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**PART IV**
**Subsidiary Legislation under the Colonial Air Navigation  
Order, 1961 (S.I. 1961/2316)**
**AIR NAVIGATION (CLOSURE OF AERODROMES)  
REGULATIONS** *G.N. 260/1963*
**(ARTICLE 57)**

*[Commencement 23rd November, 1963]*

**1.** These Regulations may be cited as the Air Navigation (Closure of Aerodromes) Regulations. Short title.

**2.** In these Regulations “closed aerodrome” means an aerodrome closed for the taking off or landing of aircraft during the night under the provisions of these Regulations. Interpretation.

**3.** (1) No aircraft shall take off or land at any aerodrome in The Bahamas during the night except such aerodromes as have been notified as being available for the take off or landing of aircraft during the night. Taking off or landing during the night.

(2) The Director of Civil Aviation may, if he thinks fit, grant special permission in writing for the use of any closed aerodrome for the taking off or landing of a particular aircraft on a particular occasion during the night.

(3) In the event of an emergency the pilot of any aircraft may land at a closed aerodrome during the night:

Provided that in any such case the pilot of such aircraft shall within forty-eight hours make a report in writing to the Director of Civil Aviation setting out the full reasons for the landing.

**4.** It shall be the duty of the owners or operators of all aerodromes in The Bahamas to take such steps as may be necessary to prohibit taking off or landing at any closed aerodrome by aircraft during the night. Duty of owners.

**5.** (1) The Governor-General may, whenever he deems it necessary, for any reason affecting the public interest order that any aerodrome in The Bahamas shall, for such period as may be stated in the order, be a closed aerodrome. Closed aerodromes.

(2) No aircraft shall take off or land during the night at any aerodrome declared to be a closed aerodrome by order made under the provisions of paragraph (1) of this regulation while such order remains in force and notwithstanding that such aerodrome may previously have been notified as available for the take off or landing of aircraft during the night.

Measures to  
secure  
compliance.

**6.** Any person authorised by the Director of Civil Aviation may take such steps including the placing of lighted obstructions on any closed aerodrome as may be necessary to secure compliance with the provisions of these Regulations.

## AIR NAVIGATION (CUSTOMS AIRPORTS) ORDER

(ARTICLE 59(1))

*[Commencement 28th April, 1956]*

1. This Order may be cited as the Air Navigation (Customs Airports) Order.

2. The places set out in the Schedule to this Order are hereby designated as customs airports for the types of aircraft specified.

*G.N. 54/1965*  
*G.N. 63/1956*  
*G.N. 24/1957*  
*G.N. 58/1957*  
*G.N. 97/1957*  
*G.N. 201/1957*  
*G.N. 157/1958*  
*G.N. 29/1959*  
*G.N. 91/1959*  
*G.N. 227/1959*  
*G.N. 293/1959*  
*G.N. 212/1960*  
*G.N. 119/1961*  
*G.N. 38/1963*  
*S.I. 97/1965*  
*S.I. 166/1965*

### SCHEDULE

Abaco	Airstrip, Marsh Harbour: Landplane ( <i>G.N. 29/1959</i> ). Green Turtle Cay: Seaplane. Hope Town: Seaplane ( <i>G.N. 119/1961</i> ). Marsh Harbour: Seaplane ( <i>G.N. 293/1959</i> ). North Abaco Airstrip (Green Turtle Cay): Landplane ( <i>G.N. 38/1963</i> ). Snake Cay: Seaplane ( <i>G.N. 293/1959</i> ). Walker's Cay: Seaplane.
Andros	Fresh Creek: Seaplane and landplane ( <i>G.N. 24/1957</i> ). San Andros Airport, Mastic Point, Andros: Landplane ( <i>S.I. 166/1965</i> ).
Berry Islands	Chub Cay: Seaplane and landplane ( <i>G.N. 212/1960</i> ).