

Bahamas Regulations for operations at night ATC and other regulatory requirements

10.482 TAKE-OFF & LANDING (a) No person shall cause an aircraft to take-off or land at an aerodrome or heliport within The Bahamas that is not licensed by the Government or a Government aerodrome for which permission for use has been received, if the purpose of the flight operation is— (1) Commercial air transport with passengers; (2) Flight instruction; or (3) Solo flight by a student pilot. (b) No person shall cause an aircraft to take-off or land at an aerodrome or heliport at night within The Bahamas for the purpose of commercial air transport carrying passengers, unless there is adequate lighting to— (1) Determine the landing direction; and (2) Make a safe approach and landing. (c) Except where specifically authorised by the Authority, no person shall cause an aircraft with a certificated passenger capacity of more than 20 passengers to take-off or land at an aerodrome or heliport within The Bahamas for the purpose of commercial air transport carrying passengers, unless there is— (1) Current runway analysis for obstacle clearance and stopping distance; (2) Established communications with a qualified person on the surface to determine the— (i) Prevailing approach and landing conditions; and (ii) Status of runway surface. (d) No person may cause a helicopter to take-off or land at an elevated— (1) Heliport in a congested area unless it is operating in Performance Class 1; (2) Heliport or helideck unless it is operating in Performance Class 1 or 2.

10.537 NIGHT OPERATIONS (a) No person may operate the following aircraft in night operations within the airspace of The Bahamas— (1) Gliders; or (2) Free Balloons. (b) No person may operate single-engine aircraft in night cross-country operations within the airspace of The Bahamas.

10.605 ATC CLEARANCES (a) Each PIC shall obtain an ATC clearance prior to operating a controlled flight, or a portion of a flight as a controlled flight. (b) Each PIC shall request an ATC clearance through the submission of a flight plan to an ATC facility. (c) Whenever an aircraft has requested a clearance involving priority, each PIC shall submit a report explaining 2:3.6.1.1 the necessity for such priority, if requested by the appropriate ATC facility. (d) No person operating an aircraft on a controlled aerodrome may taxi on the manoeuvring area or any runway without clearance from the aerodrome control tower.

10.615 COMMUNICATIONS & COMMUNICATIONS FAILURE Listening Watch 2:3.6.5.1 2:4.9 (a) Each person operating an aircraft on a controlled flight under VFR or IFR shall maintain a continuous airground voice communication watch on the appropriate communication channel or, establish two-way communication as necessary with, the appropriate ATS unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

10.705 IFR IN CONTROLLED AIRSPACE (a) No person may operate an aircraft in controlled airspace under IFR unless that person has— (1) Filed an IFR flight plan; (2) Received an appropriate ATC clearance; and (3) Maintains a continuous air-ground communication watch on the appropriate ATS frequency. (b) A pilot may elect to fly in accordance with instrument flight rules in visual meteorological conditions or may be required to do so by the appropriate ATS facility.