
ENR 1.10 FLIGHT PLANNING
(Restriction, limitation or advisory information)

1. Procedures for the submission of a flight plan

1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

a) any IFR flight;

b) any VFR flight:

- departing from or destined for an aerodrome within a control zone;
- crossing the Charles Kirkconnell and Owen Roberts CTR's;
- operating along the designated VFR routes in the Cayman TMA;
- across the FIR boundary, i.e. international flights.

1.2 ***Time of submission***

1.2.1 Except for repetitive flight plans, a flight plan shall be submitted up to 120 hours in advance but no less than 1 hour prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for an early submission for Air Traffic Flow Management (ATFM) purposes.

1.3 ***Place of submission***

- a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.
- b) In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by telephone or teletype to the nearest ARO as listed below (except as indicated under c.)

Charles Kirkconnell ARO TEL: 345 948 1222/244-5852
Owen Roberts ARO TEL: 345 949 4528/244-5827

- c) For domestic flights from an uncontrolled to a controlled aerodrome, a flight plan shall be submitted by telephone to the ARO at destination.

1.4 ***VFR flight plan for alerting service only***

1.4.1 An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.5 ***Contents and form of a flight plan***

- a) ICAO flight plan forms are available at AROs and airport offices at uncontrolled aerodromes. The instructions for completing those forms shall be followed.
- b) Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights.

- c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

1.6 *Adherence to ATS route structure*

1.6.1 No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Cayman Islands ATC authorities.

1.7 *Authorization for special flights*

1.7.1 Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to the Director of Civil Aviation.

1.8 *Maximum cruising levels for short-range flights*

1.8.1 Traffic from the Cayman Islands TMA with destination in the Cayman Islands TMA should file MAX FL 240.

2. Repetitive Flight Plan System

2.1 *General*

2.1.1 The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-RAC, (Doc 4444) 13th edition.

2.1.2 RPL lists relating to flights in and to over flying the Cayman Islands TMA shall be submitted at least two weeks in advance, in duplicate, to the following address:

a) by airmail: Owen Roberts Intl.
Aeronautical Information Service
P.O. Box 10277
Grand Cayman KY1-1001
CAYMAN ISLANDS
TEL: (345) 949 4528 / 943 7070/244-5827
FAX: (345) 943 7071

Charles Kirkconnell Intl.
Aeronautical Information Service
P.O. Box 58
Cayman Brac KY2-2001
CAYMAN ISLANDS
TEL: (345) 948 1222/244-5852
FAX: (345) 948 1583

b) via AFS: MWCRZTZX (Owen Roberts Intl.)
MWCBZTZX (Charles Kirkconnell Intl)

2.1.3 RPL lists shall be replaced in their entirety by new lists prior to seasonal schedule changes.

ENR 3.5 EN-ROUTE HOLDING

<i>HLDG ID/FIX/WPT Coordinates</i>	<i>INBD TR (°MAG)</i>	<i>Direction of PTN</i>	<i>MAX IAS (KT)</i>	<i>MNM-MAX HLDG LVL FL/FT (MSL)</i>	<i>TIME (MIN) Or DIST OUBD</i>	<i>Controlling unit and Frequency</i>
1	2	3	4	5	6	7
GORAN N19 14 55.07 W81 32 34.49 RADIAL 260 10 DME GCM VOR	080 080 080 080	Right Right Right Right	230 240 265 Mach 0.83	1 500 FT- 14 000 FT 15 000 FT-FL 200 FL 210-FL 340 FL 350-FL 460	1 1½ 1½ 1½	Cayman APP 120.200 MHz
GUBEL N19 20 17.07 W81 10 00.80 RADIAL 080 12 DME GCM VOR	080 080 080 080	Right Right Right Right	230 240 265 Mach 0.83	1 500 FT- 14 000 FT 15 000 FT-FL 200 FL 210-FL 340 FL 350-FL 460	1 1½ 1½ 1½	Cayman APP 120.200 MHz
CAYMAN BRAC/CBC NDB N19 41 23.75 W 79 51 23.47	269 269 269 269	Right Right Right Right	230 240 265 Mach 0.83	1 500 FT- 14 000 FT 15 000 FT-FL 200 FL 210-FL 340 FL 350-FL 460	1 1½ 1½ 1½	Cayman APP 120.200 MHz BracTWR 118.400 MHz

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS**ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE**

<i>Name of station (VOR/VAR)</i>	<i>ID</i>	<i>Frequency (CH)</i>	<i>Hours of Operation</i>	<i>Coordinates</i>	<i>ELEV DME Antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
GRAND CAYMAN VOR/DME (4 ⁰ W)	GCM	115.600 MHz (CH 103)	H24	191721.82N 812219.32W	2M	Coverage 250 KM
CAYMAN BRAC NDB	CBC	415 kHz	H24	194123.91N 795124.38W	1M	Coverage 250 KM

MWCR 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	TWY and RWY signs at all holding positions. Parking position signs and markings at Main Terminal Apron.
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, center line markings, runway edge/end marked and lighted as appropriate. TWY: Edge and centerline lights taxiway C&D only. Edge lights TWY A&B. Holding position at all TWY/RWY intersections marked.
3	Stop bars	Nil
4	Remarks	Nil

MWCR AD 2.10 AERODROME OBSTACLES

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		3
<i>RWY/Area affected</i>	<i>Obstacle type Elevation Markings/LGT</i>	<i>Coordinates</i>	<i>Obstacles Elevation Markings/LGT</i>	<i>Coordinates</i>	
a	b	c	a	b	
08/APCH 26/TKOF	VOR 11 M/38 FT LGTD	191721.78N 812219.36W	Windsock Mast 8 M/ 25 FT	191726.03N 812149.48W	* Temporary obstacle exist when code D and E aircraft (reference ICAO Annex 14, 1.3.4) are parked nose-in on commercial terminal apron.
	Electricity Pole 18 M/59 FT LGTD	191723.15N 812225.49W	Windsock Mast 8 M/ 25 FT	191736.32N 812106.21W	
	Electricity Pole 16 M/54 FT LGTD	191720.69N 812224.83W	AWS Mast 11 M/ 38 FT	191725.88N 812148.79W	
	Electricity Pole 18 M/59 FT LGT	191720.69N 812224.83W	Anemometer Mast 8 M/ 27 FT	191731.66N 812150.41W	
			*Aircraft Tail 22 M/70 FT Nil	191742.93N 812127.72W	
			ATC Tower 21 M/60 FT LGTD	191738.75N 812142.89W	
	Boat House 6 M/20 FT LGT	191740.05N 812050.32W	Radar Antenna 34 M/108 FT LGTD	191750.65N 812107.12W	
	NIL		Stadium 43M/143 FT LGTD	191645.46N 812257.05W	
			Antenna 84M/275 FT LGTD	191651.95N 811802.33W	
			Antenna 86 M/285 FT LGTD	191718.82N 811557.46W	
26/APCH 08/TKOF			Antenna 96 M/315 FT LGTD	191757.31N 812226.11W	

MWCR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	National Weather Service
2	<i>Hours of service</i>	1000 – 0300 UTC
3	<i>Office responsibility for TAF preparation</i> <i>Period of validity</i>	National Weather Service 6 HR – 0606,1212,1818,0024 UTC
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	TAF 6 HR
5	<i>Briefing/consultation provided</i>	Personal consultation and climatology
6	<i>Flight documentation</i> <i>Language (s) used</i>	Charts, abbreviated plain language text English
7	<i>Charts and other information available for briefing or consultation</i>	S, U, P, W, T, SWH, SWM, SWL
8	<i>Supplementary equipment available for providing information</i>	Satellite receiving station, Internet Telephone & Fax,
9	<i>ATS units provided with information</i>	Gerrard-Smith TWR, Owen Roberts TWR Cayman APP
10	<i>Additional information (limitation of service, etc.)</i>	Tel: (345) 949 4528 (345) 943 7070

MWCR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	2	3	4	5	6	
08	076 ⁰ GEO 080 ⁰ MAG	2136 x 46	60/F/B/X/U Asphalt Grooved	191725.56N 812203.46W	THR 2.4 M/8 FT * see note	
26	256 ⁰ GEO 260 ⁰ MAG	2136 x 46	60/F/B/X/U Asphalt Grooved	191742.45N 812052.49W	THR 1.7 M/5 FT * see note	
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	RESA	Remarks
7	8	9	10	11	12	13
Nil	Nil	150 x 150	2 256 x 150	Nil	NIL	
Nil	Nil	150x 150	2 256 x 150	Nil	90 x 90	** see note below

* Geoid Undulation data will be provided once new Geoid model becomes available.

Note: Declared Distances is calculated in accordance with Annex 14 Volume 1 Attachment A.

** First 320M of runway strip north of threshold runway 08 measured from the runway centerline at Owen Roberts International airport is less than the required minimum.

No runway end safety area is provided for runway 08 at Owen Roberts International airport.

MWCR AD 2.13 DECLARED DISTANCES

RWY	TORA	TODA	ASDA	LDA	
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Designator	(M)	(M)	(M)	(M)	Remarks
1	2	3	4	5	6
08	2014	2168	2014	2014	*see note below
26	2136	2286	2136	2014	

RWY Designator	APCH LGT Type LEN INTST	THR LGT Color WBAR	PAPI	TDZ LGT LEN	RWY Center Line LGT Length, spacing, Color, INTST	RWY Edge LGT LEN, spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN (M) Color	Remarks
1	2	3	4	5	6	7	8	9	10
08	ODALS REILS 600 M LIM	Green -	PAPI Left/3 ⁰ (8 FT)	Nil	Nil	2 136 200ft White, LIH	Red -	Nil	Nil
26	REILS	Green -	PAPI Left/3 ⁰ (5 FT)	Nil	Nil	2 134 200ft White, LIH	Red -	Nil	Nil

MWCR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: ATC Tower, FLG W G EV 2 SEC/IBN: Nil 1200 – 0200 UTC
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 375 M from THR 08 & LGT
3	TWY edge and center line lighting	Edge: All TWY Center line: TWY C and D
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 15 SEC
5	Remarks	Nil

MWCR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	To be developed
2	TLOF and/or FATO elevation M/FT	To be developed
3	TLOF and FATO area dimensions, surface, strength, marking	To be developed
4	True and MAG BRG of FATO	To be developed
5	Declared distance available	To be developed
6	APP and FATO lighting	To be developed
7	Remarks	Nil

*90m x90m RESA commences 60m east of RWY 26 Threshold.

MWCR 2.17 ATS AIRSPACE

1	<i>Designated and lateral limits</i>	OWEN ROBERTS CTR A circle, radius 10 NM centered at 191732.77N 812133.08W
2	<i>Vertical limits</i>	SFC to 1500 MSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign</i> <i>Language (s)</i>	Owen Roberts Tower English
5	<i>Transition altitude</i>	1 7000 FT MSL
6	<i>Remarks</i>	Nil

MWCR AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service Designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP	Cayman Approach	120.200 MHz 121.500 MHz	1200 – 0200 UTC	Primary frequency Emergency frequency
TWR	Owen Roberts Tower	118.000 MHz 121.900 MHz	1200 – 0200 UTC	Primary frequency Secondary frequency
ATIS		132.350 MHz	1200 – 0200 UTC	Primary frequency

MWCR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of Transmitting Antenna Coordinates</i>	<i>Elevation of DME transmitting Antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
VOR/DME (4 ⁰ W)	GCM	115.600 MHz	H24	191721.89N 812218.87W	2.4 M/8 FT	Nil

MWCR AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart	MWCR AD 2-42
Aerodrome Obstacle Chart – ICAO Type A (for each runway)	MWCR AD 2-43
Standard Departure Charts- (RWY08)	MWCR AD 2-44
EAST END TWO	
KANEX TWO	MWCR AD 2-45
MAMBI TWO	
NARLO TWO	MWCR AD 2-46
RED BAY TWO	
RIKEL TWO	MWCR AD 2-47
STING RAY TWO	
TEXAM TWO	MWCR AD 2-48
TURTUGA TWO	
ULISA TWO	
Standard Departure Charts (RWY26)	
KANEX TWO	MWCR AD2-49
MAMBI TWO	
NALRO TWO	MWCR AD2-50
SEAVIEW TWO	
TEXAM TWO	MWCR AD2-51
ULISA TWO	
ATUVI TWO	MWCR AD2-52
Standard Arrival Charts	
GORAN THREE	MWCR AD2-53
GORAN THREE	MWCR AD2-54
VOR/DME Instrument Approach Chart-(RWY 08)	MWCR AD 2-55
VOR Instrument Approach Chart-(RWY 08)	MWCR AD 2-56
VOR/DME Instrument Approach Chart-(RWY 26)	MWCR AD 2-57
VOR Instrument Approach Chart-(RWY 26)	MWCR AD 2-58
Visual Approach Charts	
NORTH SIDE VISUAL APPROACH –(RWY 08)	MWCR AD 2-60
SOUTH SIDE VISUAL APPROACH –(RWY 08)	
RNAV (GPS) Instrument Approach Chart –(RWY 08)	MWCR AD2-61
RNAV (GPS) Instrument Approach Chart-(RWY 26)	MWCR AD 2-62

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENTS			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
01/2001	05/03/01	05/03/01	WE
02/2001	25/06/01	25/06/01	WE
03/2001	01/09/01	01/09/01	WE
04/2001	27/12/01	27/12/01	WE
05/2002	19/08/02	19/08/02	WE
06/2003	20/02/03	20/02/03	WE
07/2003	27/12/03	27/12/03	WE
08/2005	17/02/05	17/02/05	WE
09/2005	22/07/05	22/07/05	WE
10/2006	31/01/06	31/01/06	WE
11/2006	28/09/06	28/09/06	WE
12/2006	26/10/06	26/10/06	WE
13/2009	27/08/09	27/08/09	WE
14/2010	13/01/11	13/01/11	WE
15/2012	26/07/12	26/07/12	WE
16/2012	15/11/12	15/11/12	WE
17/2013	07/02/13	07/02/13	WE
18/2013	22/08/13	22/09/13	WE
19/2014	06/02/14	06/02/14	RMH
20/2014	03/04/14	03/04/14	RMH
21/2014	21/08/14	21/08/14	RMH
22/2015	20/08/15	20/08/15	FS
23/2015	15/10/15	15/10/15	FS
24/2016	08/12/16	08/12/16	GP

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GEN 0.4 CHECKLIST OF PAGES

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		AD 2-11	15 NOV 12	AD 2-60	26 JUL 12
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		AD 2-13	15 NOV 12	AD 2-62	26 JUL 12
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		AD 2-15	25 JUN 01		
		AD 2-16	15 NOV 12		
		AD 2-17	15 NOV 12		
		AD 2-18	15 NOV 12		
		AD 2-19	15 NOV 12		
		AD 2-20	15 NOV 12		
		AD 2-21	15 NOV 12		
		AD 2-22	15 NOV 12		
		AD 2-23	15 NOV 12		
		AD 2-24	15 NOV 12		
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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

<i>ID</i>	<i>Station name</i>	<i>Facility</i>	<i>Purpose</i>
CBC	Cayman Brac	NDB	AE
GCM	Grand Cayman	VOR/DME	AE

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

- 1.1 The Cayman Islands Airports Authority provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP; all other aeronautical charts are produced by the Government of the Cayman Islands, Lands and Survey Department. Charts suitable for pre-flight planning and briefing, selected from those listed in the ICAO *Aeronautical Chart Catalogue (Doc 7101)*, are available for reference at aerodrome AIS units. (Their addresses can be found under paragraph 3 below.) The charts are produced in accordance with the provisions contained in ICAO Annex 4 – *Aeronautical Charts*. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

- 2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by the AIP Amendments and are listed under 8. of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.
- 2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

- 3.1 The charts as listed under section 5. of this subsection may be obtained from:

Aeronautical Information Service
Cayman Islands Airports Authority
P.O. Box 10098 APO
Grand Cayman
Cayman Islands

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYAYS
EMAIL: laurie.farrington@caymanairports.com

- 3.2 The Cayman Islands Airports Authority, the Aeronautical Information Service and the sales agents have copies of the ICAO *Aeronautical Chart Catalogue (Doc 7101)* where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

4. Aeronautical chart series available

- 4.1 The following series of aeronautical charts are produced:
- a) Aerodrome Chart – ICAO;
 - b) Aerodrome Obstacle Chart – Type A (for each runway) – ICAO;
 - c) En-route Chart – ICAO;
 - d) Standard Departure Chart – Instrument (SID) – ICAO;
 - e) Standard Arrival Chart – Instrument (STAR) – ICAO;
 - f) Instrument Approach Chart (for each runway and procedure type) – ICAO;
 - g) Visual Approach Chart – ICAO.
-

The charts currently available are listed under section 5. of this subsection.

4.2 General description of each series.

- a) *Aerodrome Chart*. This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:
- from the aircraft stand to the runway; and
 - from the runway to the aircraft stand;

It also provides essential operational information at the aerodrome.

- b) *Aerodrome Obstacle Chart - Type A (operating limitations)*. This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information in combination with an Obstacle Chart - ICAO Type C, provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.
- c) *Enroute Chart*. This chart is produced for the entire Cayman Islands TMA.

The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

- d) *Standard Departure Chart - Instrument (SID) ICAO*. This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route -instrument from the takeoff phase to the en-route phase.

- e) *Standard Arrival Chart - Instrument (STAR) ICAO*. This chart is produced whenever a standard arrival route -instrument has been established and cannot be shown with sufficient clarity on the Area Chart – ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route -instrument from the en-route phase to the approach phase.

- f) *Instrument Approach Chart - ICAO*. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart – ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The Cayman Islands Airports Authority is responsible for the provision of air traffic services within the area indicated under 2. below.

Air Traffic Control Manager
Cayman Islands Airports Authority
P.O. Box 10098 APO
Grand Cayman
Cayman Islands

TEL: 345 943 7070

FAX: 345 943 7071

AFS: MWCRYAYX

EMAIL: erick.bodden@caymanairports.com

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 — *Rules of the Air*

Annex 11 — *Air Traffic Services*

Doc 4444 — *Air Traffic Management*

Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*

Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Air traffic services are provided for the entire territory of the Cayman Islands, including its territorial waters as well as the airspace over the high seas within the Cayman Islands TMA.

3. Types of services

The following types of services are provided:

- Aeronautical Information Service (AIS)
- Aerodrome Control (TWR)
- Approach Control (APP)
- Automatic Terminal Information Service (ATIS) at Owen Roberts International.

4. Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is affected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* (Doc 4444, Air Traffic Management).

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5. Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

6. ATS units address list

<i>Unit name</i>	<i>Postal address</i>	<i>Telephone NR email</i>	<i>Fax NR</i>	<i>AFS address</i>
1	2	3	4	5
Cayman APP Brac and Owen Roberts TWRs	Air Traffic Control Manager (Acting) P.O. Box 10098 APO Grand Cayman Cayman Islands	(345) 943 7070 erick.bodden@caymanairports.com	(345) 943 7071	MWCRZTZX

GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. Landing of aircraft

1.1 Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

<i>Aircraft weight (lbs.)</i>	<i>Charges in CI (\$)</i>
Not exceeding 4 000	10.00
Exceeding 4 000 but not exceeding 6 000	15.00
Exceeding 6 000 but not exceeding 8 000	25.00
Exceeding 8 000 but not exceeding 10 000	30.00
Exceeding 10 000	30.00 plus 1.75 per 1 000 lbs. or part thereof in excess of 10 000 lbs.

1.2 *Surcharges*

- a) An additional 25% of the landing charge is levied for each landing made between 1600 and 2100 UTC (Peak Period Charge). This 25% surcharge is applicable to Owen Roberts International Airport only.
- b) An additional 50% of the landing charge is levied for each landing made between 0000 and 1200 UTC (Night Surcharge).

2. Parking of aircraft

2.1 *Parking of aircraft*

The first hour is free.

<i>Aircraft weight (lbs.)</i>	<i>Charges in CI (\$) per 24 hours</i>
Not exceeding 10 000	5.00
Exceeding 10 000 but not exceeding 30 000	10.00
Exceeding 30 000 but not exceeding 60 000	15.00
Exceeding 60 000 but not exceeding 90 000	20.00
Exceeding 90 000 but not exceeding 120 000	30.00
Exceeding 120 000 but not exceeding 180 000	50.00
Exceeding 180 000 but not exceeding 240 000	70.00
Exceeding 240 000 but not exceeding 300 000	120.00
Exceeding 300 000 but not exceeding 360 000	170.00
Exceeding 360 000 but not exceeding 420 000	220.00
Exceeding 420 000 but not exceeding 480 000	270.00
Exceeding 480 000 but not exceeding 540 000	320.00
Exceeding 540 000 but not exceeding 600 000	370.00
Exceeding 600 000	420.00

3. Passenger service

3.1 *Departure Tax*

Each passenger departing to a foreign country at an international aerodrome is charged CI\$30.00.

3.1.1 *Exemptions*

- children under the age of 12 yrs;
- a diplomat;
- a transit passenger; and
- a person exempted by the Chief Executive Officer of the Cayman Islands Airports Authority.

3.2 *Passenger Facility Charge*

Each carrier departing on an international flight is charged CI\$13.00 per passenger.

3.2.1 *Exemptions*

- children under the age of 2 yrs
- Diplomatic aircraft
- Test flights
- Emergency landings
- Training flights approved by the Chief Executive Officer of the Cayman Islands Airports Authority.

4. Security

4.1 *Security Tax*

Each carrier departing on an international and domestic flight is charged CI\$ 10.50 per passenger.

4.1.1 *Exemptions*

- children under the age of 12 yrs;
- a diplomat;
- a transit passenger; and
- a person exempted by the Chief Executive Officer of the Cayman Islands Airports Authority.

5. Noise related items

Nil.

4.2 AIR NAVIGATION SERVICES CHARGES**1. Approach control**

- 1.1 Users of OWEN ROBERTS/International and CHARLES KIRKCONNELL/International aerodromes will be charged for the services rendered by the ATC units of the above-mentioned aerodromes.
- 1.2 The charges will be collected by the aerodrome authorities, in addition to the landing fees.
- 1.3 The calculation of the charges will be made on the basis of the landing fees charged for use of these aerodromes.

2. Air navigation facility charges

A charge for the use of navigation aids, including communications, is levied on each aircraft arriving from a foreign country, in accordance with the following, and is payable upon landing.

<i>Category</i>	<i>Charges CI (\$)</i>
General Aviation	5.00
Commercial	
1 to 31 landings	20.00
32 to 64 landings	15.00
65 or more	10.00

3. Exemptions and reductions

The following categories of flights shall be exempted from payment of air navigation facility charges:

- a) test flights made at the request of the Civil Aviation Authority of the Cayman Islands;
- b) technical check flights made by aircraft engaged in commercial aviation, with no remuneration being received for passengers and goods, if such be on board;
- c) flights made for search and rescue purposes;
- d) technical return flights, i.e. take-off with forced return to the aerodrome of departure due to technical disturbances, adverse weather conditions, and the like;
- e) aircraft owned by the Civil Aviation Authority of the Cayman Islands;
- f) Cayman Islands military aircraft;
- g) Foreign military aircraft and aircraft used solely for the transportation of the representatives of foreign States or of United Nations personnel; and
- h) aircraft owned by foreign States assigned to Police and Customs Authorities and navigation aid inspection.

It is a condition for obtaining the exemption mentioned under a), b) and c) that prior notification be made to the Chief Executive Officer of the Cayman Islands Airports Authority.

4. Methods of payment

Air navigation facility charges levied are payable at the time the aerodrome is used or, or in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month.

The owner and user of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made monthly by the Cayman Islands Airports Authority, by forwarding an invoice. Payment is due 30 days after the date of the invoice. If payment is not made by that day (or if the payment day falls on a Saturday, Sunday or holiday, then by the following weekday), the user/owner is bound to pay interest of 1.25 % per month on overdue payments commencing on the day payment of the charge was due.

If payments are not made,

- a) collection can be done by distress,
- b) permission to fly to or from the Cayman Islands territory can be denied, and
- c) permission already granted can be withdrawn.

11, Chapter 2 and ICAO Annex 14, Volume I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volumes I and II, Chapter 2.

4. Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Cayman Islands are the letters VP-C. The nationality mark is followed by a registration mark consisting of 2 letters, e.g. VP-CAA.

5. Public holidays 2017

Date	Holiday
Sunday, 1 January	New Year's Day
Monday, 2 January	New Year's Day (Observed)
Monday, 23 January	National Heroes' Day
Wednesday, 1 March	Ash Wednesday
Friday, 14 April	Good Friday
Monday, 17 April	Easter Monday
Monday, 15 May	Discovery Day
Monday, 19 June	Queen's Birthday
Monday, 3 July	Constitution Day
Monday, 13 November	Remembrance Day
Monday, 25 December	Christmas Day
Tuesday, 26 December	Boxing Day

Note. – Some administrative services may not be available and banks and other institutions may not be open during public holidays.