

MON 005

AIR NAVIGATION (OVERSEAS TERRITORIES) ORDER 2013

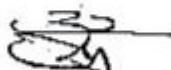
INSTRUCTION

JOHN A OSBORNE AIRPORT, MONTSERRAT

I hereby give this Instruction in accordance with Article 74(1)(c) of the Air Navigation (Overseas Territories) Order 2013 ("the Order") to pilots and operators operating or intending to operate to or from John A. Osborne Airport, Montserrat ("the Aerodrome").

Instruction MON 004 dated 24th February 2020 is hereby revoked.

Signed



Governor SARAH TUCKER,

Date: 02/12/20

Note: All communications regarding the following Instruction should be sent to Air Safety Support International: enquiries@airsafety.aero.

1. General Operations Conditions

- a) Except for scheduled flights by an operator who holds an Air Operator Certificate (AOC) issued in accordance with OTAR Part 119 or equivalent, or who holds a valid permission granted under Article 135 or 137 of the Order, which includes provision for flight to and from Montserrat, no flight shall be made to the Aerodrome unless the prior permission of the person in charge of the Aerodrome has been obtained. The pilot in command and aircraft operator shall comply with any conditions of such prior permission.
- b) No flight shall be made to or from the Aerodrome other than in Visual Meteorological Conditions (VMC) and during the notified hours of availability unless specifically authorised by the person in charge of the Aerodrome.
- c) 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 appropriate to the aircraft used - i.e. Performance Class A or B.
- d) 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.

2. Commercial Operations Conditions

- a) Prior to conducting Commercial Air Transport flights, operators must demonstrate that they have completed a Safety Risk Assessment (SRA), paying particular attention to the local hazards (see Appendix A) The completed SRA must be submitted to ASSI at enquiries@airsafety.aero for information purposes.
- b) The Operator must establish a specific Montserrat crew training programme to mitigate the risks associated with the SRA and ensure that each pilot in command (PIC) has successfully completed the programme prior to operating commercially to or from Montserrat. A suggested training programme can be found at Appendix B.
- c) An aircraft operator shall obtain from the operator's own national aviation authority any required approval or acceptance and maintain the validity of any such approvals or acceptance.
- d) The Operator must establish a process of notifying the airport operator at airport@gov.ms which pilots have successfully completed training by submitting the Montserrat check flight form completed by an Approved Montserrat Training Captain. They must also ensure that the airport operator is notified of which PICs are maintaining recency in line with the requirements of para 7 below.

3. Private Operations Conditions

- (a) No PIC of a private aeroplane shall operate to or from the Aerodrome unless they have completed appropriate familiarisation training. The training must be conducted by an Approved Montserrat Training Captain. The minimum training can be found at Appendix B.

4. **Pilot in Command Criteria**

a) **Commercial Flights**

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

- (i) he/she holds a valid Professional Pilot's Licence; and
- (ii) he/she meets the minimum requirements for the Operator to carry out commercial air transport flights as agreed with their Aviation Authority; and
- (iii) he/she has a minimum of 100 hours as a pilot in command on multi engine aircraft or single engine turbine aircraft. Prior to operating commercially, the Operator must ensure that appropriate training is completed on the aircraft to be flown; and
- (iv) he/she complies with the Operator training requirements established in accordance with para 2(b) above for the Montserrat crew training programme; and
- (v) he/she holds a valid completed Montserrat check flight form, signed by a Montserrat Approved Training Captain.

b) **Private Flights**

No PIC of an aeroplane shall operate a private flight to or from the Aerodrome unless:

- (i) he/she holds at least a valid Private Pilot's Licence; and
- (ii) he/she has a minimum of 500 hours total flying experience as a pilot; and
- (iii) he/she has a minimum of 100 hours as a pilot in command on the type or class of the aeroplane being flown; and
- (iv) he/she has completed the appropriate familiarisation training required under Appendix B; and
- (v) he/she holds a valid completed Montserrat Check Flight Form, signed by a Montserrat Approved Training Captain.

5. **Airport Notification of Training Completion**

a) **Montserrat Check Flight Form**

Upon successful completion of the required training the pilot must ensure that the approved training captain signs the Montserrat Check Flight Form (see Appendix C). The pilot or operator shall submit a copy of the completed form to the Manager of the Aerodrome or his representative at airport@gov.ms. Where a check flight has been successfully completed on one runway only, the pilot is limited to operations on the runway in relation to which the successful check flight has been completed. The pilot must always carry a copy of the completed form when operating at Montserrat airport.

6. **Recency**

- a) A signed Montserrat Check Flight Form remains valid if the holder has performed at least one take-off and landing at the aerodrome as PIC on that type of aeroplane in the last 6 months.

- b) If more than 6 months have elapsed, but not more than 12 months, the check flight form shall be revalidated by performing one take-off and one landing at the aerodrome as sole manipulator of the controls on that type of aeroplane either under the supervision of an approved training captain or on a flight on which no passenger is carried.
- c) If more than 12 months have elapsed, he/she must comply with the requirements for initial qualification.

7. Approved Training Captain Criteria

In this Instruction 'approved training captain' means:

- (a) a pilot who meets the criteria listed in para 4, is current in accordance with paragraph 6, and holds an approval from ASSI; or
- (b) where the pilot cannot meet the requirements of 7(a), he/she must hold a Professional Pilot's Licence, which includes privileges to act as an instructor or examiner and satisfy ASSI that he/she has the appropriate experience to conduct the training and be issued with an approval by ASSI.

8. Safety Risk Assessments

- a) Operators and pilots are responsible for mitigating safety risks when operating at the Aerodrome.
- b) Safety Risk Assessments must be completed in accordance with **Appendix A**.

Appendix A to Instruction MON 005

1. Safety Risk Assessments must take the following local hazards into consideration:

- airport location on a hilltop
- runway length
- runway surface conditions
- the steep downhill gradient at both runway ends
- obstacles in all quadrants
- obstacles and terrain in the approach and climb out areas
- possible significant turbulence, windshear and downdraft during approach and climb out
- potential local wind variations.

2. Safety Risk Assessments should include reference to at least the following:

- Crew briefings for the Aerodrome including wet runway operating techniques for
 - Landing
 - Rejected Take off
 - Engine failure after Take off
- Consideration of Weight for Altitude and Temperature (WAT) limits and 'easy access' guidance for crews.
- Approach techniques and 'safety gates' to ensure correct approach speeds and profiles are flown to achieve the stable approach criteria.
- Guidance on touchdown points and baulked landing techniques.
- Extracts from the Aircraft Flight Manual performance charts.
- Management commitment to non-punitive responses to go-arounds from unstable approaches and/or diversions due to the conditions.
- Liaison with the Aerodrome to ensure clear concise runway surface and braking action data is passed to make timely, informed decisions.
- Limitations on weather conditions (e.g. wind direction and speed, visibility, cloud base and rain).
- The effect of tailwind during take-off and landing and co-ordination with the Aerodrome to change runway in use as required.
- Maximum crosswind limitations described in the Aircraft Flight Manual.
- Procedures in the event of an engine failure for the applicable runway.
- Appropriate aircraft conversion for pilots not familiar with the aircraft type to be flown.

It must be noted that the above list is not exhaustive, and operators and pilots should conduct assessments of hazards particular to their type of aircraft and operation.

Appendix B to Instruction MON 005

1. Suggested Training Programme

a) Ground Training (All classes of flights)

He/she is aware of the operating procedures for the Aerodrome including characteristics of the Aerodrome and its environment, understands how local wind variations are to be taken into account and has adequate knowledge of the performance of the aeroplane being flown. Particular focus must be addressed to both the rejected and continued take off situations.

b) Flight Training (CAT and Private Operations)

(i) For operations on runway 10 he/she has completed:

- a) as sole manipulator of the controls on that class or type of aeroplane, at least 3 take-offs and 3 landings on runway 10 in favourable conditions whilst under the supervision of an approved training captain; and
- b) as sole manipulator of the controls on that class or type of aeroplane, one practice missed approach on runway 10 whilst under the supervision of an approved training captain.

(ii) For operations on runway 28 he/she has completed:

- a) as sole manipulator of the controls on that class or type of aeroplane, at least 2 take-offs and 2 landings on runway 28 in favourable conditions whilst under the supervision of an approved training captain; and as sole manipulator of the controls on that type of aeroplane, one practice missed approach on runway 28 whilst under the supervision of an approved training captain.

Appendix C to Instruction MON 005

Montserrat Check Flight Form

First Issue ☐

Renewal: ☐

| |
|-----------------------------------|
| Name of candidate/pilot: |
| Date and place of birth: |
| Type of licence and number: |
| Licence State of issue: |

| | |
|--|-------------------------|
| Ground Familiarisation Training | |
| Date:/...../..... | Type of aircraft: |
| Candidate demonstrated a sound understanding of the operating hazards associated with Montserrat runway 10 and 28. | |
| YES/NO | |
| Approved Training Captain Signature | |

| Flight Training | | | | | |
|--|---------------------------------------|---|-----------------------------|-------------------|-------------------|
| Date | Runway directions in use for training | Number of take-offs and landings undertaken | Number of missed approaches | Total flight time | Aircraft Type/Reg |
|/...../..... |/..... |/..... |/..... | |/..... |
| CHECK FLIGHT SUCCESSFULLY COMPLETED | | | | YES/NO | |
| The above named pilot is competent to undertake CAT/Private* flights. | | | | | |

* Delete as applicable.

| | |
|---|--|
| Approved Training Captain's name and Approval Number | |
| Type of licence and number | |
| Approved Training Captain signature | |

A COPY OF THIS FORM IS TO BE SUBMITTED TO:

1. JOHN A OSBORNE AIRPORT AUTHORITY at airport@gov.ms.

Note: The pilot must carry a copy of this form at all times when operating at John A Osborne Airport.