

MON 004

## 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 003 dated 24<sup>th</sup> November 2017 is hereby revoked.

Signed



Governor

Date: 24/2/2020

*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) Except for scheduled flights by an operator who holds an Air Operator Certificate (AOC) issued in accordance with OTAR Part 119 or who holds a valid permission granted under Article 135 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 by day, in Visual Meteorological Conditions (VMC) and during the notified hours of availability.
- c) Prior to conducting Commercial Air Transport flights, operators must demonstrate that they have completed a Safety Risk Assessment, paying particular attention to the local hazards (see Appendix 1). The completed Safety Risk Assessment must be submitted to ASSI at [enquiries@airsafety.aero](mailto:enquiries@airsafety.aero).
- 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) 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. Pilot in Command Criteria

### a) Private Flights

No pilot in command 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 aeroplane being flown; and
- (iv) he/she has completed the training required under paragraph 3; and
- (v) he/she holds a valid completed John A Osborne Airport Check Flight Form, signed by an approved training captain.

### b) Commercial Flights

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

- (i) he/she holds at least a valid Professional 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 aeroplane being flown; and
- (iv) he/she has completed the training required under paragraph 3; and
- (v) he/she holds a valid completed John A Osborne Airport Check Flight Form, signed

by the operator's approved training captain.

### **3. Training Required**

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

#### **a) Ground Training**

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.

#### **b) Flight Training**

(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
- b) 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.

#### **c) Check Flight Form**

Upon successful completion of the training in paragraphs a) and b), the approved training captain signs the John A Osborne 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. 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.

### **4. Recency**

- a) A signed 'John A Osborne Airport Check Flight Form' remains valid if the holder has performed at least one take-off and landing at the aerodrome as pilot in command 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 under paragraph 3.

## 5. **Approved Training Captain Criteria**

In this Instruction 'approved training captain' means:

- (i) a pilot who meets the criteria to operate as pilot in command at the Aerodrome on the class or type of aeroplane, is current in accordance with paragraph 4 and holds an approval from ASSI; or
- (ii) where the instructor cannot meet the requirements of 5(i), he/she must hold a Professional Pilot's Licence, which includes privileges to act as a type or class rating instructor on the class or type of aeroplane, satisfy ASSI that he/she has the appropriate experience to conduct the training and be issued with an approval by ASSI.

## 6. **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 1**.

## Appendix 1 to Instruction MON 004

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 landing 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.

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.

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