

Flying to the Bahamas

Jeff and Lesley Page

Disclaimer:

for the official regulations, please refer to the appropriate websites listed in this presentation.

So far, we have not been arrested, but you never know

Topics

- Planning the flight (VFR)
- Border procedures
- Flying in the U.S. and in the Bahamas
- Fun in the Bahamas

Not your \$100 Hamburger

- To get to the Bahamas, you have to fly through the U.S.
 - Additional border crossings
 - Complexity
- You will cross weather systems
 - Usually at the exact time you are flying over the mountains
- You will be over night
 - Usually more than one night and often in the same town
- Unfamiliarity and complexity means additional planning and workload
- ‘Time to spare? – Go by air’

Time

- Begin planning well in advance
 - And allow sufficient time to obtain charts
- Allow flexibility of departure date
 - A day or two before or after your preferred date
- Be prepared to be stuck by weather

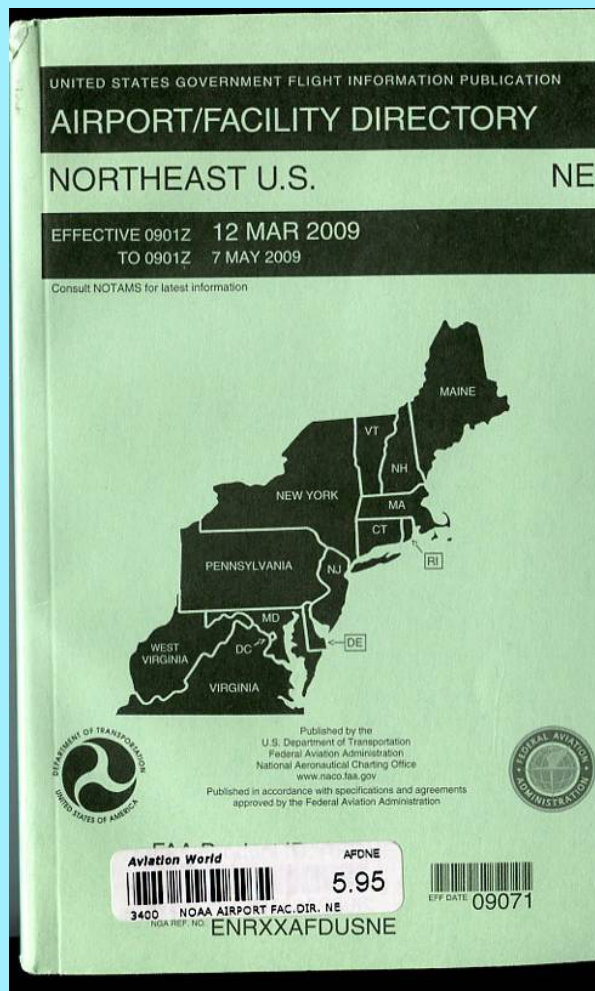
Route Planning

- Charts, maps and airport/facilities directories
- Flight planning software
- Weather, Mountains
- MEFs, towers
- Airspace differences
- Special airspace
- Fuel and airports
- Hotels, restaurants

Maps, etc

- Airport/facility directories
- U.S. sectionals or WAC charts
- Bahamas aviation chart
- Bahamas and Caribbean Pilot's Guide

US Airport/Facility Directories



FLIGHT GUIDE®

AIRPORT AND FREQUENCY MANUAL

VOLUME III EASTERN STATES



26 NEW YORK

28 N.C.

30 PENN.

18 MAINE
20 MASS & RI

22 MICHIGAN
24 NH & VT

VA, WV, DC
32

BRIDGEWATER AIR PARK (VBW) 1165'
1NW [IAP]. 38°22.00'N 78°57.62'W. (540)
828-3214. Att days Mon-Fri; irreg wknds.
WSVA 550 D. → Stack rwy 33. Bcn. *PCL:
Rwy (5x).

CTAF APC/DEP
U-122.7 Potomac
unmonitored 132.85

TPA
MSL: 1965

ON FLD (540):
Office
Dynamic Act
828-3214/-6070
Park Avl 100
Jet

F.T.L. (540):
Village Rstrnt & Inn
4 mi 434-7355

VOR FREQ RAD NM
MOL 115.3 019° 29
GVE 115.6 305° 44

CHASE CITY MUN (CXE)
503' 2W [IAP]. 36°47.30'N
78°30.09'W. (434) 372-
5136. Unatt. WMEK 980.
→ Deer. Bcn.

CTAF APC/DEP
122.9 Wash. Cntr
118.75

TPA
MSL: 1303

F.T.L. (434):
Wesco Motel
1 mi 372-5161

REC INFO (434):
C of C 372-0379

FSS: LEESBURG
122.1R 109.2T (RCO)

VOR FREQ RAD NM
SBV 110.4 079° 26
LYH 109.2 133° 45

CLARKSVILLE: LAKE COUNTRY REG
(W63) 421' 2S [IAP]. 36°35.75'N 78°
33.61'W. (434) 374-8028. Att on req.
→ Nrmly Ind rwy 4, tkft rwy 22, wind
prmtng. Bcn.

CTAF APC/DEP
122.9 Wash. Cntr
118.75

TPA
MSL: 1221

F-100 (on req)
DT 460'
L4488 x 50
F.T.L. (434):
Lampighter
Rstrnt
2 mi 374-0230
B.W. Hotel
3 mi 374-5023

REC INFO (434):
C of C 374-2436
Kerr Lake & Buggs
Island Lake 1 mi
Fish, water sports
Ocooneechee St Park 3 mi
374-2210 Bike, camp, hike

VOR FREQ RAD NM
SBV 110.4 107° 22
LVL 112.9 255° 34

CREWE MUN (W81) 420' 1E. 37°10.86'N
78°05.90'W. (434) 645-1191/-9453. Att
on req. WSVS 800. → Bcn. *PCL: Rwy (5x
on; 3x off).

CTAF
U-122.8
unmonitored

TPA
MSL: 1500

ON FLD (434):
Term: Adm
645-1191
Park Avl 100
(on req)
Lounge

REC INFO:
Twin Lakes
State Park
5 mi Swim

FSS: LEESBURG
122.1R 112.9T (RCO)

VOR FREQ RAD NM
LVL 112.9 345° 24
FAK 113.3 218° 24

F.T.L. (434):
Weston's
Rstrnt & Motel
3 mi 645-7761
Taxi 645-9778

CULPEPER REG (CJR) 316' 7NE [IAP]. 38°31.53'N 77°51.58'W. (540) 825-8280. Att
0800-1800 Nov-Apr; 0800-2000 May-Oct. → Ultralghts. Hicptrs use rgt t/c. Deer.
Calm-wind rwy 22. Bcn. *PCL: Rwy, REIL, PAPI, apch 4 & 22,
txwy (5x).

CTAF APC/DEP AWOS-3 GCO LOC 4
U-123.075 Potomac 119.325 135.075 109.95
120.82 727-0523 028*
IDZH

TPA
MSL: 1316

See pg 63
WASH TRI-AREA
CLS B

FSS: LEESBURG
122.1R 116.3T (RCO)
VOR FREQ RAD NM
CSN 116.3 183° 7
BRV 114.5 305° 26

F.T.L. (540):
Pepper's
(rstrnt) 10 mi
825-1037
Comfort Inn
2 mi 825-4900
Enterprise
829-7800

ON FLD (540):
Term: Adm 825-8280
(U & 135.075)
Park Avl 100, Jet
Crsy car Enterprise
Lounge, Supplies
White Hawk Avn
727-8400 Maint

REC INFO (540):
Vstrs Bar 825-8628
Civil War battle-
fields 0-48 mi
Vineyards 0-20 mi

DANVILLE REG (DAN) 571' 3E [IAP]. 36°34.37'N 79°20.17'W. (434) 799-5110/-6475. Att
0700-1900. WBTM 1330. → Birds. Hicptrs. Deer. Calm-wind rwy 2/20. *DEP: No line
of sight btwn ends both rwys. → Bcn. *PCL: Rwy, REIL, VASI, PAPI, apch 2, txwy (3x,
5x, 7x).

CTAF APC/DEP ASOS ILS 2
U-123.05 Wash. Cntr 128.125 110.7
124.05 799-1701 022*
IDAN

TPA
Lg-1371 MSL
Turbine-2071 MSL

F.T.L. (434):
Outback
Steakhouse
4 mi 792-0781
S Stratford Inn
5 mi 793-2500
Free pickup
(prior notice)
Hampton Inn
3 mi 793-1111
Comfort Inn
5 mi 793-2000

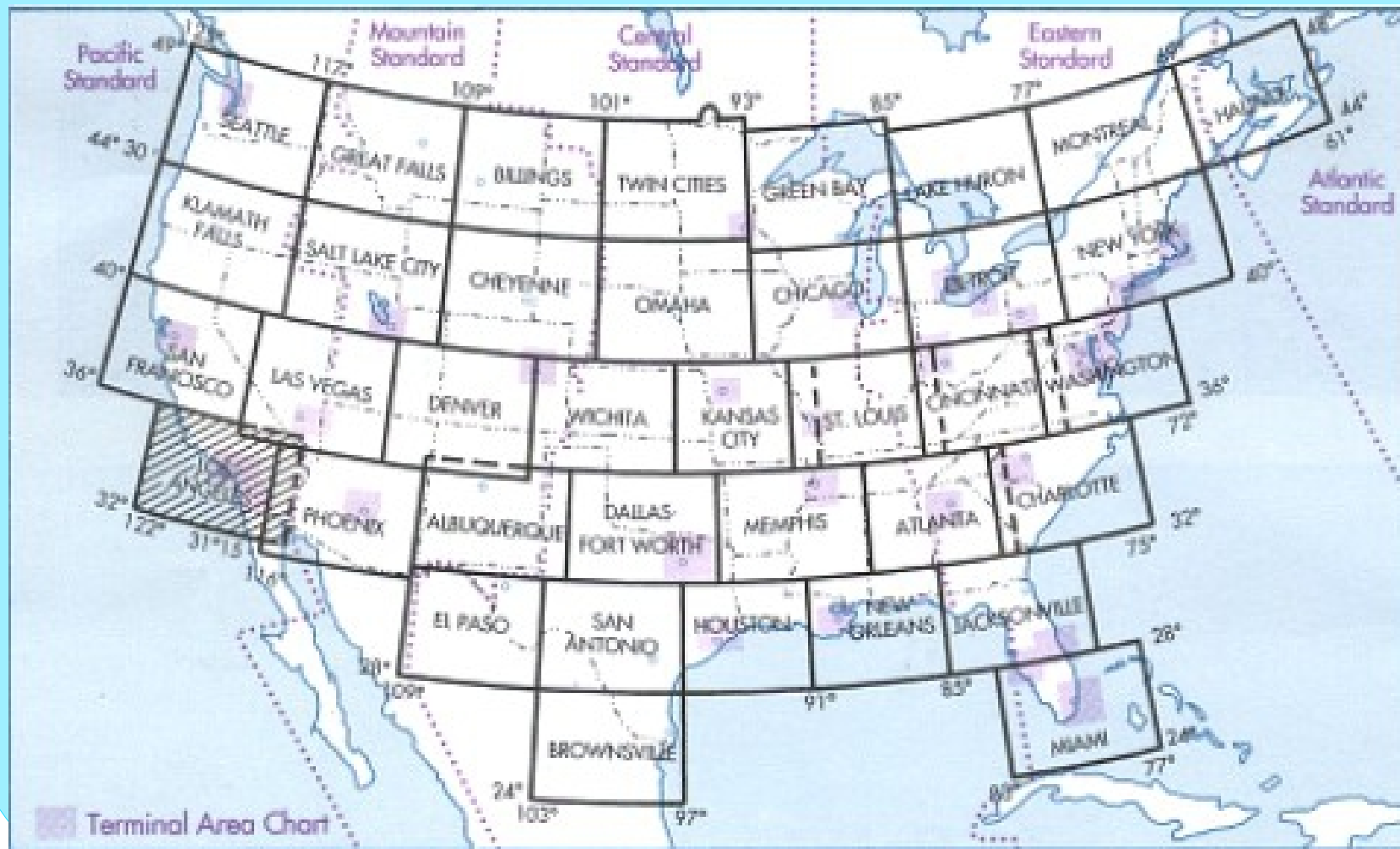
ON FLD (434):
General Avn
793-7033 (Actt rent)
Park Shl 100, Jet
Maint, Car rent
Lounge, Supplies
Term: Adm
Optns Cntr (U)

FSS:
LEESBURG
122.2 (RCO)

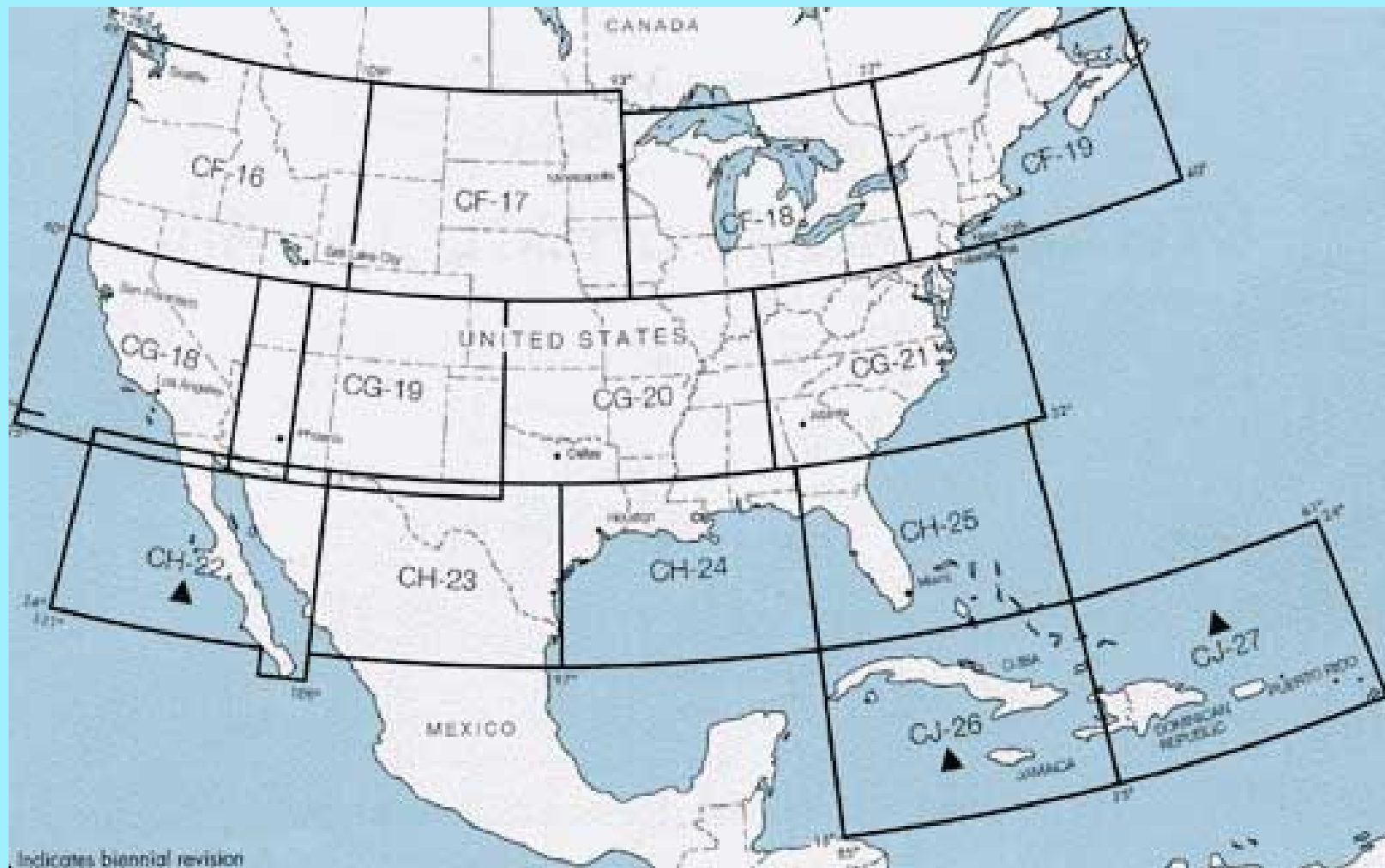


REC INFO (434):
C of C 836-6990
Self-guided
historic
Victorian tours
Dan River & Dan
Daniels Park
1 1/2 mi Bike, hike

U.S. Sectionals



U.S. WAC Charts



Ordering U.S. Charts

- Order well in advance
- U.S. sectionals are generally issued twice a year

<http://www.avn.faa.gov/content/naco/does/NACOVFRDOLE.pdf>

- Charts can be viewed online at:

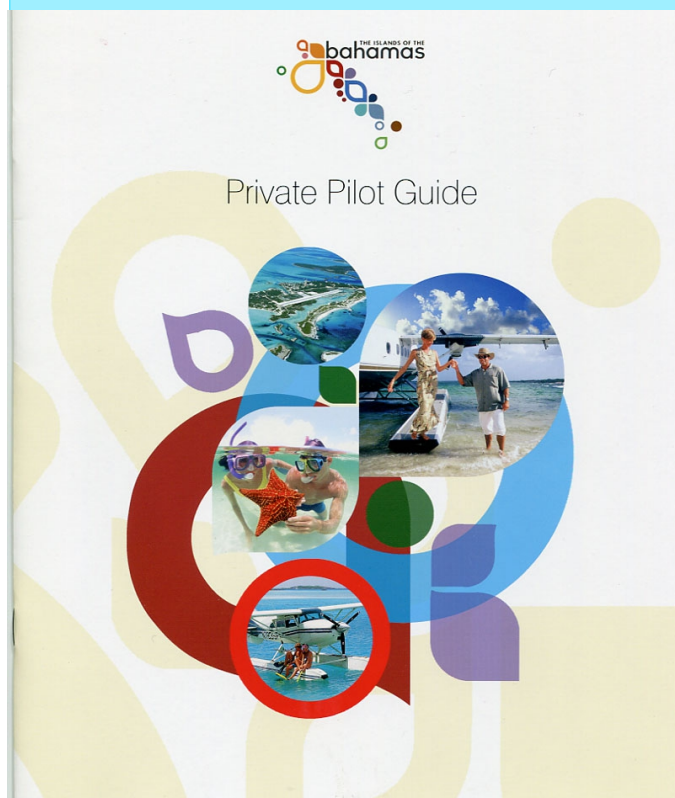
<http://skyvector.com>

- U.S. Sectional is different than our VNC

http://www.avn.faa.gov/index.asp?xml=naco/online/aero_guide

Bahamas Resources

<http://www.aopa.org/members/pic/intl/bahamas/index.html>



Islands of the Bahamas and Turks & Caicos Islands
2009 Travel & Aviation Chart
 WAC Scale 1:1,000,000
 Longitude: 4 31' - 80m to 1 00' - Latitude: 4 51' - 25E only
 November 15, 2008. This chart will become obsolete for use in navigation upon publication of the next edition scheduled for November 15, 2009. Published with data compiled from NOAA, DOD & ICHMA data current at time of publication and from the Pilot's Guide and input from additional sources.

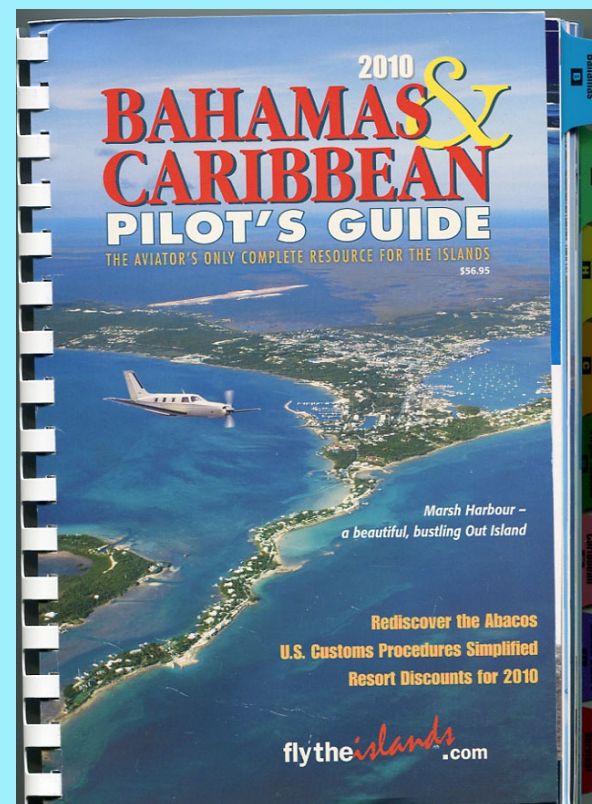
Included: Caribbean Planner **\$8.95**

Also available: Northern & Eastern Caribbean Chart

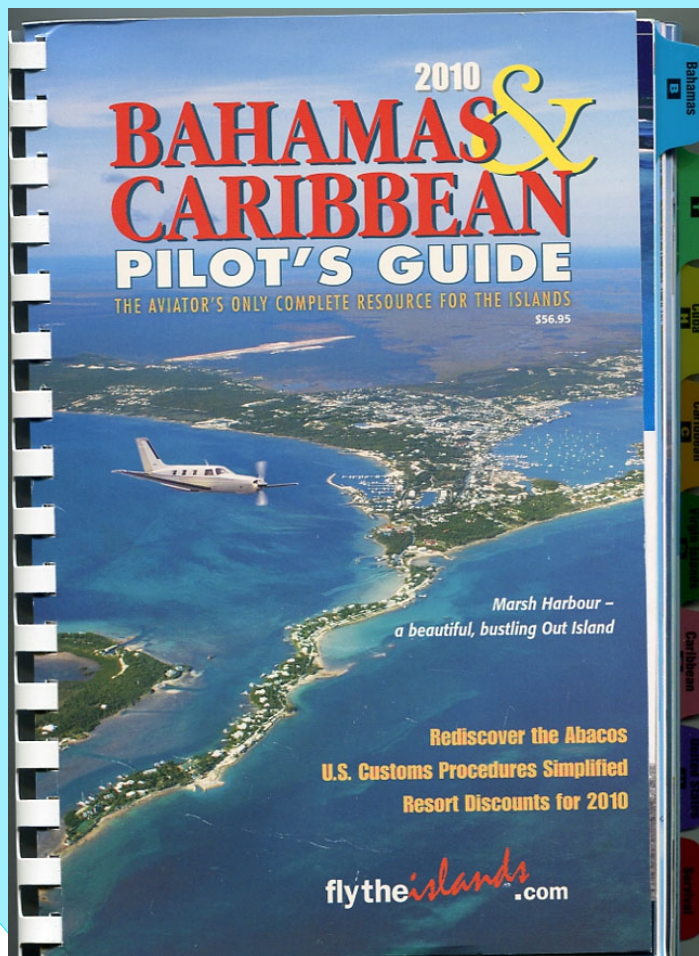
Updated annually, the Pilot's Guide includes all runway and navigation information, customs & immigration, maps, hotel and travel info, and much more. The Guide covers airports in the Bahamas, Turks & Caicos, Hispaniola, Cuba, Cayman Islands, Jamaica, Cancun and Cozumel, Belize, Roatan, Puerto Rico, U.S. Virgin Islands, the Leeward Islands, Windward Islands, Aruba, Bonaire, Curacao, Trinidad & Tobago. In addition there's a U.S. section with Florida ADEs, Survival and Approach. In 450 pages you'll find all the information you need to plan and prepare for your trip to the Bahamas & Caribbean.

Pilot Publishing, Inc.,
 (760) 775-1900, (800) 521-2120, Fax (760) 775-0144
 www.flytheislands.com e-mail: pilotpub@aol.com

PP10182
 2009 BAHAMAS UFR CHART



Bahamas and Caribbean Pilot's Guide



Great Harbour Cay - MYBG (GHC)

Runway **13/31** 4,600'x80'
asphalt — good condition

Elevation 18'

CTAF 122.8

Nav Aids
Nassau VOR 112.7D, ZQA 335° radial 60nm
Freeport VOR 113.2D, ZFP 135° radial 67nm
Bimini VOR 116.7D, ZBV 88° radial 78nm
FSS
Nassau Radio 128.0, 124.2 File or cancel from altitude

Windsock NW near ramp—good condition
Status Private
Obstacles Several towers on approach Runway 13
Fuel None
Airport phone (242) 367-8566

Customs:
Immigration 7 days 9 am-5:30 pm Winter; 9 am-6 pm Summer,
Customs (242) 367-8566, Immigration (242) 367-8112,
Beach Club adjacent, lunch served 7 days

Food
Beach Club adjacent, lunch served 7 days

Berry Islands
25°45'N - 77°51'W
AOE

Transportation Taxi, shuttle bus, rental cars
Landing Fees \$8 Singles, \$10 Small, Twins
Beaches 1/4 mile E, beautiful 3 mile cove, cruise ships often visit here for the day.
Settlement Bullock's Harbour, 4 miles SW

Accommodations:
Great Harbour Inn (242) 451-8370

B50 Berry Islands

© 2009 Pilot Publishing, Inc. (800) 521-2120

Weather, Mountains

- There is always weather
 - You are planning before you have any idea where it will be
- Consider planning two routes
 - East of the mountains
 - West of the mountains
- Plan your routes to go over the mountains at the lowest practical points...



...just kidding

Route Planning

Software doesn't handle multiple legs, so ...

- Plan the whole trip as a single leg
- Determine approximate locations to stop for fuel
- Re-route the trip based on fuel and overnight stops
- Save it, then delete way points to chop it down to single legs and print individually
- A print of the entire thing is convenient to have if you are making changes en route.

Winds

- Since you don't know the winds, yet, consider planning different stops for head and tail winds
 - Although you can go crazy if you do this....

Lesley's Calculator

5.28 4.75 3.74 fuel 4.30 3.77 3.55 3.30 3.42 fuel 4.00 3.69 EAST DOWN 3.16 4.11 3.38 3.35 3.69 2.99 3.00 3.65 3.45 3.69 4.60 4.42

	KBUF	KBFD	KAOO	W35	KOVK	KFRR	KCJR	KOMH	KLKU	O4V	KDAN	KHBI	KVUJ	KEQY	KCAE	KOGB	KBNL	KVDI	KAZE	KAMG	KLCQ	KGNV	KGIF	KSEF	KFXE
KBUF	70	160	193	228	243	273	291	306	378	382 direct															
KBFD	70	90	175	158	173	203	221	236	308	345															
KAOO	160	90	38	168	83	113	131	146	218	255	316	336	369												
W35	228	125	35	33	47	72	85	100	172	209	270	290	323												
KOVK	243	68	33	15	40*	56*	69	141	178	239	279	292	360												
KFRR			48	15	30	36	63	175	172	233	273	286	357	384											
KCJR			77	30	30	38	99*	136	197	277	250	318	348												
KOMH			85	18	15	15	118	179	199	232	300	330													
KLKU			100	15	15	72	109	170	170	223	291	321	360												
O4V				102	72	37	97	147	150	218	248	328	351	373											
KDAN						37	64	80	113*	181	211	291	314	336											
KHBI						99	60	60	52	120	150	230	253	275	337										
KVUJ						110	80	20	101	131	211	234	256	318	371										
KEQY									68	107	176	199	221	283	336	370									
KCAE									68	30	43	66	88	150	203	237	339	381							
KOGB									103	30	90	118	140	202	255	287	391								
KBNL											43	80	23	45	107	160	194	296	338						
KVDI																									
KAZE																									
KAMG																									
KLCQ																									
KGNV																									
KGIF																									
KSEF																									
KFXE																									

add LYH (45 m. closer to BUF) 3.99 fuel
 tailwind
 Head wind 275
 no wind 330
 tailwind 385

The Simple Way

Pre-plan the route, without considering each landing

- Select a suitable airport every hour of flight along the route as a possible fuel / overnight stop

WHILE FLYING

- Get a weather briefing. Decide then, based on winds and weather, how far your next leg will be
- Pick one of the identified airports
- Follow the planned route, but then “Direct To” when nearing the destination airport
- Easy to land early or fly farther if weather is not as expected

Flight Planning Software

- Golden Eagle Flight Prep
<http://www.flightprep.com>
- AOPA has new web-based flight planning software:
<http://www.aopa.org/flightplanning/flyqweb>
- Free packages available online
 - <http://www.ftplan.com>
 - <http://skyvector.com>

MEFs, Towers

- Identify the minimum elevation figures and take these into account when planning the route
- Mark the spot heights and towers on your maps
 - In case you will be flying less than 1,000' above that figure
 - There are some **very** tall towers in the U.S.

Airspace

Niagara Falls
Class D (blue dashed line)

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft or more
- Hard-surfaced runways greater than 1500 ft or more
- Open dot within hard-surfaced configuration indicates approx VOR-DME, or VORTAC location
- All recognizable hard-surfaced runways, included shown for visual identification. Airports may be identified by a landmark value.

ADDITIONAL AIRPORT INFO

- Private (Pvt) - Non-public use has landmark value
- Military - Other than hard-surfaced, are identified by abbreviations AFB For complete airport information see Aeronautical Information Publications
- Heliport Selected
- Unverified
- Abandoned - not having landmark value 3000 ft. or greater

Services - fuel available and field tended during hours depicted by use of ticks around basic air working hours are Mon thru Fri 1000 A.M. to 4:00 P.M. Consult A/FD for service availability at airports runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,500 ft. MSL are shown on this chart. All times are local.

- Class D Airspace
- Class C Airspace (Mode C - see FAR 91.215(A)(1))
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sf) Airspace
- Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.

4500 MSL



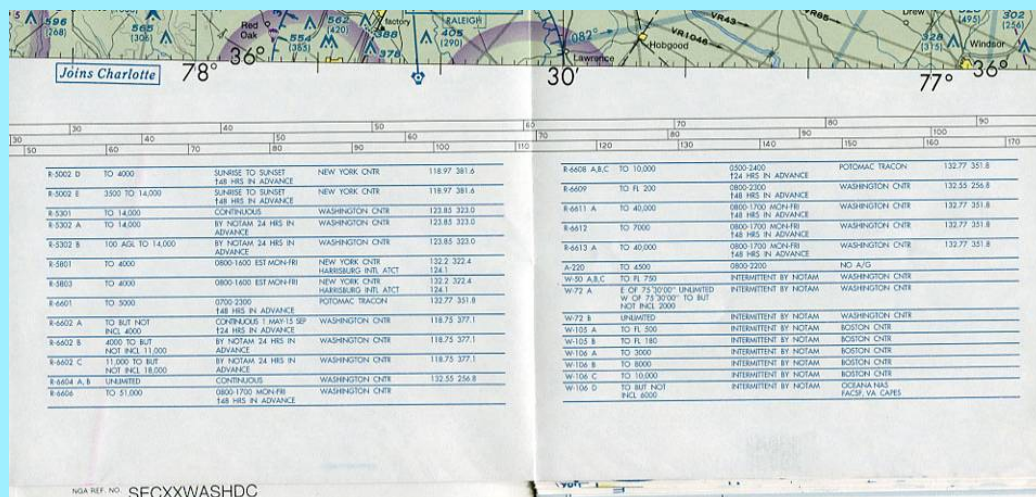
Buffalo International
Class C (magenta solid line)

Special Airspace

- Military Operating Areas (MOAs)
- Temporary Flight Restrictions (TFRs)
- Washington Flight Restricted Zone and Special Flight Rules Area
 - Must take easy on-line course if flying within 60nm
 - Carry certificate with pilot license

Military Operating Areas (MOAs)

- Places where the military conducts flights.
- They are referred to by names such as “Pickett”.
- Often they are specific to an altitude range,
 - Flight Planning software provides the details.
 - The information is also on the sectional charts



Joins Charlotte 78° 30' 77° 36'

R-5002 D	TO 4000	SUNRISE TO SUNSET 148 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6	R-6608 A,B,C	TO 10,000	0800-2400 124 HRS IN ADVANCE	POTOMAC TRACON	132.77 351.8
R-5002 E	3500 TO 14,000	SUNRISE TO SUNSET 148 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6	R-6609	TO FL 200	0800-2200 148 HRS IN ADVANCE	WASHINGTON CNTR	132.55 256.8
R-5301	TO 14,000	CONFINELUS	WASHINGTON CNTR	123.85 323.0	R-6611 A	TO 40,000	0800-1700 MCH4FB 148 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-5302 A	TO 14,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0	R-6612	TO 7000	0800-1700 MCH4FB 148 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-5302 B	100 AGL TO 14,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0	R-6613 A	TO 40,000	0800-1700 MCH4FB 148 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-5801	TO 4000	0800-1600 EST MCH4FB	NEW YORK CNTR	132.2 322.4	A-220	TO 4500	0800-2200	NO A/G	
R-5803	TO 4000	0800-1600 EST MCH4FB	HARRISBURG INTL ATCT	124.1	W-50 A,B,C	TO FL 750	INTERFERENT BY NOTAM	WASHINGTON CNTR	
R-5803	TO 4000	0800-1600 EST MCH4FB	HARRISBURG INTL ATCT	124.1	W-72 A	E OF 75°30'00" UNLIMITED W OF 25°30'00" TO BUT NOT INCL 2000	INTERFERENT BY NOTAM	WASHINGTON CNTR	
R-6601	TO 3000	0700-2300 148 HRS IN ADVANCE	POTOMAC TRACON	132.77 351.8	W-72 B	UNLIMITED	INTERFERENT BY NOTAM	WASHINGTON CNTR	
R-6602 A	TO BUT NOT INCL 4000	CONFINELUS 1 MAY-15 SEP 134 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1	W-103 A	TO FL 500	INTERFERENT BY NOTAM	BOSTON CNTR	
R-6602 B	4000 TO BUT NOT INCL 11,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1	W-103 B	TO FL 180	INTERFERENT BY NOTAM	BOSTON CNTR	
R-6602 C	11,000 TO BUT NOT INCL 18,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1	W-106 A	TO 3000	INTERFERENT BY NOTAM	BOSTON CNTR	
R-6604 A,B	UNLIMITED	CONFINELUS	WASHINGTON CNTR	132.55 256.8	W-106 B	TO 6000	INTERFERENT BY NOTAM	BOSTON CNTR	
R-6606	TO 3,000	0800-1700 MCH4FB 148 HRS IN ADVANCE	WASHINGTON CNTR		W-106 C	TO 10,000	INTERFERENT BY NOTAM	BOSTON CNTR	
					W-106 D	TO BUT NOT INCL 6000	INTERFERENT BY NOTAM	OCEANAS NAS FAIRFAX VA CAES	

HGA REF. NO. SECXXWASHDC

Military Operating Areas

- The MOAs (purple on maps) are often not in use, so you can plan to fly through them.
 - You can ask ATC en route if they are active.
- **Restricted** airspace is outlined blue on map.



- Using flight following is good insurance that you are staying in safe airspace.
- Alert areas – areas of intensive flight training etc.

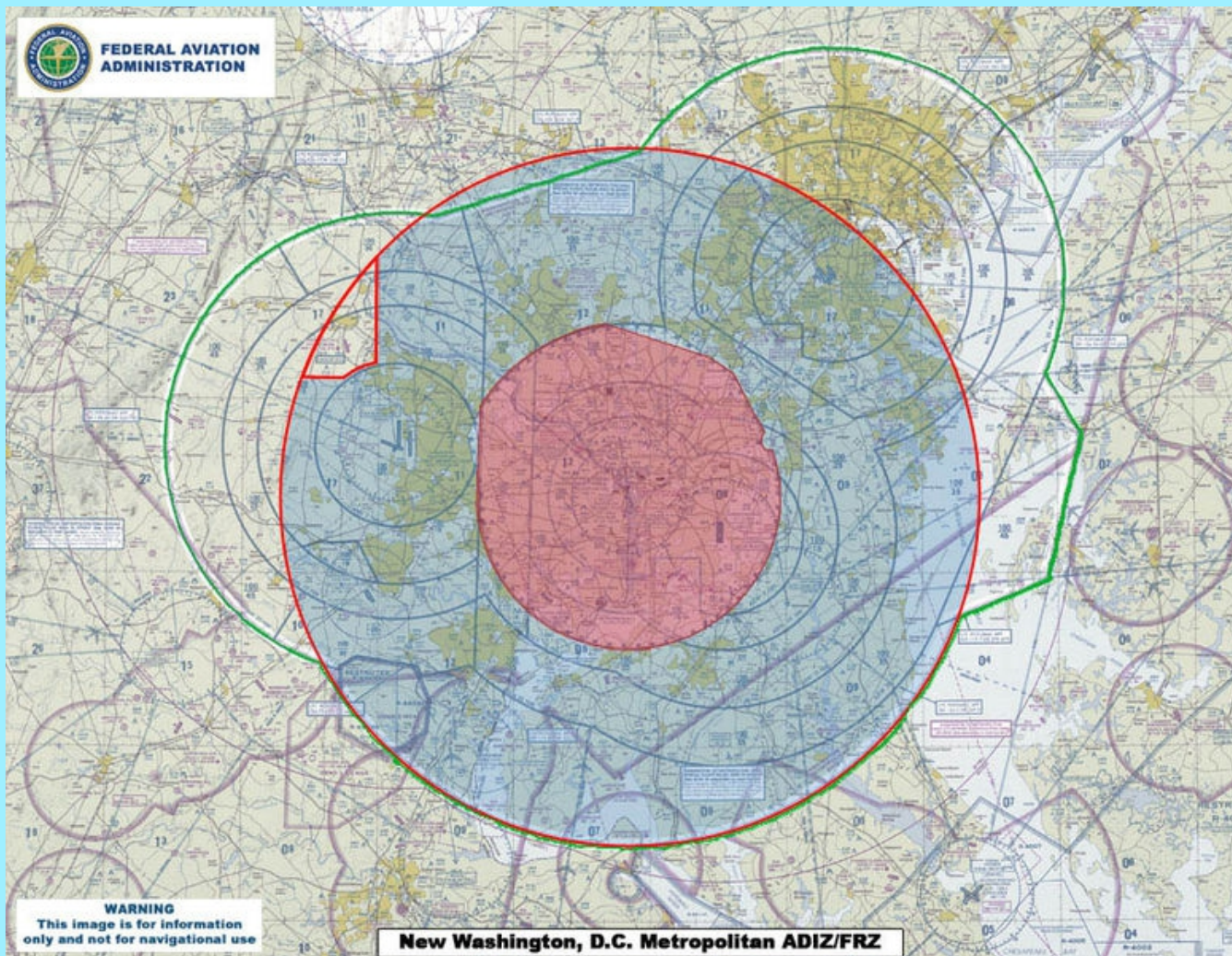
Temporary Flight Restrictions (TFRs)

- Restricted airspace, for a temporary purpose
 - Over forest fires
 - Where the President is visiting.
- Some are not temporary (for example, you may not fly low over power plants, dams or stadiums)
- Many have some notice, so you can use the information in your planning
 - But sometimes they are declared while you are in flight.
 - Using flight following is good insurance that you are staying in legal airspace

<http://tfr.faa.gov>



Washington D.C. Special Flight Rules Area and Flight Restricted Zone



Fuel and Airports

- Prices vary widely, but so do services
 - <http://www.aopa.org/members/airports>
 - <http://www.100ll.com> to find the best fuel prices.
 - <http://www.airnav.com/airports>

Barnwell,
North Carolina



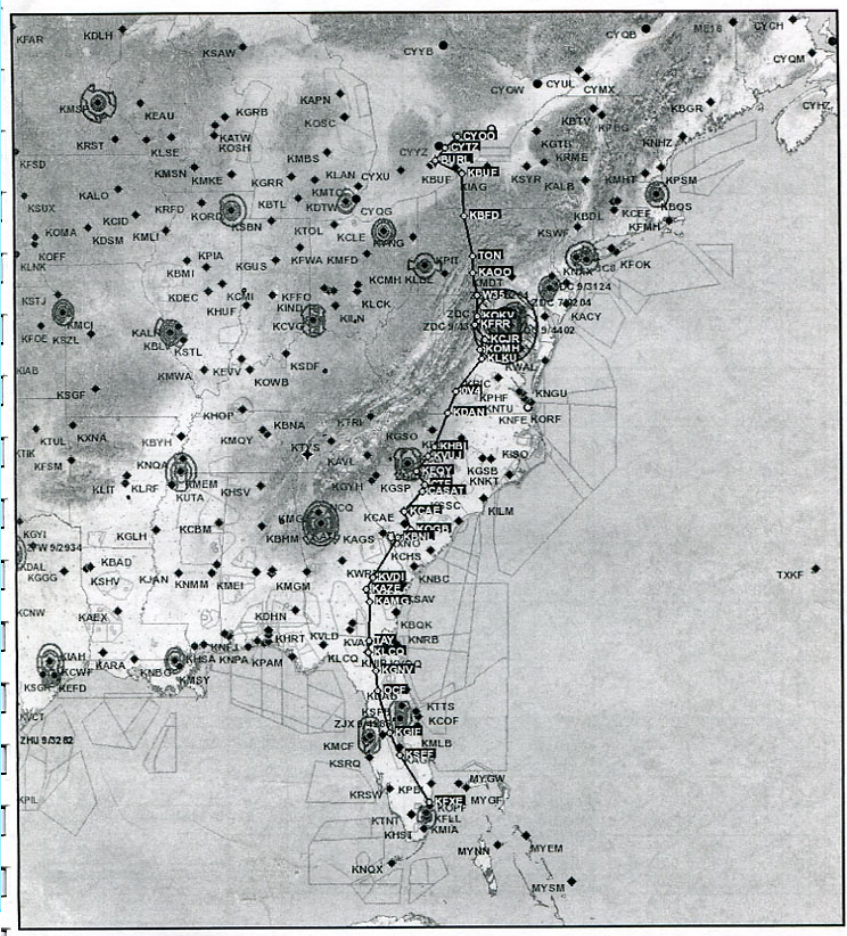
Danville, VA



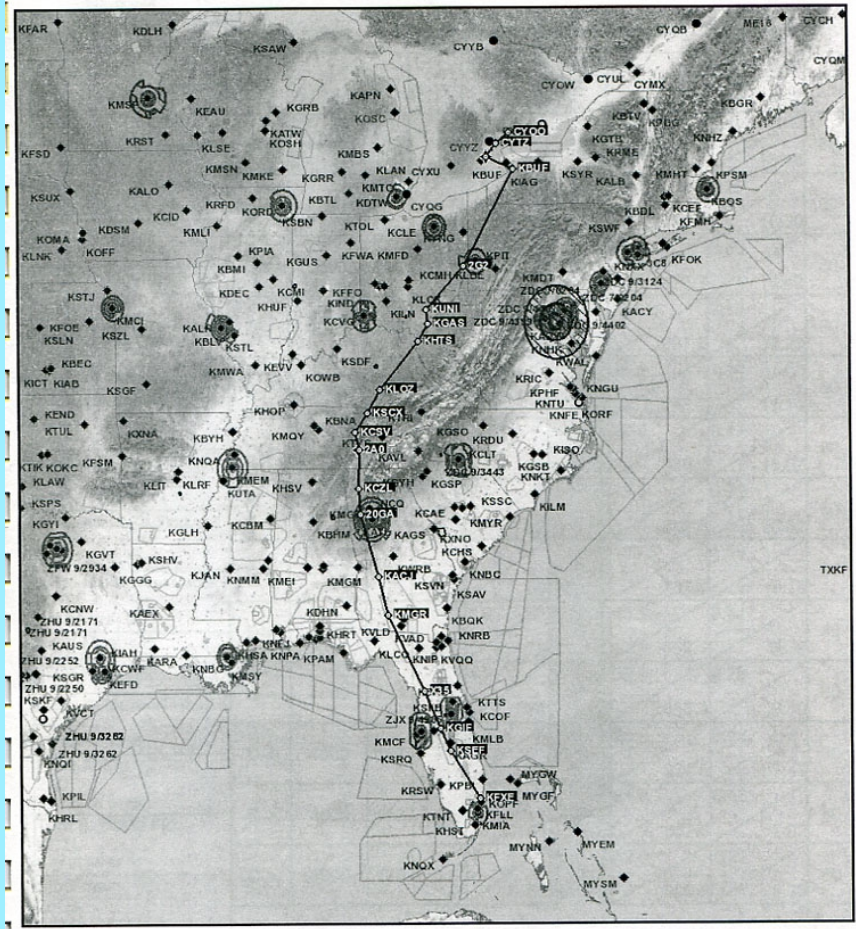
Restaurants, Hotels

- Plan your fuel and overnight stops close to hotels and restaurants
 - A fuel stop may become an overnight stop
 - Generally, near a town
 - We use Google Maps and the hotel chain websites
 - Some hotels have shuttles
- The airport websites listed on the previous slide have some information on hotels and restaurants

Our Routes to Florida



East (~100nm shorter)



West



Border Procedures



Canada Border
Services Agency

Agence des services
frontaliers du Canada

Entering the U.S.

- Documents
- Choosing an airport of arrival
- eAPIS
- Notifying customs
- Flying across the border
- Clearing Customs

Documents

- People
 - Passport (as appropriate to individual)
 - Pilot documentation
 - License
 - Medical
 - Radio operators permit
- Aircraft
 - Same documents as required in Canada, plus
 - User fee decal (order online) <https://dtops.cbp.dhs.gov>
 - Authorization of aircraft owner (if not your aircraft)
 - Radio Station License
 - Canadian Amateur Built aircraft also need to display a Streamlined Special Flight Authorization:
http://www.faa.gov/aircraft/gen_av/ultralights/sfa

Airport of Entry

- 3 different types
 - International airports
 - No charge, customs available at scheduled times
 - Landing rights airports
 - Need permission
 - Ask about clearance fees
 - User fee airports
 - Fees are charged (sometimes \$ 0.00 – so call)

Choosing an AOE

- Choose an AOE that is convenient
 - Continuously staffed at arrival time
 - Or near a land border crossing

<http://www.cbp.gov/xp/cgov/toolbox/contacts/ports>

- Flying from Canada, it may be any airport with customs service
- Flying from the Bahamas or Mexico, etc., it must be the closest airport to the point that you cross the border

eAPIS Overview

Electronic Advance Passenger Information System

- Designed by U.S. Customs and Border Protection (CBP)
- Provides required information to CBP electronically (web-based)
- Used by commercial carriers and the private aviation community
- Includes the submission of notices of arrival and/or departure and traveler manifests (crew and passenger) to CBP

http://www.cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/e_apis_information.xml

- AOPA has developed an excellent course:

<http://flash.aopa.org/asf/eAPIS/>

eAPIS Initial Steps

- Sign up (allow two weeks)
 - Web-accessible email address
- Enter pilot information

eAPIS Inbound Manifests

- Enter details of flights
 - Time of border crossings
 - Time/Airport of arrival
 - Airports in past 24 hours
- Enter details of pilot and passengers
 - Passport, birthdate, home address
 - Address in the U.S.
 - Non-Canadians

eAPIS Submit Manifest

- Submit inbound passenger manifest
 - Minimum 1 hour in advance
- Receive e-mail confirming permission to fly
 - Confirms passengers not on No-Fly List only
 - Does **NOT** guarantee passengers will be admitted to the U.S.
- E-mail received is vague
 - Indicates # of passengers “*processed*”
 - Make sure the count of passengers matched number submitted
 - Typically received within a few minutes
 - Check your spam box
 - Call CBP AOE if not received after one-half hour

Changes

- Manifest changes after submission
 - Time/location
 - Call customs at AOE
 - Passengers
 - Deleted
 - Do nothing
 - Added
 - Submit passenger manifest with plane, pilot and new passengers only

Customs Appointment

- Call US Customs and give
“Notice of intended arrival by private aircraft”
 - Advance notice varies by day, time, location
(often not as published)
 - Confirm they have received your Manifest
 - Obtain agent’s badge number

Ready now for an International flight !





Flying Across the Border

- **Mandatory** requirements
 - Active flight plan
 - Transponder code
 - Communicating with ATC
- Recognizing the border
 - Line on the map
 - Painted red on the ground



CBP Penalties

- Must arrive at AOE +/- 15 minutes
- Officially, \$5,000 for first offence
- Penalty not enforced for unintentional infractions
 - If delayed in flight, ask FSS or ATC to relay your new arrival time to customs
 - Land at any airport in in case of poor weather, emergency or other urgent situation - call customs, stay in plane, etc.

Clearing U.S. Customs

- Remain in the aircraft
- Radiation scan
- Documents ready

- If arriving in Florida, take all baggage out of airplane and proceed directly into Customs.

U.S. Border Crossing

- Much easier than it sounds
- Submit eAPIS with the best information you can, then call CBP office with questions


PRIOR
Aviation
Service Inc.

PRIOR Aviation Service

C-GMWI

Flying in the U.S.

- Flight plans
- Weather & NOTAMs
- ATC & Flight Service
- Other differences

Flight plans

- Activation
 - not automatic like Canada
 - ask for “assumed departure” when filing
 - call using cellphone from airplane
 - radio FSS airborne
- Expires automatically 2 hours after proposed departure time if not activated
- Close airborne or by phone after landing
- SAR 30 minutes or less
- Equipment codes slightly different
- 1-800-Wx Brief (Lockheed-Martin)

Weather and NOTAMS

- Sources of weather info:

<http://adds.aviationweather.gov>

<http://www.aopa.org/members/wx>

- 1-800-Wx Brief

Three types of weather briefing:

- Outlook
- Standard
- Abbreviated

- Sources of NOTAMS

<http://www.aopa.org/whatsnew/notams.html>

- WxBrief
- Ask for latest info on TFRs (on record)

Talking With ATC

- Call signs Charlie - Golf Mike Alpha Bravo
 Canadian - Golf Mike Alpha Bravo
- Flight following
 - No 'en route' frequency
 - Controllers help ensure you do not stray into inappropriate airspace
- Initial Call
 - After contact, succinctly state your ident, type, location, altitude, request
- Hand-offs
 - Jax Center, Charlie Golf Mike Alpha Bravo, VFR, four thousand five hundred

Talking With ATC

- Clearance Delivery
 - Busy IFR airport
 - Call prior to Ground to arrange departure
 - Provide destination, heading altitude, request flight following
 - Ground just handles taxiing
- GCO (Ground Communication Outlet)
 - Remote communication outlet, for use on ground only
 - To contact Clearance Delivery or Flight Service

Talking to FSS

Request ATC to leave frequency to talk with FSS

FLIGHT SERVICE

- Flight plan and weather updates
- 24 hours
- In flight, often listen to nearest VOR with Nav radio, while transmitting with COM radio
- VORs with capital H in upper right corner broadcast weather SIGMETs

FLIGHT WATCH

- weather updates only, do NOT handle flight plans
- 6:00am to 10:00pm local time
- 6000' and higher on 122.0

Other U.S. Differences

- Airspace
- Circuit entry at non-towered airports
- VFR over the top - apply to FAA for approval
- Special VFR at night - requires IFR rating
- 'get out of jail free' card (NASA Air safety reporting system)

Florida to the Bahamas

- Several Florida coastal airports have FBOs that cater to Bahamas flying
 - Palm Beach
 - Miami
 - Fort Lauderdale
 - Fort Pierce



Banyan FBO – Fort Lauderdale Executive Airport





Departing the U.S.

- Submit the eAPIS departure manifest
- Normal border crossing procedures apply:
 - Active flight plan
 - Transponder code
 - Communicating with ATC

eAPIS Departure Manifest

- For departure airport, choose nearest Customs airport from list.
 - Enter actual departure point in description field
- Confirm permission to depart (email)
- Changes - call customs

eAPIS Manifests

- If you are not sure that you will have ready access to a computer to submit manifests, you may submit them up to a year in advance
- For the whole trip, you will need:
 - two arrival manifests
 - two departure manifests
- File all four at home before you leave

Bahamas Customs Documents

To Enter The Islands of The Bahamas Private Pilots need:

- Three (3) copies of the **C7** General Declaration


or

Four (4) copies of the **C7A** Bahamas Cruising Permit form (if you are going to more than one island)

and

- One (1) Bahamas Immigration Card per person
- Proof of Citizenship - Passport

C7 General Declaration



BAHAMAS CUSTOMS DEPARTMENT
Aircraft General Declaration
(Outward/Inward)

(C7)

Owner or Operator _____

Marks of Nationality and Registration _____ Flight No. _____ Date _____

Depart from _____ (Place) Arrival at _____ (Place)

FLIGHT ROUTING
 ("Place" column always to list origin, every en-route stop and destination)

PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGERS ON THIS STAGE	CARGO MANIFEST SHEETS ATTACHED
_____	_____	Departure Place: Embarking Through on same flight	_____
_____	_____	Arrival Place: Disembarking Through on same flight	

Declaration of Health
 Persons on board known to be suffering from illness other than airsickness or the effects of accidents, as well as those causes of illness disembarked during the flight.

Any other conditions on board which may lead to the spread of disease

Details of each disinfecting or sanitary treatment (place, date, time, method) during the flight. If no disinfecting has been carried out during the flight, give details of most recent disinfecting

Signed _____
 Crew member responsible

For official use only

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete exact and true to the best of my knowledge and that all through passengers will continue have contained on the flight.

Signature _____
 Authorized Agent or Pilot - In - Command

16 bahamas.com/flying

C7A Bahamas Cruising Permit form



(C7A)

**BAHAMAS CUSTOMS DEPARTMENT
INWARD DECLARATION AND CRUISING PERMIT
FOR PRIVATE AIRCRAFT ENTERING THE BAHAMAS**

1. This modified form of declaration under the Customs regulations is applicable only to private aircraft not carrying cargo and operated for pleasure and recreation only by a pilot who is not flying for reward or remuneration or for business purposes. Other aircraft must be reported on the General Declaration Form No. C7.
2. This form should be presented in triplicate at all Ports of Entry other than Nassau, West End and Freeport, where two copies will be sufficient.

Time of Arrival _____ Date of Arrival _____

Name of Pilot _____ Type of Aircraft _____

Country of Registration _____ Reg. No. _____

Customs Port of Arrival _____ From Where _____

Number of Crew _____ No. of Passengers _____

Stores on Board _____

List of Arms and Ammunition _____

I hereby certify that the above information is correct and that, except for the goods declared above and the bona fide baggage of the crew and passenger, no goods are being carried in the aircraft.

I further certify that -

- (a) The aircraft referred to herein is operated to and within The Bahamas solely for pleasure and recreation, by a pilot, who is not flying for reward or remuneration or for business purposes, and
- (b) To the best of my knowledge no person on board this aircraft is suffering from any contagious or infectious disease and neither was there any known epidemic at my port of Departure.

Signature of Pilot and Date

Permission is hereby granted for the above described Aircraft to cruise The Bahamas for a period not exceeding

Official Stamp

(Sgd) _____
for Comptroller of Customs.

We welcome you to The Bahamas and trust you will have a pleasant cruise through our Islands.

This Cruising Permit should be retained until application is made for clearance from The Bahamas at which time it must be surrendered to Customs at your Port of Clearance. It should be produced on request of the commissioner or a Customs Officer at any place you may visit The Commissioner of Customs Officer as requesting will initial, stamp and return it to you. In the interest of your own safety you may wish to contact the proper official of any place you visit but this is not compulsory.

Bahamas Immigration Card

Welcome to The Islands of The Bahamas
Government of The Bahamas
Immigration Arrival/Departure Card

Bahamian Citizens & Residents: complete Section 1 only and sign form at bottom. Visitors: complete all sections and sign form at bottom. PLEASE PRINT NEATLY IN INK USING UPPERCASE CHARACTERS, LIKE THIS: A B C 1 2 3 ✓

Surname/Family Name _____

First Name _____ **Initial** _____ **Sex** Male Female

Country of Birth Bahamas U.S. Other _____

Country of Citizenship Bahamas U.S. Other _____

Date of Birth Day _____ Month _____ Year _____

Passport Number _____ **Arriving By** Air Private Boat Cruise Ship

HOME ADDRESS
 Street Number/Street Address/Apt./Unit # _____

City _____ **State/Province** _____

Country Bahamas U.S. Other _____ **Zip/Postal Code** _____

TRAVEL INFORMATION
 Flight Number (if applicable) _____ City Where You Boarded _____

Name of Travel Agency (if applicable) _____

Purpose of Visit (check one only)
 Vacation Casino Excursion Honeymoon Visit Friends/Relatives Business
 Business/Pleasure Convention/Conference Travel Agent Familiarization Other _____

Type of Accommodation
 Hotel Rented Apt./Villa Friends/Relatives Own Property Private Boat Other _____

Hotel Name or Intended Address _____

Visiting
 Nassau/Paradise Island Abaco Eleuthera Intended Stay (Nights) _____
 Freeport/Grand Bahama Island Exuma Other Island _____

Please retain bottom copy and present upon departure.

IMMIGRATION OFFICER'S STAMP

Signature _____

OFFICIAL USE ONLY
 Category _____ Permitted Stay _____

SURNAME

128317286

Airport of Entry


- First landing must be at an airport of entry (AOE) to clear customs and immigration
 - Approx. 1/3 of the 60 airports are AOE
- Normal hours for Customs are 9:00 a.m. to 5:30 p.m. daily
 - check with the airport for specific hours
 - do not arrive at 5:25
- Take all baggage out of airplane and proceed directly to Customs.

Flight Plan - to the Bahamas

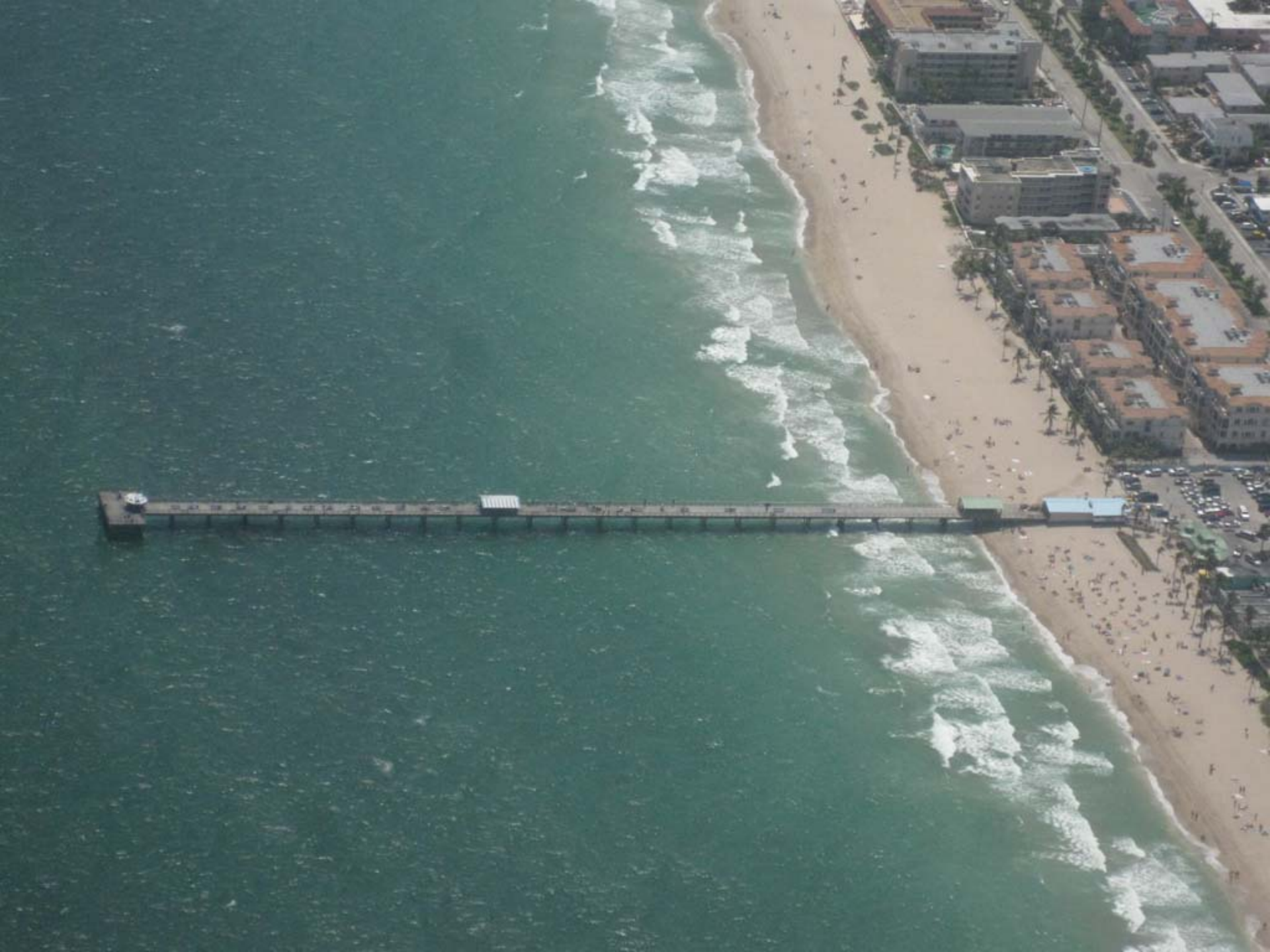
- File a Flight Plan
- Activate Flight Plan before leaving Florida. Radio frequencies:
 - Palm Beach 122.40
 - Miami/Fort Lauderdale 122.20
 - Fort Pierce 122.55
- Close your flight plan by one of these methods:
 - Prior to landing, with Nassau radio on 124.2 or 128.00
 - Call 1-800-WXBRIEF or Nassau 1-242-377-7176
 - Use the blue phone at your airport of entry free of charge (not always reliable)

Let's Fly to the Bahamas!



An aerial photograph taken from an airplane, showing the Fort Lauderdale coastline. A wide canal runs parallel to the shore, separating a dense residential area from a strip of high-rise apartment buildings. The ocean is visible to the right, with a sandy beach in between. The sky is overcast. The wing of the airplane is visible at the top of the frame.

Departing Fort Lauderdale



An aerial photograph showing a wide expanse of the Florida coast. The ocean is a deep blue, transitioning to a lighter turquoise near the shore. A long, narrow strip of land, likely a barrier island or peninsula, runs diagonally across the frame. This strip is densely packed with buildings, including many tall, modern skyscrapers, and is bordered by a thin line of white sand beach. The land extends into the distance, where the buildings become smaller and more densely packed. The sky is filled with large, white, fluffy clouds, and the overall lighting is bright, suggesting a clear day. The perspective is from a high altitude, looking down at the coastline.

Goodbye Florida Coast!

An aerial photograph of a vast ocean. In the foreground, a large, bright white cloud partially obscures the view. Below the cloud, the water is a deep blue. In the distance, a shallow reef flat is visible, characterized by lighter turquoise and greenish water, with some darker patches of coral or sand. The sky is filled with scattered white clouds. The text "No Land in Sight!" is overlaid in the center of the image.

No Land in Sight!

How Far Over Water ?

- The closest islands from the Florida coast are:
 - Bimini - 50nm
 - Grand Bahama Island – 60nm

An aerial photograph of Bimini, a small island in the Bahamas. The island is elongated and features a large, paved airfield on the left side. A small town with buildings and roads is visible on the right side. The surrounding water is a vibrant turquoise color, indicating shallow depths and coral reefs. The sky is bright blue with scattered white clouds. The text "Bimini" is overlaid in the center of the image.

Bimini



Lots of boats to aim for





Bahamian Regulations

- Mandatory requirements
 - Transponder
 - Two-way radio
 - 12" tail numbers (electrical tape)
 - U.S. Coast Guard approved life jacket for each person on board.
 - A life raft is not required, but is suggested.
 - We highly recommend egress training
- No night VFR (land by sunset)
- 406 ELT exemption
- A Standardized Validation has been approved for operating Canadian registered amateur-built aircraft in Bahamian airspace. Visit www.flying.bahamas.com or call The Bahamas Tourist Office 1-800-327-7678 for a copy of the approval



Our Destination 2009 Great Harbour Cay

runway





Great Harbour Cay



Great Harbour Cay

Our Destination 2010
The Islands of the Exumas







Sandals Resort, Great Exuma

Bahamian Airports

- 60 airports - only Nassau and Freeport are towered
- No Landing and tie-down fees
 - For single engine aircraft
 - At government airports (approx. ½ of the airports)
- Standard procedures apply
 - Left traffic
 - Circuits at 1,000'
 - CTAF 122.8
- Fuel available at less than 10 airports (verify availability)
- Few IFR facilities
- Few crosswind runways (but strong crosswinds!)

Staniel Cay Airport

WIND





Great Harbour Cay Airport – Customs office

4 BFC planes at Great Harbour Cay Airport



GMWI

Great Harbour Cay 2009















Great Exuma Island 2010



Island Hopping

- For flight following you may be able to contact Nassau approach
 - If not, use the CTAF 122.8
- When flying between islands, you do not need to file a Flight Plan
 - Obtain your Cruising Permit

2009 Going to North Eleuthera for lunch!



Harbour Island, North Eleuthera





Harbour Island, North Eleuthera

An aerial photograph taken from the window of a small aircraft, showing the North Eleuthera Airport. The runway is a long, straight strip of light-colored earth or sand, cutting through a dense, dark green forest. The surrounding landscape is a mix of forest and open, scrubby areas. In the distance, the turquoise waters of the ocean meet a clear blue sky with scattered white clouds. The wing and tail section of the aircraft are visible in the upper and right portions of the frame.

North Eleuthera Airport

North Eleuthera Airport











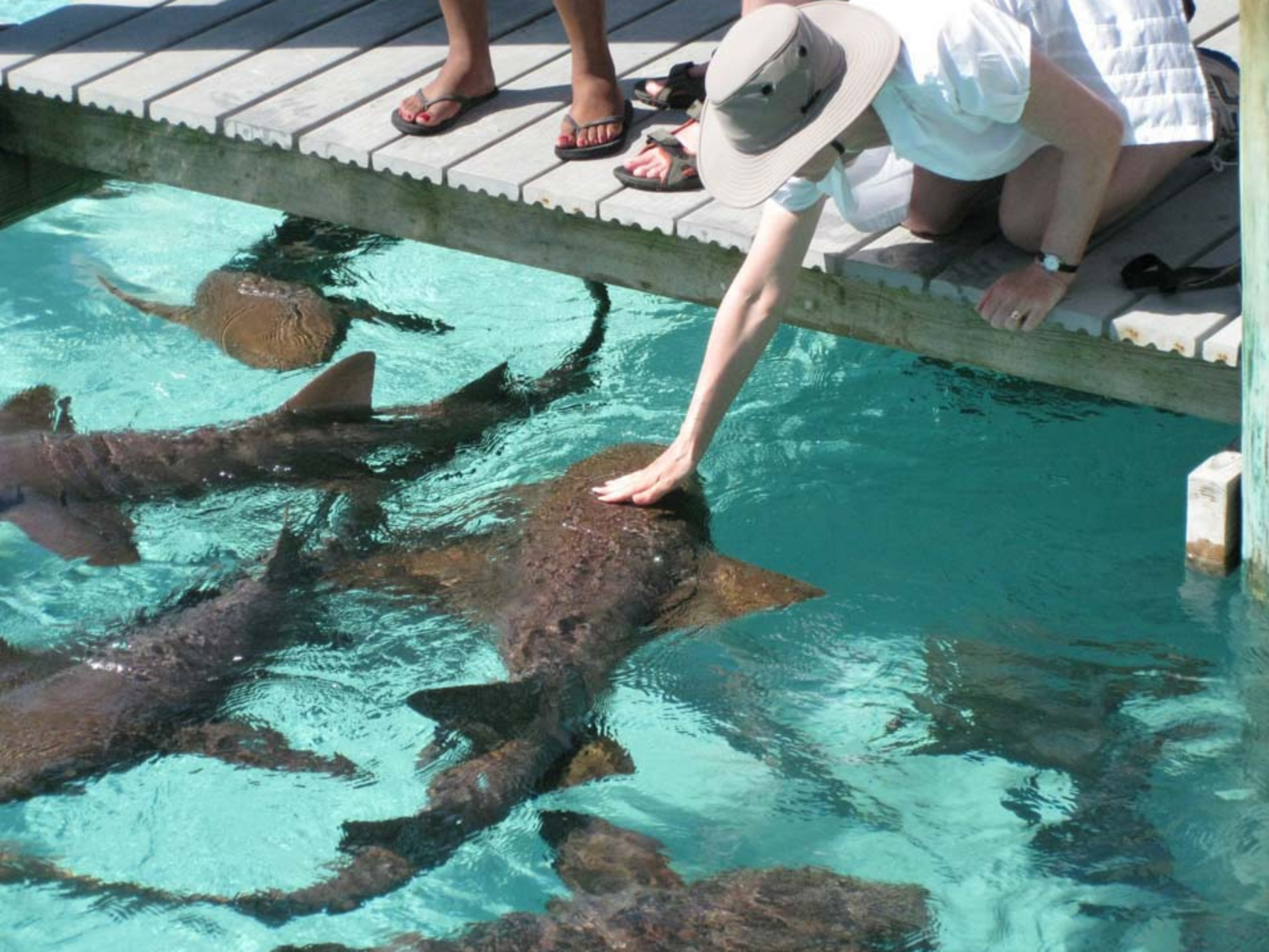




Beach Equipment
for use of Local Sands
Guest Only

2010 Day Trip To Staniel Cay





Time to leave ☹️



Leaving the Bahamas

- You must depart from an Airport of Entry (AOE).
- Submit one copy of The Bahamas Customs (**C7**)
- Submit Bahamas Immigration carbon copy
- Pay departure tax of \$15 per person.

Flight Plan - from the Bahamas

- File an International Flight Plan
- Activate your flight plan with Nassau on 124.2, 128.0 (Nassau Radio) or 122.3 (Freeport Radio).
 - If you are unable to do this, activate with Miami Radio 126.7, 126.9 or 118.4.
 - In **Bimini**, activate your flight plan on 122.1 (Miami Remote **no voice**) or listen to Bimini VOR 116.7.
- **VFR flights must squawk a discrete transponder code from FSS 126.7 (Miami Radio) before penetrating the ADIZ zone.**

USA Customs Arrival

Same as prior to departing Canada:

- eAPIS Arrival Manifest
- Call Customs for clearance appointment
 - Can call Miami to make appointment if customs at AOE is not yet open
(eg Fort Pierce opens at 9:00am)

Gord & Wendy departing 2009



Fort Pierce



Flying Back to Canada

- Must have an **ACTIVE** Flight plan
 - TC has been fining violators
 - In the U.S.A. you must manually **activate** your flight plan
- Normal border crossing procedures apply:
 - Active flight plan
 - Transponder code
 - Communicating with ATC
 - eAPIS Departure Manifest

Canada Customs

- Notify customs
 - 2 to 24 hours in advance
 - Passport info, goods to declare
- Arrive at AOE during scheduled customs hours
 - Canpass or Nexus for all on board provides more flexible options
- Record the Customs Clearance number
 - in your journey log



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MAIN MENU

- Home
- Schedule of Events
- News
- Flight Planning**
- How-To Guides
- First Flight To Buffalo
- USA Aviation Info
- Bahamas Aviation info
- Canadian Aviation Info
- Educational Info
- Flight Planning Aids
- VFR Trip Info
- Information Links
- FAQ
- Location
- About Us

Home › Flight Planning › First Flight To Buffalo

First Flight To Buffalo

This information is specific to the border crossing and airport procedures necessary for a familiarization flight to Buffalo International.

Display #

[First Flight to Buffalo Guide](#)

Want to try out the cross border procedures ? Gain experience flying into a large airport ?

- 1 This document provides guidance for a VFR flight from Oshawa to Buffalo and back to Buttonville.
Covers eAPIS, tips on flying into KBUF, as well as sample radio calls.
Updated 2011-04-18 205K

[Information Package](#)

Information package for the flight.

- 2 Included are the Taxi diagram, Facility directory page, AOPA kneeboard sheet and a map to Max's Classic American Grill.
NOTE: Airport info EXPIRES MAY 5, 2011

[First Flight To Buffalo Presentation](#)

- 3 This is the presentation given by jeff and Lesley April 2011 at the Oshawa 420 Wing.



MAIN MENU

Home

Schedule of Events

News

Flight Planning

How-To Guides

First Flight To Buffalo

USA Aviation Info

Bahamas Aviation info

Canadian Aviation Info

Educational Info

Flight Planning Aids

VFR Trip Info

Information Links

FAQ

Location

About Us

Home ▶ Flight Planning ▶ How-To Guides

How-To Guides and Presentations

Instructional documentation for flying outside of
Canada

Display # 20 ▼

[Cross Border Flying - How To Guide](#)

Jeff's How to guide for flying to the USA and Bahamas from Canada. Covers customs and border crossing procedures, long distance flight planning, US and Bahamas flight rules, procedures, maps and airspace. 300K.

1

Update 2010-05-16:

Starting June 30th, taxi instructions shall include specific runway crossing instructions.

1-800-WXBRIEF works now with Canadian cell phones.

[Flying To The USA & Bahamas](#)

Lesley and Jeff's presentation January 2010 to COPA Flight 70 discussing how we fly to the USA and the Bahamas.

Presented to:

2

COPA Flight 70 Oshawa - Jan 2010

Kawartha Lakes Flying Club - Apr 2010

Interprovincial Air Tour (abbreviated) - May 2010

RAA Scarborough/Markham - Jun 2010

Note that due to the photographs included, this is a 22 megabyte download.

Updated 2010-06-23