Tel: (345) 949 4528 Email:
aisoria@caymanairports.com
Web: www.caymanairports.com

Cayman Islands Airports Authority
Aeronautical Information Service
88B Owen Roberts Drive PO
Box 10098
Grand Cayman KY 1-1001
CAYMAN ISLANDS

AIC
11/25
June 3rd 2025

Cayman Islands Airports Authority, Air Traffic Service Contingency Plan

1. Objective

1.1 This Cayman Islands Airports Authority, Air Traffic Service Contingency Plan contains arrangements to ensure the continued safety of air navigation in the event of partial or total disruption of air traffic services within Cayman Islands airspace and essentially written to comply with the requirements of Chapter 2, paragraph 2.32 of ICAO Annex 11 - Air Traffic Services. The plan is designed to provide alternative routes, using existing airways in most cases, which will allow aircraft operators to operate to and from airports in Cayman Islands airspace and to transit to and from adjacent FIR airspace.

2. States and FIRs Affected

2.1 In the event this Contingency Plan is activated by the Cayman Islands Airports Authority, the civil aviation authorities of adjacent FIRs will be notified in accordance with the letters of agreements established between the Cayman Islands Airports Authority and the States concerned. The adjacent States, Flight Information Regions, and Area Control Centres directly affected by this Contingency Plan are as follows:

State	FIR	ACC
Cuba	Havana	Havana
Jamaica	Kingston	Kingston
Corporación Centroamericana de Servicios de Navegación Aérea	CENAMER	CENAMER

2.2 The contact details of concerned civil aviation authorities, organisations and ATS units are contained in **Appendix A** of this circular. These details are regularly reviewed, and updated information provided to Havana, Kingston, CENAMER, and the ICAO NACC Office as soon as practicable**.**

3. Management of the Contingency Plan and Contact Information

3.1 The contingency measures set out in this Plan are applicable in cases of planned and unexpected disruptions to ATS caused by natural occurrences or other circumstances, which, in one way or another, may destabilize or totally disrupt the provision of ATS and relevant support services in the Cayman Islands TMA. Below are common causes of service disruption.

a) Communications (e.g., loss of critical air/ground communications, AMHS and MEVA network).
b) Navigation Aids (e.g., loss of VOR).
c) Power (e.g., loss of primary or standby power).
d) Staffing (e.g., significant reduction in staffing levels).
e) Evacuation (e.g., temporary or sustained evacuation of a facility due to security threats, fire or natural disasters).

3.2 During a contingency situation, the Cayman Islands Airports Authority, Air Traffic Control Manager, or representative will coordinate the activation of this contingency plan with adjacent ATS units and advise the ICAO NACC Regional Office. Contact details for the **CIAA Air Traffic Control Manager** is provided in **Appendix C** of this circular. In the event contact cannot be established with the Air Traffic Control Manager, contact should be made with the alternative ATM Operational Contingency Team contact listed in **Appendix C**.

3.3 The ICAO Regional Office will:

a) Closely monitor the reported contingency situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, to ensure air navigation services are provided to international aircraft operations in the CAR Region.
b) Take note of any reported incidents and take appropriate action.
c) Provide required assistance to the Civil Aviation Administrations involved in the contingency plan; and
d) Keep the President of the Council of ICAO, the Secretary General, C/RAO, D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan.

3.4 The following ATS contingency procedures have been established to ensure aircraft movements within the Cayman Islands TMA are operated in a safe and orderly manner during contingency situations.

3.5 Central Coordinating Committee

3.5.1 As soon as practicable in advance of, or after a contingency event has occurred, the Cayman Islands Airports Authority, Chief Executive Officer, or representative shall convene the Central Coordinating Committee (CCC) comprised of representatives from:

a) Cayman Islands Airports Authority.
b) Civil Aviation Authority of the Cayman Islands.
c) Hazard Management Cayman Islands.
d) National Weather Service.
e) Airport Operators Committee; and
f) Other participants as required.

3.5.2 The CCC shall oversee the conduct of this Contingency Plan and if ATS is disrupted for an extended period, plan for and facilitate the temporary relocation of ATS to an alternate facility, where possible, and oversee the restoration of ATS.

3.5.3 Under the circumstances described and when deemed necessary by the Cayman Islands Airports Authority and as soon as practicable in advance of, or after the commencement of a contingency event causing disruption to ATS has occurred, the Cayman Islands Airports Authority shall convene the Central

Coordinating Committee, by the most expeditious means appropriate for the situation, e.g. by telephone or web-based conference.

3.5.4 The contact details for CCC members are provided in **Appendix B** of this circular.

3.6 ATM Operational Contingency Team

3.6.1 The ATM Operational Contingency Team (AOCT) will be activated by the Air Traffic Control Manager and has a primary responsibility to manage the day-to-day ATS operations in accordance with this contingency plan, and coordinate operational ATS activities, during hours of operation, throughout the contingency period. The terms of reference of the AOCT will be determined by the CCC. The AOCT will include any necessary specialist personnel input from the following disciplines:

a) Aeronautical Information Services (AIS).
b) ATS equipment maintenance service provider (CNS).
c) Aeronautical Meteorology (MET).
d) Aeronautical Telecommunication (CNS); and
e) Air Traffic Service (ATS).

3.6.2 The AOCT responsibilities include:

a) Reviewing and updating the Contingency Plan as required.
b) Staying up to date with established contingency situations.
c) Liaising with contingency teams in adjacent ATS units.
d) Keeping in contact with and updating the ICAO NACC Office, airline operators and the IATA Regional Office.
e) Exchanging up-to-date information with adjacent ATS authorities concerned with coordinating contingency activities.
f) Notifying the CCC of the contingency situation sufficiently in advance and/or as soon as possible thereafter; and
g) Taking the necessary action for issuing NOTAMs according to this plan or as otherwise determined by the contingency situation. Where the contingency situation is sufficiently foreseeable the relevant NOTAMs will be issued 48 hours in advance of the contingency events.

4. Contingency Routes and Procedures

4.1 In the event of disruption of the ATS provided by Cayman Approach, contingency routes and procedures will be implemented to ensure safety of flight and to facilitate limited flight operations commensurate with known conditions. Existing ATS routes and procedures form the basis of the contingency routes and procedures to be used, and flight level restrictions may be applied to limit the number of aircraft operating simultaneously in the system under reduced air traffic services.

4.2 The contingency route structure for international flights is detailed in **Appendix E** of this circular. Additional contingency routes will be introduced as and when circumstances require, such as in the case of adverse weather conditions.

4.3 Additional unpublished contingency routes and procedures may be developed tactically by the AOCT and promulgated by NOTAM as and when circumstances require, such as in the case of a severe weather event. Any such amendments to routes and procedures will be notified to and agreed with the adjacent ATS units specified in Paragraph 2, as appropriate.

4.4 If circumstances dictate, domestic flights and international flights that have not yet departed may be suspended until a full assessment of the prevailing conditions has been determined and air traffic services restored. A decision to curtail or restart these operations will be made by the CCC.

4.5 Aircraft on long-haul international flights and special operations (e.g. Search and Rescue (SAR) and humanitarian flights, etc), shall be afforded priority in accordance with this plan.

4.6 The Cayman Islands Airports Authority will inform international operators affected by the suspension of operations of when operations may be resumed. Flight planning information pertaining to required use of contingency routes and changes to published conventional routes will be communicated to operators.

5. Air Traffic Management and Contingency Procedures

5.1 Reduced Air Traffic Service

5.1.1 During the contingency period ATS may not be available. In cases where services are not available, a NOTAM will be issued providing the relevant information, including an expected date and time of resumption of service. The Contingency Plan provides for limited flight information and alerting services to be provided by adjacent ATS units.

5.2 ATS Responsibilities

5.2.1 In the event that ATS cannot be provided in the Cayman Islands TMA, the Air Traffic Control Manager or AOCT alternative contact will send a NOTAM request to the CIAA AIS, requesting publication of a NOTAM with the following information:

a) Time and date the contingency measures commenced.
b) Availability of airspace and airports available for take-off and landing.
c) Details of available ATS facilities and services and any limits on ATS provision (e.g., Approach, Tower) including an expected date of restoration of services if available.
d) Information on provisions made for alternative ATS services.
e) Applicable ATS routes and procedures or strategically defined contingency routes or procedures.
f) Any special procedures to be followed by adjacent ATS units not covered by this Plan.
g) Any special procedures to be followed by pilots; and
h) Any other details with respect to ATS disruption and procedures aircraft operators may find useful.

5.2.2 Sample NOTAMs are provided in **Appendix D** of this circular.

5.2.3 If the Kingston International NOTAM Office is unable to issue required NOTAMs, the Jamaica Civil Aviation Authority will in accordance with established LOAs make alternate contingency arrangements with CENAMER or Havana ACC for NOTAMs to be disseminated internationally.

5.3 Aircraft Separation

5.3.1 Aircraft separation criteria, where applicable, will be in accordance with the Procedures for Air Navigation Services-Air Traffic Management (PANS-ATM, ICAO Doc 4444) and the Regional Supplementary Procedures (ICAO Doc 7030).

5.4 Traffic Acceptance Rates

5.4.1 Manageable contingency acceptance rates for air traffic will be calculated by the AOCT and coordinated among relevant ATS providers and airspace users. Any unanticipated loss of service that further impacts acceptance rates of contingency routes or airports will be communicated and contingency traffic flow rates will be coordinated between Cayman Approach and adjacent ACCs.

5.5 Priority of Flights and Restrictions

5.5.1 Priority of aircraft operations shall be afforded to international flights and emergencies. The Cayman Islands Airports Authority shall regulate the number of non-scheduled aircraft operations during the time this contingency plan is activated. NOTAMs will be issued outlining the restrictions and procedures to be followed.

5.5.2 VFR flights shall not operate in the Cayman Islands TMA during contingency operations, except in special cases such as State aircraft, Medivac flights, Search and Rescue and any other essential flights as authorized by the Cayman Islands Airports Authority.

5.6 Aircraft Position Reporting

5.6.1 The primary means of communication between aircraft and ATS is via VHF radio.

5.6.2 Traffic Information Broadcast by Aircraft (TIBA) procedures shall apply when ATC is unavailable. Details of TIBA procedures and communications requirements are provided in Attachment B to Annex 11 to the Convention on Civil Aviation and reproduced in **Appendix F** of this circular.

5.6.3 The Cayman Islands TIBA frequency is:

a) Cayman Islands TMA – 123.45 MHz

5.7 Cayman Approach, Owen Roberts and Brac Tower ATS Procedures

5.7.1 Each ATS unit will comply with their unit instructions and activate an appropriate level of contingency procedures which supplement this Plan and relevant LOAs. The procedures include the following:

a) Where ATS provided by Cayman Approach, Owen Roberts and Brac Tower may be reduced or disrupted by a short-notice contingency event, ATC will inform pilots of the emergency condition and advise if it is likely that the ATC facility will be evacuated and ATS suspended. In the event it is necessary to evacuate an ATS facility, the appropriate unit evacuation procedures will be activated, and time permitting, controllers will make an emergency evacuation transmission on

the radio frequency in use providing pilots with alternate means of communication. Sample emergency evacuation messages for each ATS unit are provided in **Appendix G** of this circular.

b) During the period these contingency procedures are in effect, flight plan and other aircraft movement messages are transmitted by operators to Cayman Approach/Owen Roberts Tower/Brac Tower via AMHS using normal procedures.

c) On notification by the Cayman Islands Airports Authority's AOCT, adjacent ATS units, Centres, States and FIRs specified in Paragraph 2, as appropriate, will activate their contingency procedures in accordance with respective agreed LOAs.

d) Prior permission must be obtained from Cayman Approach prior to aircraft entering the Cayman Islands TMA during contingency operations and pilots must comply with the ATC clearances, procedures and communication instructions issued by ATC.

e) Coordination of aircraft boundary estimates and flight levels issued by the adjacent ATC authority responsible for aircraft entering the Cayman Islands TMA shall be in accordance with agreed procedures detailed in associated LOAs or as otherwise coordinated by the AOCT and agreed as part of ongoing contingency operations.

5.8 Transition to and from Contingency Operations

5.8.1 During times of uncertainty when airspace closures appear possible, aircraft operators must be prepared for a possible change in routing while enroute and be familiar with the alternative routes outlined in this Contingency Plan, as well as those which may be promulgated via NOTAM.

5.8.2 In the event of airspace closure that has not been promulgated, ATC will, when possible, broadcast to all aircraft in their airspace, what airspace is being closed and transfer aircraft to the appropriate adjacent ATS unit.

5.8.3 Cayman Approach, Owen Roberts and Brac Tower recognizes that when closures of Cayman Islands airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative route and destination. ATC will be ready to respond to any request by aircraft and react commensurate with safety.

5.9 Transfer of Control and Coordination

5.9.1 Unless otherwise specified in this Plan, transfer of control and communication will be performed in accordance with standard operating procedures found in the relevant ATS LOAs with adjacent ATS providers.

5.9.2 To determine the effectiveness of current contingency procedures and impact on contingency operations including short notice of airspace closure, regular reviews will be performed by the AOCT, and where necessary, adjustments will be made to associated Contingency Plans and LOAs.

6. Pilot and Operator Procedures

6.1 Filing of flight plans

6.1.1 Except when modified by the contingency procedures specified by ATC and/or by NOTAM, the flight planning requirements detailed in the Cayman Islands AIP will continue to be used during contingency operations.

6.2 Flight Approval

6.2.1 Aircraft operators must obtain prior permission from the Cayman Islands Airports Authority prior to operating flights within the Cayman Islands TMA. To ensure prior permission has been obtained, the Air Traffic Control Manager or alternate AOCT contact should be contacted during the timeframe this Contingency Plan is activated.

6.3 Pilot Operating Procedures

6.3.1 Pilots will continue to communicate standard position reports using standard phraseology and ATC reporting procedures. During contingency operations, pilots are required to comply with the following procedures:

a) All aircraft using the ATS routes established in this Contingency Plan shall comply with instrument flight rules (IFR) and flight levels will be assigned in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Appendix E** of this circular.

b) Flights must file a flight plan using the Contingency Routes specified in **Appendix E**, according to their planned airport of origin and destination.

c) Pilots must maintain a continuous watch on the communication frequencies specified in **Appendix H** of this circular and transmit position information and estimates in accordance with normal ATC position reporting procedures, in English.

d) Pilots must maintain the flight level last assigned by the ATS unit responsible prior to aircraft entering the Cayman Islands TMA, and under no circumstances change this level, except in cases of emergency and for flight safety reasons.

e) Pilots are to include in their position report prior to entering the Cayman Islands TMA, the estimated time over the entry point of the Cayman Islands TMA and the estimated time of arrival over the relevant exit point of Cayman Islands TMA airspace.

f) Not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

7. Communication Procedures

7.1 Degradation of Communication - Pilot Radio Procedures

7.1.1 When operating within the contingency airspace, pilots should use normal radio communication procedures where ATS services are available. Where ATS is limited or unavailable, communications conducted will be in accordance with the communication procedures in this Plan, or as otherwise notified by NOTAM.

7.1.2 If communications are lost unexpectedly on the normal ATS frequencies, pilots should try the next applicable frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the assigned frequency, and broadcast positions in accordance with the TIBA procedures found in **Appendix F**.

7.2 Communication Frequencies

7.2.1 ATS air-ground communications frequencies for the Cayman Islands TMA remain the same during use of contingency routes and details of Cayman Islands ATS units and frequencies are provided in **Appendix H**.

8. Aeronautical Information Service

8.1 During contingency operations, standard Aeronautical Information Service is provided. Aeronautical messages are handled through use of the Cayman Islands Airports Authority, Automated Message Handling System. In the event the Automated Message Handling System becomes unserviceable, the Federal Aviation Administration, Aeronautical Information System Replacement is used as an alternative message handling system.

8.2 A NOTAM service in support of Cayman Islands airspace contingency operations will be provided in accordance with the procedures specified in paragraph 5.2. Published NOTAMs will provide necessary action that must be taken to reduce the impact of unserviceable ATS systems along with the necessary coordination and operational procedures that would be established before, during and after a contingency situation.

9. Meteorological Services

9.1 Aeronautical meteorological service is provided in accordance with the requirements of ICAO Annex 3, Meteorological Service for International Air Navigation. MET services will continue to be available in the event of an ATS contingency situation. However, should ATS for the Cayman Islands TMA be withdrawn, timely MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Cayman Islands TMA will be provided to the extent possible through adjacent ATS authorities.

10. Search and Rescue Alerting

10.1 Search and rescue service in the Cayman Islands TMA is provided by Kingston Rescue Coordination Centre in Jamaica, in collaboration with the Cayman Islands Government, National Emergency Operations Centre,

and Cayman Islands Coast Guard. The Jamaica Rescue Coordination Centre and Cayman Islands Coast Guard contact details are provided below.

Maritime Rescue Coordination Centre
HMJS Cagway,
Port Royal,
Kingston, Jamaica

Tel: 1 876 967 8193
Email: odojdfcg@gmail.com
AFS: MKJKYCYX

Cayman Islands Coast Guard
Hirst Road, Newlands
Bodden Town, Grand Cayman
Cayman Islands

Tel: 1 345 649 7710, 1 345 649 6722, 1 345 936 6722
Email: orcc@cicg.gov.ky

10.2 Search and rescue service is provided in accordance with the provisions contained in ICAO Annex 12 — Search and Rescue.

Appendix A

1. Contact Details for States, IATA and ICAO NACC Office

State/Organization	Point of Contact	Telephone	Email
Cayman Islands/CIAA	Albert Anderson	(345) 925 6430	albert.anderson@caymanairports.com
	Jeremy Jackson	(345) 926-0955	jeremy.jackson@caymanairports.com
	Alastair Bird	(345) 916-5774	alastair.bird@caymanairports.com
Cayman Islands/CAACI	Richard Smith	(345) 916 6285	richard.smith@caacayman.com
Jamaica/JCAA	Deano Ledford	(876) 837 6261	deano.ledford@jcaa.gov.jm
	Yannick Francis	(876) 837 6254	yannick.francis@jcaa.gov.jm
Cuba/IACC	Jorge F. Centella Artola	(537) 838 1121	jorge.centella@iacc.avianet.cu
COCESNA	Victor Andrade	(504) 234 2507	victor.andrade@coscesna.org
IATA	IATA Liaison Desk Jaime Abigantus Julio Pereira	(540) 422 4148 (540) 422 4147 (305) 399 3930 55 11 993 800953 55 11 218 74236	
ICAO NACC Regional Office	Eddian Mendez	(5255) 3643 9265	emendez@icao.int

Appendix B

1. Central Coordinating Committee

Organization	Point of Contact	Telephone	Email
Cayman Islands Airports Authority	Albert Anderson	(345) 925 6430	albert.anderson@caymanairports.com
	Andrew McLaughlin	(345) 916-5317	andrew.mclaughlin@caymanairports.com
	Jeremy Jackson	(345) 926-0955	jeremy.jackson@caymanairports.com
Civil Aviation Authority of the Cayman Islands	Craig Smith	(345) 929 0757	craig.smith@caacayman.com
	Robert Harris	(345) 916-0374	robert.harris@caacayman.com
Cayman Islands Fire Service	Dwight Rankin	(345) 916-7832	dwight.rankin@gov.ky
	Whitman Tatum	(345) 916-0538	whitman.tatum@gov.ky
Hazard Management Cayman Islands	Danielle Coleman	(345) 925-4397	danielle.coleman@gov.ky
National Weather Service	John Tibbetts	(345) 925 8548	john.tibbetts@gov.ky

Appendix C

1. ATM Operational Contingency Team (AOCT)

Name	Position	Telephone	Email
Andrew McLaughlin	Chief Safety Management Officer	(345) 916-5317	andrew.mclaughlin@caymanairports.com
*Alastair Bird	Air Traffic Control Manager	(345) 916-5774	alastair.bird@caymanairports.com
Jeremy Jackson	Quality and Compliance Manager	(345) 926 0955	jeremy.jackson@caymanairports.com
Tyrone Persaud	Aeronautical Information Service Manager	(345) 926-2843	tyrone.persaud@caymanairports.com
Alan Cousins	Communication and Surveillance Manager	(345) 925-6298	alan.cousins@caymanairports.com
Joshua Burke	Airport Manager (CKIA)	(345) 926-8735	joshua.burke@caymanairports.com
**Jason Giddings	Air Traffic Control Supervisor	(345) 925-9106	jason.giddings@caymanairports.com

* Primary contact
** Alternate contact

Appendix D

1. Sample Contingency NOTAMs

a. AVOIDANCE OF AIRSPACE

NOTAM.....DUE TO DISRUPTION OF ATS IN THE CAYMAN ISLANDS TMA ALL ACFT ARE ADVISED TO AVOID THE TMA.

b. AIRSPACE AVAILABLE LIMITED ATS

NOTAM ..... DUE TO ANTICIPATED DISRUPTION OF ATS IN THE CAYMAN ISLANDS TMA ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. AIRCRAFT MAY EXPERIENCE DLA.

c. CONTINGENCY PLAN ACTIVATED

NOTAM .....DUE TO DISRUPTION OF ATS IN CAYMAN ISLANDS TMA ALL ACFT ARE ADVISED THAT THE CAYMAN ISLANDS ATS CONTINGENCY PLAN FOR ACFT INTENDING TO OPERATE IN THE TMA IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES. ONLY APPROVED INTERNATIONAL FLIGHTS ARE PERMITTED TO OPERATE IN CAYMAN ISLANDS AIRSPACE.

d. NON-COMPLIANCE WITH THE CONTINGENCY PLAN

NOTAM .....AIRCRAFT OPERATORS NOT ABLE TO COMPLY WITH THE CAYMAN ISLANDS CONTINGENCY ROUTE PLAN SHALL AVOID THE CAYMAN ISLANDS TMA.

Appendix E

1. Contingency Routes

To operate at airports in the Cayman Islands TMA when the GCM VOR becomes unserviceable due to unplanned catastrophic damage, aircraft operators should file their flight plans using the alternative contingency routes listed in the below route tables. Arrival contingency routes connect with initial approach waypoints in MWCR and MWCB RNAV instrument approach charts published in the Cayman Islands AIP. Departure contingency routes use a combination of published RNAV and standard instrument departure waypoints that connect to waypoints on the Cayman Islands TMA and adjoining FIR boundaries.

1.1 MWCR Arrivals - Runway 08

Present ATS Routes	Contingency Routes	Flight Levels	ATS Units Involved
UCL LACET L465 GCM	CR1: LACET DCT ALONA	230	Havana ACC, Cayman Approach, Owen Roberts Tower
R630 KANEX R630 GCM	CR2: KANEX DCT ALONA	230	Havana ACC, Cayman Approach, Owen Roberts Tower
R644 TEXAM R644 GCM	CR3: T931 TEXAM DCT VODAK	240	Brac Tower, Cayman Approach, Owen Roberts Tower
R640 NALRO R640 GCM	CR4: NALRO DCT VODAK	240	Kingston ACC, Cayman Approach, Owen Roberts Tower
L465 ALOBO L465 GCM	CR5: ALOBO DCT VODAK	240	Kingston ACC, Cayman Approach, Owen Roberts Tower
R644 ULISA R644 GCM	CR6: ULISA DCT MOBIX	230	CENAMER ACC, Cayman Approach, Owen Roberts Tower
R640 MAMBI R640 GCM	CR7: MAMBI DCT MOBIX	230	CENAMER ACC, Cayman Approach, Owen Roberts Tower

1.2 MWCR Departures – Runway 08

Present ATS Routes	Contingency Routings	Flight Levels	ATS Units Involved
G448 ATUVI UL674	CR8: RWY HDG 1500’ LEFT TURN DCT ATUVI	220	Owen Roberts Tower, Cayman Approach, Havana ACC
G877 RIKEL G877	CR9: RWY HDG 1500’ LEFT TURN DCT RIKEL	220	Owen Roberts Tower, Cayman Approach, Havana ACC
R630 KANEX R640	CR10: RWY HDG 1500’ LEFT TURN DCT KANEX	220	Owen Roberts Tower, Cayman Approach, Havana ACC
R644 TEXAM R644	CR11: DCT TEXAM DCT TALES	230	Cayman Approach, Brac Tower
R640 NALRO R640	CR12: RWY HDG 1500’ RIGHT TURN DCT NALRO	230	Owen Roberts Tower, Cayman Approach, Kingston ACC
L465 ALOBO L465	CR13: RWY HDG 1500’ RIGHT TURN DCT ALOBO	230	Owen Roberts Tower, Cayman Approach, Kingston ACC
R644 ULISA R644	CR14: RWY HDG 1500’ RIGHT TURN DCT ULISA	240	Owen Roberts Tower, Cayman Approach, CENAMER ACC
R640 MAMBI R640	CR15: RWY HDG 1500’ RIGHT TURN DCT MAMBI	240	Owen Roberts Tower, Cayman Approach, CENAMER ACC

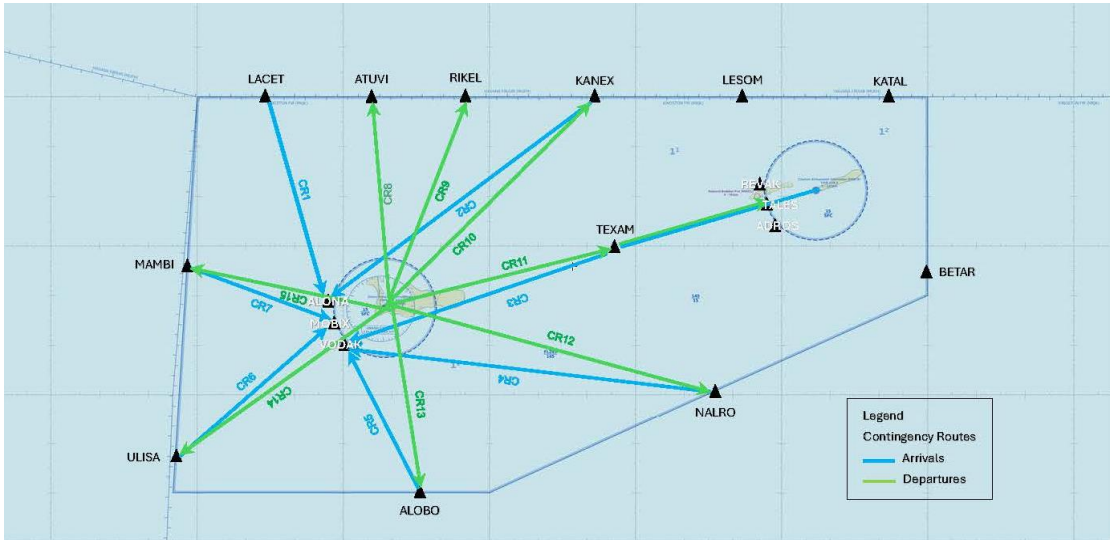
1.3 MWCR Arrivals - Runway 26

Present ATS Routes	Contingency Routings	Flight Levels	ATS Units Involved
G877 RIKEL G877 TAGUN	CR16: RIKEL DCT PODIS	230	Havana ACC, Cayman Approach, Owen Roberts Tower
R630 KANEX R630 GCM	CR17: KANEX DCT PODIS	230	Havana ACC, Cayman Approach, Owen Roberts Tower
T931 TEXAM T931 GCM	CR18: TEXAM DCT PODIS	240	Brac Tower, Cayman Approach, Owen Roberts Tower
R640 NALRO R640 GCM	CR19: NALRO DCT PODIS	230	Kingston ACC, Cayman Approach, Owen Roberts Tower
L465 ALOBO L465 GCM	CR20: ALOBO DCT OLIMA	230	Kingston ACC, Cayman Approach, Owen Roberts Tower
R644 ULISA R644 GCM	CR21: ULISA DCT OLIMA	230	CENAMER ACC, Cayman Approach, Owen Roberts Tower
R640 MAMBI R640 GCM	CR22: MAMBI DCT TAGUN	230	CENAMER ACC, Cayman Approach, Owen Roberts Tower
L465 LACET L465 GCM	Use published RNAV ATS route	230	Havana ACC, Cayman Approach, Owen Roberts Tower

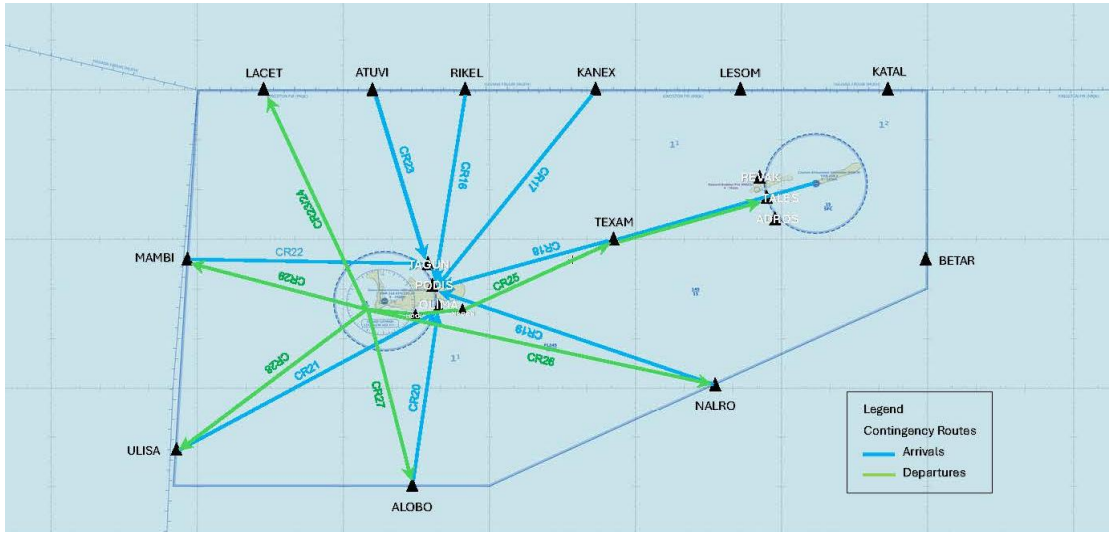
1.4 MWCR Departures – Runway 26

Present ATS Routes	Contingency Routings	Flight Levels	ATS Units Involved
L465 LACET DCT UCL	CR23: RWY HDG 1500’ RIGHT TURN DCT LACET	220	Owen Roberts Tower, Cayman Approach, Havana ACC
L465 LACET L465 FUNKO	CR24: RWY HDG 1500’ RIGHT TURN DCT LACET	220	Owen Roberts Tower, Cayman Approach, Havana ACC
R644 TEXAM R644	CR25: RWY HDG 1500’ LEFT TURN DCT LIDOV DCT NADON DCT TEXAM	230	Owen Roberts Tower, Cayman Approach, Brac Tower
R640 NALRO R640	CR26: RWY HDG 1500’ LEFT TURN DCT NALRO	220	Owen Roberts Tower, Cayman Approach, Kingston ACC
L465 ALOBO L465	CR27: RWY HDG 1500’ LEFT TURN DCT ALOBO	220	Owen Roberts Tower, Cayman Approach, Kingston ACC
R644 ULISA R644	CR28: RWY HDG 1500’ LEFT TURN DCT ULISA	220	Owen Roberts Tower, Cayman Approach, CENAMER ACC
R640 MAMBI R640	CR29: RWY HDG 1500’ RIGHT TURN DCT MAMBI	220	Owen Roberts Tower, Cayman Approach, CENAMER ACC

1.5 Cayman Islands TMA MWCR Runway 08 Contingency Routes



1.6 Cayman Islands TMA MWCR Runway 26 Contingency Routes



1.7 MWCB Arrivals - Runway 09

Present ATS Routes	Contingency Routes	Flight Levels	ATS Units Involved
T931 TEXAM T931 BRACC	Use published RNAV ATS route	230	Cayman Approach, Brac Tower
LESOM A511 BRACC	CR30: LESOM DCT REVAK	230	Havana ACC, Cayman Approach, Brac Tower
R644 KATAL R644 BRACC	CR31: KATAL DCT REVAK	230	Havana ACC, Cayman Approach, Brac Tower
A511 BETAR A511 BRACC	CR32: BETAR DCT ADROS	230	Kingston ACC, Cayman Approach, Brac Tower

1.8 MWCB Departures – Runway 09

Present ATS Routes	Contingency Routes	Flight Levels	ATS Units Involved
T931 TEXAM T931	Use published RNAV ATS route	220	Brac Tower, Cayman Approach
A511 LESOM	CR33: RWY HDG 1500’ LEFT TURN DCT LESOM	220	Brac Tower, Cayman Approach, Havana ACC,
R644 KATAL R644	CR34: RWY HDG 1500’ LEFT TURN DCT KATAL	220	Brac Tower, Cayman Approach, Havana ACC
A511 BETAR A511	CR35: RWY HDG 1500’ RIGHT TURN DCT BETAR	230	Brac Tower, Cayman Approach, Kingston ACC

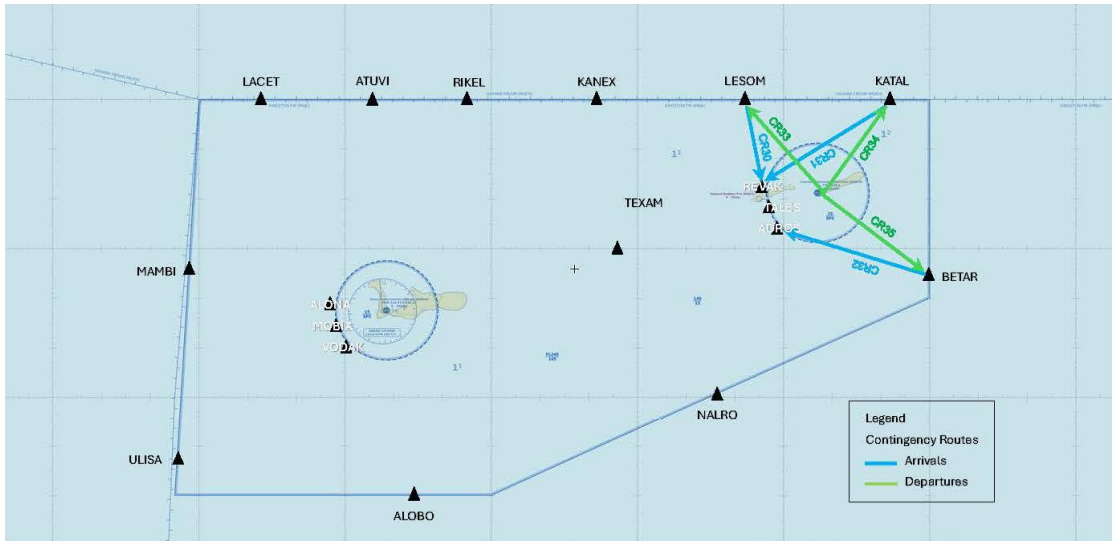
1.9 MWCB Arrivals - Runway 27

Present ATS Routes	Contingency Routes	Flight Levels	ATS Units Involved
T931 TEXAM T931 BRACC	CR36: TEXAM DCT DUPEN	230	Cayman Approach, Brac Tower
LESOM A511 BRACC	CR37: LESOM DCT LETOS	230	Havana ACC, Cayman Approach, Brac Tower
R644 KATAL R644 BRACC	CR38: KATAL DCT BESAR	230	Havana ACC, Cayman Approach, Brac Tower
A511 BETAR A511 BRACC	CR39: BETAR DCT BESAR	230	Kingston ACC, Cayman Approach, Brac Tower

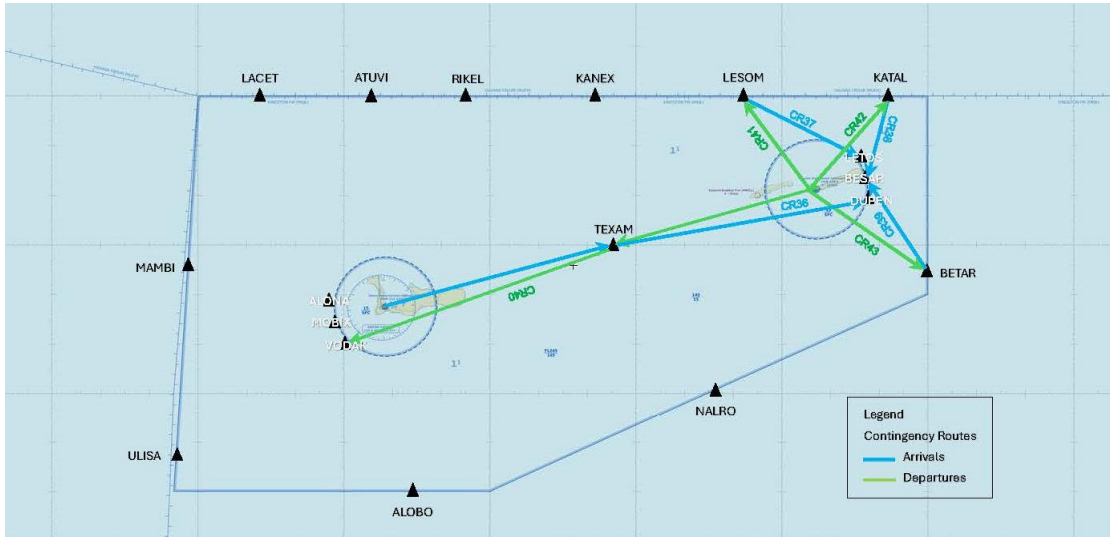
1.10 MWCB Departures – Runway 27

Present ATS Routes	Contingency Routes	Flight Levels	ATS Units Involved
T931 TEXAM T931	CR40: T931 TEXAM DCT VODAK	240	Brac Tower, Cayman Approach
A511 LESOM	CR41: RWY HDG 1500’ RIGHT TURN DCT LESOM	220	Brac Tower, Cayman Approach, Havana ACC,
R644 KATAL R644	CR42: RWY HDG 1500’ RIGHT TURN DCT KATAL	220	Brac Tower, Cayman Approach, Havana ACC
A511 BETAR A511	CR43: RWY HDG 1500’ LEFT TURN DCT BETAR	230	Brac Tower, Cayman Approach, Kingston ACC

1.11 Cayman Islands TMA MWCB Runway 09 Contingency Routes



1.12 Cayman Islands TMA MWCB Runway 27 Contingency Routes



Appendix F

1. Traffic Information Broadcasts by Aircraft (TIBA)

1.1 Listening Watch

1.1.1 A listening watch should be maintained on 123.45 while operating in the Cayman Islands TMA. For aircraft taking off from aerodromes located within the Cayman Islands TMA, the listening watch should start as soon as appropriate and be maintained until leaving the Cayman Islands TMA or in the case of domestic operations when domestic flights land at their alternate aerodrome.

1.2 Broadcast Guidance

1.2.1 A broadcast should be clearly pronounced in English:

a) As soon as appropriate before crossing a reporting point and prior to joining an ATS route.
b) Two to five minutes, where possible, before a change in altitude/flight level.
c) At the time of a change in altitude/flight level; and
d) At any other time considered necessary by the pilot in command.

1.3 TIBA Broadcast:

1.3.1 Climbing or Descending

ALL STATIONS

(call sign)

ALTITUDE/FLIGHT LEVEL (number) (or CLIMBING/DESCENDING TO ALTITUDE/FLIGHT LEVEL (number))
(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

POSITION (position) AT (time)

ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route) AT (time)
(call sign)

1.12.1 Change in Altitude/Flight Level

ALL STATIONS

(call sign)
(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

LEAVING ALTITUDE/FLIGHT LEVEL (number) FOR ALTITUDE/FLIGHT LEVEL (number) AT (position and time)

1.12.2 Time of Change in Altitude/Flight Level

ALL STATIONS

(call sign)

(direction)

(ATS route) (or DIRECT FROM (position) TO (position))

LEAVING ALTITUDE/FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed by:

ALL STATIONS

(call sign)

MAINTAINING ALTITUDE/FLIGHT LEVEL (number)

1.12.3 Temporary Altitude/Flight Level Change to Avoid and Imminent Collision Risk

ALL STATIONS

(call sign)

LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

followed as soon as practicable by:

ALL STATIONS

(call sign)

RETURNING TO FLIGHT LEVEL (number) NOW

2. Operating Procedures

2.1 Changes of cruising level

2.1.1 Changes of Cruising Level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance, or for other valid operational reasons. When cruising level changes are unavoidable, all available aircraft lighting which would improve the visual detection of the aircraft should be displayed while changing levels.

2.2 Collision avoidance

2.2.2 If, on receipt of traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk, and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, the pilot should:

a) Unless an alternative manoeuvre appears more appropriate, climb or descend 150 m (500 ft).
b) Display all available aircraft lighting which would improve the visual detection of the aircraft.
c) As soon as possible reply to the broadcast advising action being taken.
d) Notify the action taken on the appropriate ATS frequency; and
e) As soon as situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

2.3 Normal Position Reporting Procedures

2.3.1 Normal position reporting procedures should always be continued, regardless of any action taken to initiate or acknowledge a traffic information broadcast.

Appendix G

1. Sample Emergency Evacuation Messages

2. Cayman Approach and Owen Roberts Tower

"THIS IS CAYMAN APPROACH/OWEN ROBERTS TOWER;

EMERGENCY EVACUATION OF CAYMAN APPROACH AND OWEN ROBERTS TOWER IS IN PROGRESS DUE TO [REASON]; NO AIR TRAFFIC CONTROL SERVICE WILL BE PROVIDED BY CAYMAN APPROACH AND OWEN ROBERTS TOWER;

USE EXTREME CAUTION AND MONITOR THIS FREQUENCY, EMERGENCY FREQUENCIES AND AIR TO AIR FREQUENCIES;

CONTACT [THE NEXT AIR TRAFFIC CONTROL UNIT] AS SOON AS POSSIBLE.

NORTHBOUND FLIGHTS TRANSITING THE CAYMAN ISLANDS TMA CONTACT HAVANA CENTRE AS SOON AS POSSIBLE;

SOUTHBOUND AND EASTBOUND FLIGHTS TRANSITING THE CAYMAN ISLANDS TMA CONTACT KINGSTON CENTRE AS SOON AS POSSIBLE;

WESTBOUND FLIGHTS TRANSITING THE CAYMAN ISLANDS TMA CONTACT CENAMER AS SOON AS POSSIBLE;

DOMESTIC FLIGHTS MUST CONTACT BRAC TOWER AND LAND AT THE APPROPRIATELY FILED FLIGHT PLAN ALTERNATE AERODROME.

PLEASE BROADCAST THIS INFORMATION ON 123.45 AND 121.5."

1.2 Brac Tower

"THIS IS BRAC TOWER;

EMERGENCY EVACUATION OF BRAC TOWER IS IN PROGRESS DUE TO [REASON]; NO AIR TRAFFIC CONTROL SERVICE WILL BE PROVIDED BY BRAC TOWER;

USE EXTREME CAUTION AND MONITOR THIS FREQUENCY, EMERGENCY FREQUENCIES AND AIR TO AIR FREQUENCIES;

NORTHBOUND FLIGHTS TRANSITING THE CAYMAN ISLANDS TMA CONTACT HAVANA CENTRE AS SOON AS POSSIBLE;

SOUTHBOUND FLIGHTS TRANSITING THE CAYMAN ISLANDS TMA CONTACT KINGSTON CENTRE AS SOON AS POSSIBLE;

DOMESTIC FLIGHTS CONTACT CAYMAN APPROACH AS SOON AS POSSIBLE;

PLEASE BROADCAST THIS INFORMATION ON 123.45 AND 121.5."

Appendix H

1. ATS Units Air-Ground and TIBA Frequencies

Air/Ground		Contingency TIBA	
TMA ATS Units	Frequency (MHz)	Frequency (MHz)	
Cayman Approach	120.2	123.45	Emergency 121.5
Owen Roberts Tower	118.4 121.9	123.45	
Brac Tower	118.4	123.45	

Air/Ground		Contingency TIBA	
FIR ATS Units	Frequency (MHz)	Frequency (MHz)	
Kingston ACC	124.0	123.45	Emergency 121.5
Havana ACC	124.55	123.45	
CENAMER ACC	124.3	123.45	

Duration:

Start: 3rd June 2025
End: 3rd June 2026

Additional Information:

For any additional information regarding this AIC please contact:

Mr. Alastair Bird
Air Traffic Control Manager
Cayman Islands Airports Authority
+1 345 916 5774
Alastair.Bird@caymanairports.com