



VG 003

## AIR NAVIGATION (OVERSEAS TERRITORIES) ORDER 2013

### INSTRUCTION

#### VIRGIN GORDA (TADDY BAY) AERODROME

I hereby give this Instruction in accordance with Article 74(1)(c) of the Air Navigation (Overseas Territories) Order 2013 ("the Order") to operators operating or intending to operate aeroplanes to or from Virgin Gorda (Taddy Bay) Aerodrome.

Instruction VG-002 dated 7<sup>th</sup> November 2012 is hereby revoked.

Signed

Governor

04 June 2020

*Note: All communications regarding the following Instruction should be sent to Air Safety Support International: [enquiries@airsafety.aero](mailto:enquiries@airsafety.aero).*

## 1. Operational Conditions

- a) No flight shall be made to the Aerodrome unless the prior permission of the BVI Airports Authority has been obtained. Except in abnormal circumstances, such permission shall be sought at least 2 hours before departure from the point of origin.
- b) The aircraft operator shall comply with any conditions of the permission granted by the BVI Airports Authority to use the Aerodrome.
- c) No flight shall be made to or from the Aerodrome other than by day, in Visual Meteorological Conditions (VMC) and during the notified hours of availability.
- d) No fixed-wing flight to or from the Aerodrome shall be made other than by a propeller-driven aeroplane, which can satisfy the take-off and landing scheduled performance criteria.
- e) An aircraft operator shall obtain from the operator's own national aviation authority any required approval for its operations including any approval or acceptance of changes to its operations and training manuals and maintain the validity of any such approvals or acceptance including, if necessary, having the Aerodrome added as a special airport to its Operations Specifications or any other approved document of that authority.
- f) The unfactored take-off distance as specified in the aeroplane flight manual shall not exceed, when multiplied by a factor of 1.25, the take-off run available.
- g) The landing mass of the aeroplane for the estimated time of landing at the Aerodrome shall allow a full stop landing from 50 feet above the threshold within 70% of the landing distance available.
- h) Nothing in this Instruction prevents an aircraft landing at the Aerodrome in circumstances necessary for the safety of an aircraft in flight or any of its occupants.

**Note 1:** It is the aircraft operator's responsibility to apply a safe margin. It may be necessary to apply even greater margins to ensure a safe operation, depending on the actual conditions.

**Note 2:** The aircraft operator shall also comply with the aircraft performance requirements for the type of aircraft using performance data from the approved flight manual. The 70% factor for the landing distance available is specified as a minimum safety margin, notwithstanding the need for operators to comply with any applicable national regulations.

## 2. Pilot in Command Criteria for Commercial Flights

No pilot in command of an aeroplane shall operate a Commercial Air Transport flight to or from the Aerodrome unless:

- a) he/she holds at least a valid Professional Pilot's Licence; and
- b) he/she has a minimum of 1,500 hours total flying experience as a pilot; and
- c) he/she has a minimum of 50 hours on the type or class of aeroplane being flown; and
- d) he/she has made at least 10 previous landings at the aerodrome; and

- e) he/she has made at least 3 landings at the aerodrome, as handling pilot, within the previous 90 days; and
- f) he/she has completed the training required under paragraph 3; and

### 3. Training Required

No pilot in command of an operator's aeroplane shall operate to or from the Aerodrome unless:

#### a) Ground Training

He/she has knowledge of and observes the special operating procedures for the Aerodrome as described in the BVIAA Verbal Orientation Briefing;

#### b) Flight Training

- (i) The pilot shall undertake at the Aerodrome, training comprising a minimum of five take-offs and five landings to a full stop with a company check airman or instructor acceptable to the operator's national aviation authority.
- (ii) The pilot shall satisfactorily complete a "special airport operations" flight check in relation to the Aerodrome by a company nominated check airman or instructor acceptable to the operator's national aviation authority.
- (iii) The pilot shall complete three landings at the Aerodrome in non-commercial operations and without any passenger being carried.

#### a) Check Flight Form

Upon successful completion of the training in paragraphs a) and b), the training captain signs the Virgin Gorda (Taddy Bay) Airport Check Flight Form. The pilot or operator shall submit a copy of the completed form to the Manager of the Aerodrome or his representative.

### 4. Recency

- a) A signed 'Virgin Gorda (Taddy Bay) Airport Check Flight Form' remains valid if the holder has performed at least 3 take-offs and landings at the aerodrome as pilot in command on that type of aeroplane in the previous 90 days. If this recency requirement cannot be met then 3(b)(ii) or 3(b)(iii) shall be satisfied.

### 5. Safety Risk Assessments

- a) Operators and pilots are responsible for mitigating safety risks when operating at the Aerodrome.
- b) Guidance on points to be considered when conducting a Safety Risk Assessment are as follows:

- runway length
- runway surface material and conditions.
- multiple obstacle environment
- obstacles and terrain in the approach and climb out areas
- potential local wind variations
- potential strong easterly crosswinds