

AOPA

Preparing to Depart the U.S.



Since you will be crossing a U.S. Air Defense Identification Zone (ADIZ), you **MUST** file a DVFR or IFR flight plan. You do not have to clear Customs leaving the U.S. unless you are carrying passengers or cargo for hire. However, if you are carrying expensive or foreign manufactured cameras, fishing gear, SCUBA gear, etc. AOPA recommends that you declare these items on a Special Customs Service form prior to departure to save time and avoid any problems clearing Customs when you come back.

When carrying \$10,000 or more in cash or monetary instruments, U.S. Customs law requires declaration outbound.

Non-U.S. citizens, whether pilot or passengers, are required to clear outbound with Immigration and Naturalization Service (INS).

ADIZ Requirements

12 inch registration marks must be displayed on the aircraft. This can be a temporary tape job, however, each mark must be a full 12 inches high and 2 inches wide and the color must contrast with the paint.

If the plane has been fitted with long range or extra fuel tanks, a copy of FAA Form 337 must be on board.

FAR 99.12 requires the use of a transponder and Mode C during passage through an ADIZ.

IFR position reporting is standard, but pilots on DVFR flights will need to give ATC an estimated time of ADIZ penetration 15 minutes in advance.

Both IFR and VFR aircraft position tolerances are 10 NM from the centerline for an intended track over an estimated reporting point or penetration point and 20 NM over water.

If you air-file your DVFR flight plan, you may be intercepted for positive ID when you enter the ADIZ. Filing your DVFR flight plan either in person or by phone before you depart greatly reduces this possibility. Interception procedures and signals are covered in the appendix.

Additional operational requirements for aircraft operations associated with an ADIZ are covered in the Aeronautical Information Manual (AIM) in the National Security and Interception Procedures section, and in FAR 99.

U.S. Registered Experimental Aircraft — Light Sport Aircraft (LSA) — Sport Pilot

Operation of an aircraft with other than a standard airworthiness certificate, such as Experimental, Restricted, or Special Flight, must be authorized by the Bahamian Department of Civil Aviation. The Ministry of Transport and Aviation-Flight Standards Inspectorate can help expedite and approves applications. It is wise to start this procedure a few weeks in advance of your flight to allow for mailing and

processing time.

The Bahamas would treat sport pilots and light sport aircraft (LSA) the same as experimental pilots, once they are operating with current licenses and approved airworthiness certificates from the State of Registry that would be acceptable to the Bahamas. Light sport aircraft and pilots holding sport pilot certificates are permitted to fly day VFR in the Bahama Islands UPON APPROVAL from the Bahamas Civil Aviation Department. Any specific airworthiness or pilot certificate limitations would also apply while operating in the Bahamas.

Also, when crossing into international airspace, light sport aircraft must be transponder equipped. If not, waivers have to be obtained as instructed [on our Web site](#). Only the newer LSA production model aircraft may be transponder equipped.

You may contact the following office to apply:

Ministry of Transport and Aviation
Civil Aviation Authority
Flight Standards Inspectorate (Safety)
Crawford Street
Nassau, N.P. Bahamas
Phone 242/377-7042

In order for this office to make recommendation for permission to the Bahamas Civil Aviation Department please supply copies of the following:

1. Aircraft Type, Registration number, and Serial number.
2. Aircraft Registration Certificate.
3. Special Airworthiness Certificate.
4. Experimental Operating Limitations.
5. Insurance Certificate.
6. Pilot's Certificate.
7. Medical Certificate.
8. Aircraft Radio Station License.
9. Fitted radio and navigation equipment.
10. Named Pilots Airframe and Powerplant Mechanics Certificate or Statement by an A&P Mechanic that the named pilot is competent to carry out pre-flight and line maintenance on this aircraft.
11. Particulars of two relatives or friends who may be contacted in the event of an accident.
12. Destination Airport and area of operation.
13. Expected date of arrival and departure.

Modified Military Aircraft

Pilots operating modified Military aircraft must obtain a license for temporary export from the

Office of Defense Trade Control
Department of State
20520 Washington, D.C.
Telephone (202) 663-1282

and file it at least 30 days prior to the departure date.

In addition to contacting the Office of Munitions Control, AOPA recommends contacting the CAA/Civil Aviation authorities in the destination country.

Outward Declaration

Only aircraft carrying passengers or cargo for hire outside the United States must file an outward declaration with U.S. Customs before departure.

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