells
    - **Wave** (or Chop). The condition of the surface caused by the local winds.
    - **Swell** The condition of the surface, which has been caused by a distance disturbance
    - **Swell Face** The side of the swell toward the observer. The backside is the side away from the observer. These definitions apply regardless of the direction of swell movement
    - **Primary Swell** The swell system having the greatest height from trough to crest
    - **Secondary Swells.** Those swell systems of less height than the primary swell
    - **Fetch** The distance the waves have been driven by a wind blowing in a constant direction, without obstruction
    - **Swell Period** The time interval between the passage of two successive crests at the same spot in the water, measured in seconds
    - **Swell Velocity** The speed and direction of the swell with relation to a fixed reference point, measured in knots. There is little movement of water in the horizontal direction. Swells move primarily in a vertical motion, similar to the motion observed when shaking out a carpet
    - **Swell Direction** The direction *from* which a swell is moving. This direction is not necessarily the result of the wind present at the scene. The swell may be moving into or across the local wind. Swells, once set in motion, tend to maintain their original direction for as long as they continue in deep water, regardless of changes in wind direction.
    - **Swell Height** The height between crest and trough, measured in feet. The vast majority of ocean swells are lower than 12 to 15 feet, and swells over 25 feet are not common at any spot on the oceans. Successive swells may differ considerably in height
- Evaluate sea condition and determine the best ditching heading for the prevailing sea conditions (This will minimize damage to aircraft and help save your life)
    - NEVER LAND IN THE FACE OF A SWELL
    - In a single swell system land parallel to the swell
        - If landing parallel to the swell pick the best direction that will face you most into the wind and keep you parallel to the swell.
        - Try to land on the top or back side of the swell
    - In a two or more swell systems running in different directions
        - The sea presents a confused appearance
        - The most difficult situations occurs when two swell systems are at right angles
        - “For example: if one system is eight feet high, and the other three feet, plan to land parallel to the primary system, and on the down swell of the secondary system. If both systems are of equal height,

a compromise may be advisable-select an intermediate heading at 45 degrees down swell to both systems. When landing down a secondary swell, attempt to touch down on the back side, not on the face of the swell."

- Plan to accept a more crosswind landing in order to avoid landing directly into the swell
- The secondary swell system is often from the same direction as the wind
    - Landing may be made parallel to the primary system, with the wind and secondary system at an angle
    - Choose to land in the downwind direction and down the secondary swell, or to land into the wind and into the secondary swell
    - This choice will depend on the velocity of the wind versus the velocity and height of the secondary swell

Figure 6-3-1 Single Swell 15 Kt Wind

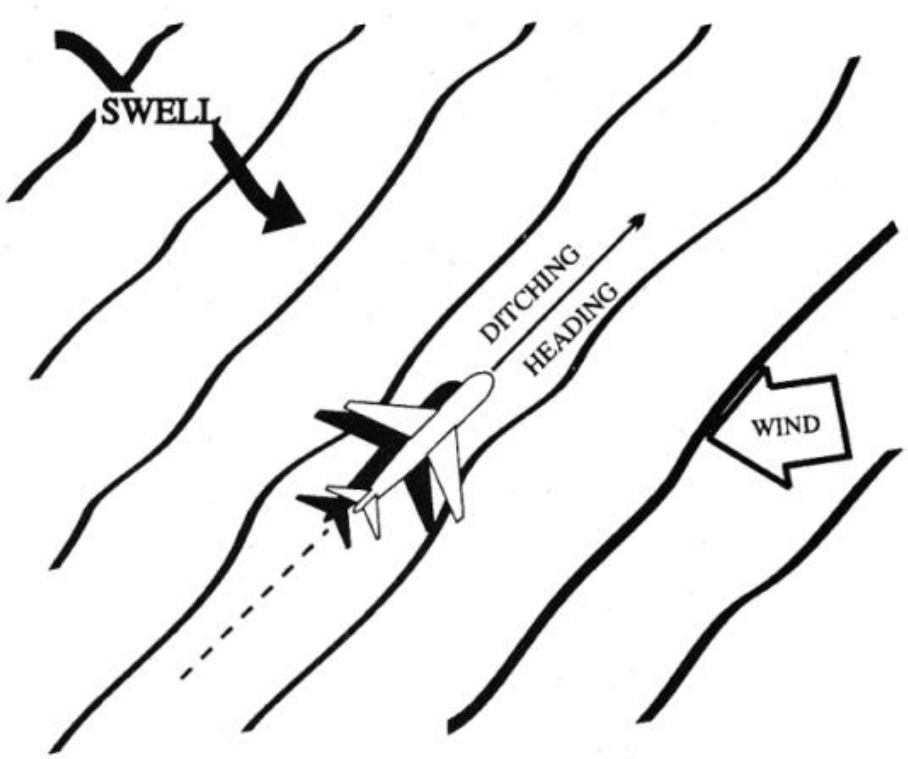


Figure 6-3-2 Double Swell 15 Kt winds

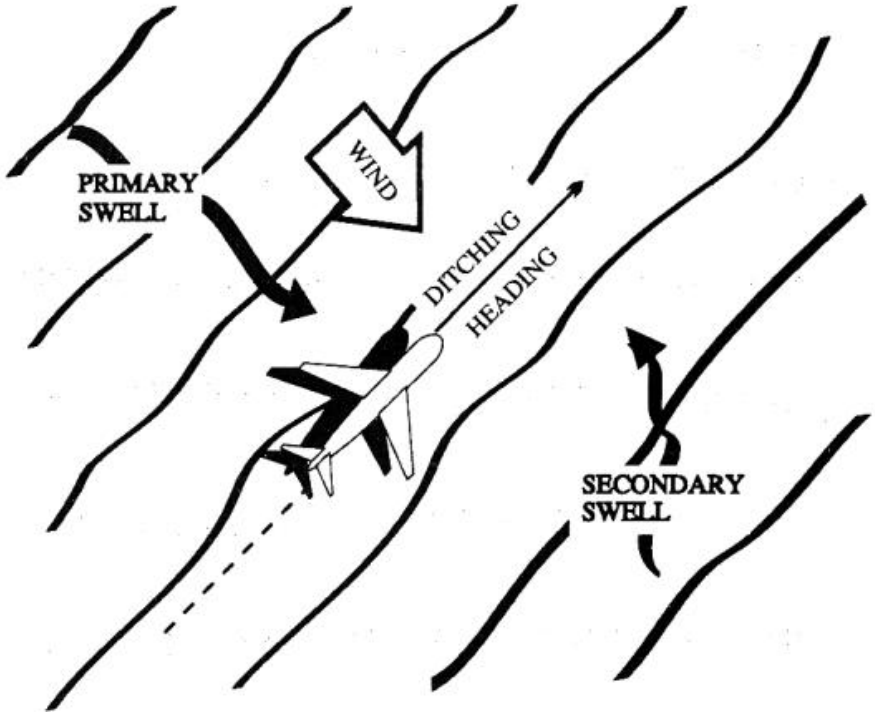


Figure 6-3-3 Double Swell 30 Kt winds

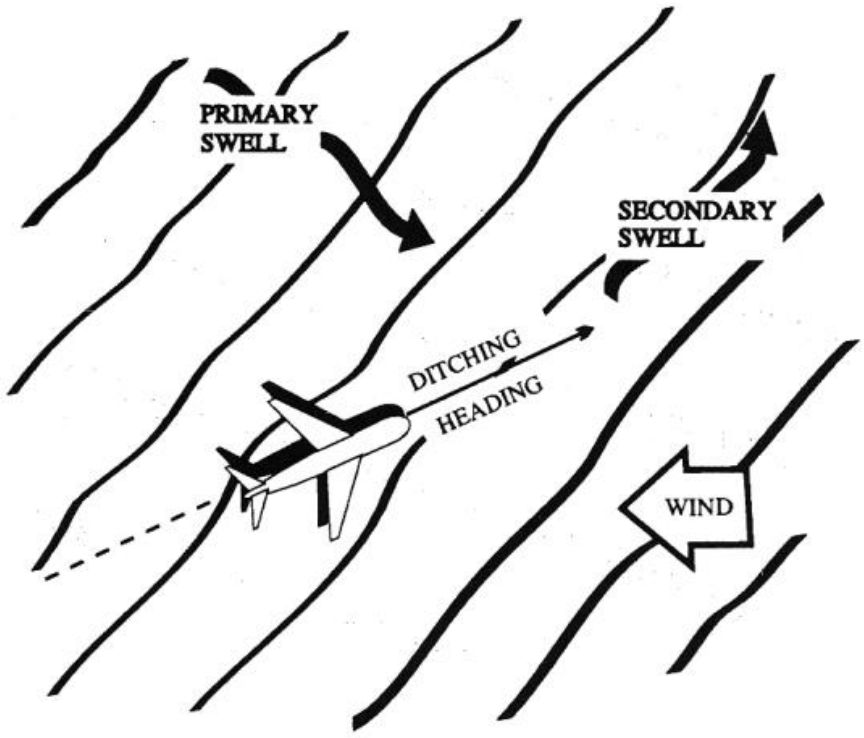
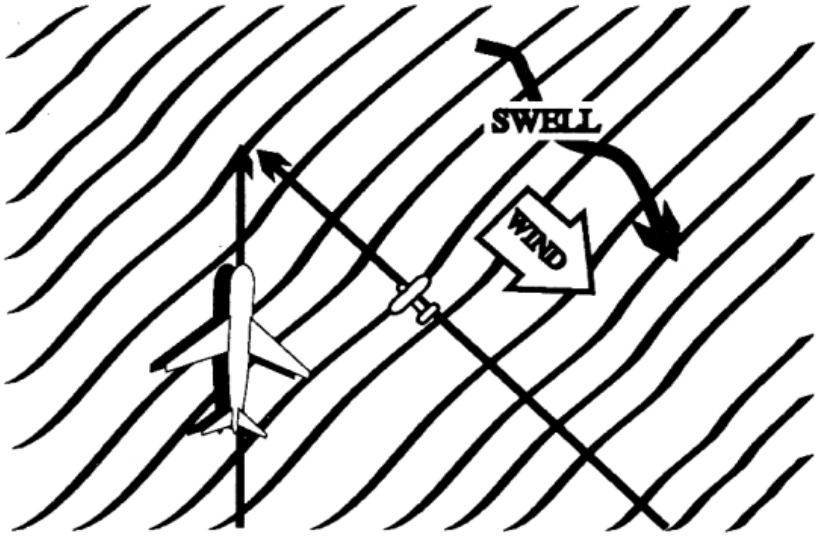


Figure 6-3-4 50 Kt Winds

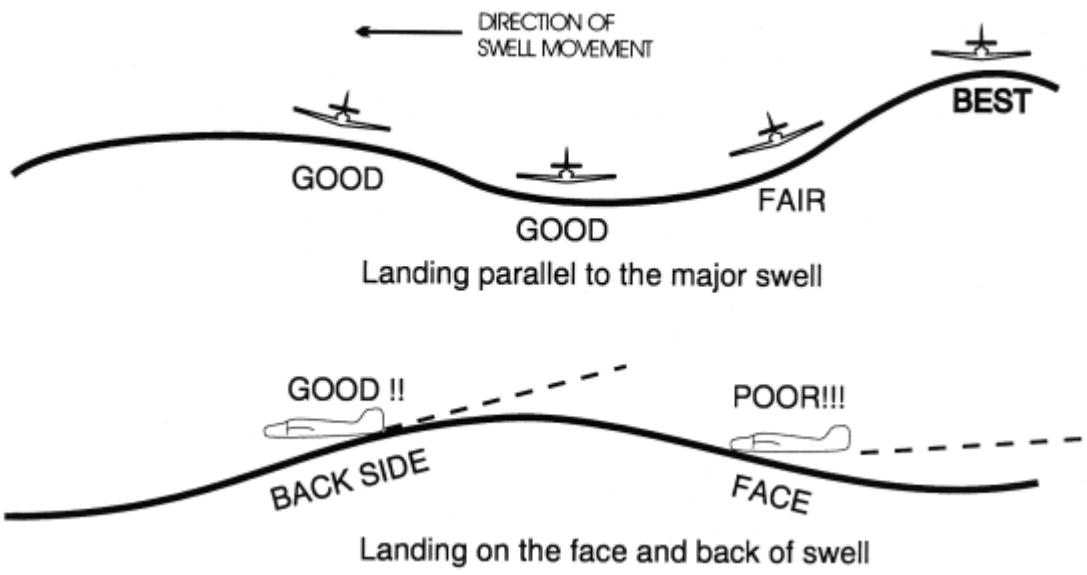


Aircraft with low landing speeds - land into the wind.

Aircraft with high landing speeds - choose compromise heading between wind and swell.

Both - land on back side of swell.

Figure 6-3-5 Wind-Swell-Ditch Heading



- Estimating wind and velocity
  - Look at wind streaks on the water

    - Whitecaps fall forward of the wave before being overtaken by the wave
        - This produces the illusion that the foam is back sliding
    - Wind velocity can be estimated by white caps, foam and streaks
    - Aircraft behavior during the ditch is greatly dependent on the sea state
        - Parallel to a single swell will replicate a smooth sea
        - If landing into a swell or confused sea, the aircraft may break apart
        - Proper consideration and sea evaluation is critical
        - Shadows and large white caps are signs of heavy seas and landing there should be avoided if at all possible
            - Land in an are with less whitecaps and shadows (only about 500 feet is required for a water landing)
    - Touchdown at the lowest possible airspeed with a nose high attitude
    - ***After initial impact, there is little you can do to control the aircraft***
- Ditching paragraph provided by AIM online
    - "Once preditching preparations are completed, the pilot should turn to the ditching heading and commence let-down. The aircraft should be flown low over the water, and slowed down until ten knots or so above stall. At this point, additional power should be used to overcome the increased drag caused by the nose up attitude. When a smooth stretch of water appears ahead, cut power, and touchdown at the best-recommended speed as fully stalled as possible. By cutting power when approaching a relatively smooth area, the pilot will prevent overshooting and will touchdown with less chance of planning off into a second uncontrolled landing. Most experienced seaplane pilots prefer to make contact with the water in a semi-stalled attitude, cutting power as the tail makes contact. This technique eliminates the chance of misjudging altitude with a resultant heavy drop in a fully stalled condition. Care must be taken not to drop the aircraft from too high altitude or to balloon due to excessive speed. The altitude above water depends on the aircraft. Over glassy smooth water, or at night without sufficient light, it is very easy, for even the most experienced pilots to misjudge altitude by 50 feet or more. Under such conditions, carry enough power to maintain nine to twelve degrees nose up attitude, and 10 to 20 percent over stalling speed until contact is made with the water. The proper use of power on the approach is of great importance. If power is available on one side only, a little power should be used to flatten the approach; however, the engine should not be used to such an extent that the aircraft cannot be turned against the good engines right down to the stall with a margin of rudder movement available. When near the stall, sudden application of excessive unbalanced power may result in loss of directional control. If power is available on one side only, a slightly higher than normal glide approach speed should be used. This will insure good control and some margin of speed after leveling off without excessive use of power. The use of power in ditching is so important that when it is certain that the coast cannot be reached, the pilot should, if possible, ditch before fuel is exhausted. The use of power in a night or

instrument ditching is far more essential than under daylight contact conditions."

- "If no power is available, a greater than normal approach speed should be used down to the flare-out. This speed margin will allow the glide to be broken early and more gradually, thereby giving the pilot time and distance to feel for the surface - decreasing the possibility of stalling high or flying into the water. When landing parallel to a swell system, little difference is noted between landing on top of a crest or in the trough. If the wings of aircraft are trimmed to the surface of the sea rather than the horizon, there is little need to worry about a wing hitting a swell crest. The actual slope of a swell is very gradual. If forced to land into a swell, touchdown should be made just after passage of the crest. If contact is made on the face of the swell, the aircraft may be swamped or thrown violently into the air, dropping heavily into the next swell. If control surfaces remain intact, the pilot should attempt to maintain the proper nose above the horizon attitude by rapid and positive use of the controls."
- **"After Touchdown** In most cases drift, caused by crosswind can be ignored; the forces acting on the aircraft after touchdown are of such magnitude that drift will be only a secondary consideration. If the aircraft is under good control, the "crab" may be kicked out with rudder just prior to touchdown. This is more important with high wing aircraft, for they are laterally unstable on the water in a crosswind and may roll to the side in ditching."

Ports of Entry in the Bahamas

Islands	Runway Length/Width	Fuel	Port of Entry	Authority	Contact
Abaco					
Marsh Harbor MYAM	5,000 x 100	100/fuel	Yes	Govt	242/367-3884
Sandy Point MYAS	3,000 x 80	No fuel	Yes	Govt	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	Govt	242/365-8919
Andros					
Andros Town MYAF	4,000 x 100	No fuel	Yes	Govt	242/368-2030
Congo Town MYAK	4,300 x 100	No fuel	Yes	Govt	242/369-2640
San Andros MYAN	5,000 x 75	100/fuel	Yes	Govt	242/329-2140
Berry Islands					
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
Bimini					
South Bimini ? MYBS	5,600 x 100	No fuel	Yes	Govt	242/347-3101
Cat Island					
New Bight MYCB	5,065 x 75	No fuel	Yes	Govt	242/342-2016
Eleuthera					
Governor?s Harbour MYEM	8,500 x 150	100/Jet	Yes	Govt	242/332-2321
North	6,000 x 100	100/Jet	Yes	Govt	242/335-1068

Eleuthera MYEH					
Rock Sound MYER	7,200 x 150	No fuel	Yes	Govt	242/334-2177
Exuma Int?l MYEF	8,000 x 100	100/jet	Yes	Govt	242/345-0607
Grand Bahama					
Freeport MYGF	11,000 x 150	100/jet	Yes	Pvt	242/352-6020
Inagua					
Matthew Town MYIG	7,000 x 100	100/jet	Yes	Govt	242/339-1254
Long Island					
Stella Maris MYLS	3,900 x 90	100/fuel	Yes	Pvt	242/338-2012
New Providence					
Nassau MYNN	11,000 x 150	100/jet	Yes	Govt	242/377-6100
San Salvador					
Cockburn Town MYSM	8,000 x 180	Jet	Yes	Govt	242/331-2131