
SCHEDULE
**SPANISH CAY, ABACO
RESTRICTIONS**

- (a) Only landplanes chartered by the owner of Spanish Cay shall use the airport.
- (b) The number of landings shall be limited to twelve per year.
- (c) One week's notice shall be given to the Customs Department.
- (d) Transportation of the Commissioner, Green Turtle Cay, Abaco, shall be provided by the said owner of Spanish Cay.

**AIR NAVIGATION (MISCELLANEOUS
PROVISIONS) REGULATIONS**

S.I. 120/1965

S.I. 71/1976

S.I. 58/1981

S.I. 28/2006

(ARTICLE 77)

[Commencement 19th June, 1965]

1. These Regulations may be cited as the Air Navigation (Miscellaneous Provisions) Regulations. Title.
2. In these Regulations, unless the context otherwise requires — Interpretation.
 - “foreign port” means any airport or point of departure outside the Bahama Islands;
 - “public transport aircraft” means a public transport aircraft as defined by the Air Navigation (General) Regulations;
 - “radio” means radio as defined by the Air Navigation (General) Regulations;
 - “seaplane” means an aircraft which is capable of landing on or taking off from water only.
3. Save as hereinafter provided by regulations 8 of these Regulations all aircraft arriving at the Island of New Providence for the purpose of landing on that Island shall land at the Lynden Pindling International Airport. Flights in New Providence.
4. (1) Except in the event of an emergency, an aircraft shall be flown into the traffic circuit of the Lynden Pindling International Airport only for the purpose of landing at the Lynden Pindling International Airport; and such aircraft shall be flown into the traffic circuit of the Lynden Pindling International Airport only in accordance with instructions communicated to such aircraft by radio Traffic circuit.

from the control tower at the Lynden Pindling International Airport.

(2) Immediately after taking off from the Lynden Pindling International Airport an aircraft must be flown out of the traffic circuit of the Lynden Pindling International Airport in accordance with the instructions communicated to the aircraft by radio from the control tower at the Lynden Pindling International Airport.

Flight plan to be submitted for public transport aircraft.

5. (1) Before a public transport aircraft takes off from the Lynden Pindling International Airport, the pilot in charge of such aircraft, or a member of the flight crew, shall submit a flight plan to the Air Traffic Control at the Lynden Pindling International Airport for approval by that Control.

(2) Before an aircraft, which is not a public transport aircraft, takes off from the Lynden Pindling International Airport, the pilot in charge of such aircraft shall submit, cause to be submitted, communicate or cause to be communicated, a flight plan to the Air Traffic Control at the Lynden Pindling International Airport for approval by that Control.

Flight plan to be submitted for a seaplane.

6. The pilot in charge of every seaplane intending to begin a flight for a distance of more than twenty nautical miles from water in or surrounding the Island of New Providence shall submit, cause to be submitted, communicate or cause to be communicated, a flight plan to the Air Traffic Control at the Lynden Pindling International Airport for approval by that Control:

Provided that if such seaplane makes an intermediate landing or intermediate landings upon water in or surrounding the Island of New Providence in the course of such flight, a new flight shall not be deemed to begin when the seaplane takes off after any such intermediate landing.

Flight plans to be submitted.

7. (1) Before an aircraft takes off from Oakes Field for a flight exceeding twenty nautical miles the pilot in charge of such aircraft shall submit a flight plan to the Air Traffic Control at the Lynden Pindling International Airport for approval by that Control.

(2) On arrival at his destination the pilot shall close the flight plan if communication between his destination and New Providence is possible and available to him.