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Phones: 1345-244-5852 (CKIA)
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IAIP AMDT 01/2026
19 MAR 2026

THIS AMENDMENT ***SHOULD NOT*** BE INSERTED INTO THE AIP UNTIL 19 MAR 2026. HOWEVER, PLEASE REVIEW THE CONTENTS BEFORE THE EFFECTIVE DATE.

This amendment includes changes to information of permanent nature contained in the AIP/Cayman Islands.

INSERT:	**DESTROY:**
GEN 0	**GEN 0**
0.1-2 PREFACE -19 MAR 2026	0.1-2 - 28 FEB 2006
0.2-1 RECORD OF AIP AMENDMENT - 19 MAR 2026	0.2-1 - 28 NOV 2024
0.2-2 AIP SUPPLEMENTS - 19 MAR 2026	0.2-2 – 26 MAY 2017
0.4-1 CHECKLIST OF PAGE - 19 MAR 2026	0.4-1 - 28 NOV 2024
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1.2-3 ADVANCE NOTIFICATION OF ARRIVAL -19 MAR 2026	1.2-3 -28 NOV 2024
1.7-1 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES - 19 MAR 2026	1.7-1 -23 APR 2020
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2.1-1 MEASURING SYSTEM -19 MAR 2026	2.1-1 – 27 AUG 2009
2.1-2 PUBLIC HOLIDAY 2026 - 19 MAR 2026	2.1-2 -28 NOV 2024
2.3-1 CHART SYMBOLS - 19 MAR 2026	2.3-1 -27 AUG 2009
2.3-2 CHART SYMBOLS - 19 MAR 2026	2.3-2 -27 AUG 2009
2.3-3 CHART SYMBOLS - 19 MAR 2026	2.3-3 -27 AUG 2009
2.3-4 CHART SYMBOLS - 19 MAR 2026	2.3-4 -27 AUG 2009
2-3-5 CHART SYMBOLS - 19 MAR 2026	2.3-5 -27 AUG 2009
2-3-6 CHART SYMBOLS - 19 MAR 2026	2.3-6 -27 AUG 2009
2-3-7 CHART SYMBOLS - 19 MAR 2026	2.3-7 -27 AUG 2009
2-7-1 SUNRISE/SUNSET TABLE - 19 MAR 2026	2.7-1 -23 APR 2020
GEN 3	**GEN 3**
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3.1-3 SUPPLEMENTS TO THE AIP (AIP SUP) - 19 MAR 2026	3.1-3 - 28 JAN 2021
3.1-5 DIGITAL DATA SETS -19 MAR 2026	3.1-5 - 09 SEPT 2021
3.3-1 AIR TRAFFIC SERVICES - 19 MAR 2026	3.3-1 - 28 NOV 2024
3.3-2 MINIMUM FLIGHT ALTITUDE - 19 MAR 2026	3.3-2 - 28 NOV 2024

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INSERT:	**DESTROY:**
GEN 3	**GEN 3**
3.4-1 COMMUNICATION SERVICES -19 MAR 2026	3.4-1- 28 NOV 2024
3.4-2 COMMUNICATION SERVICES - 19 MAR 2026	3.4-2 - 01 JAN 2001
3.5-2 METEOROLOGICAL SERVICES - 19 MAR 2026	3.5-2 - 06 FEB 2014
3.6-1 SEARCH AND RESCUE - 19 MAR 2026	3.6-1 - 02 DEC 2020
3.6-4 SEARCH AND RESCUE - 19 MAR 2026	3.6-4 - 21 AUG 2014
3.6-5 SEARCH AND RESCUE - 19 MAR 2026	3.6-5 - 21 AUG 2014
ENR 1	**ENR 1**
1.5-1 HOLDING, APPROACH AND DEPARTURE PROCEDURES - 19 MAR 2026	1.5-1 - 06 FEB 2014
1.7-1 ALTIMETER SETTING PROCEDURES -19 MAR 2026	1.7-1 - 01 JAN 2001
1.9-1 AIR TRAFFIC FLOW MANAGEMENT (ATFM) - 19 MAR 2026	1.9-1 - 01 JAN 2001
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2.1-1 AIR TRAFFIC SERVICES AIRSPACE -19 MAR 2026	2.1-1 -15 NOV 2012
ENR 4	**ENR 4**
4.1-1-RADIO NAVIGATION AIDS – EN-ROUTE – 19 MAR 2026	4.1-1- 09 SEPT 2021
4.2-1 SPECIAL NAVIGATION SYSTEMS – 19 MAR 2026	4.2-1- 01 JAN 2001
4.3-1 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)- 19 MAR 2026	4.3-1- 06 FEB 2014
4.4-1 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS - 19 MAR 2026	4.4-1- 01 JAN 2001
4.5-1 AERONAUTICAL GROUND LIGHTS EN-ROUTE - 19 MAR 2026	NEW ADDITION

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INSERT:	**DESTROY:**
ENR 5	**ENR 5**
5.1-1 PROHIBITED, RESTRICTED AND DANGER AREAS - 19 MAR 2026	5.1-1- 01 JAN 2001
5.2-1 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENSE IDENTIFICATION ZONE (ADIZ) -19 MAR 2026	5.2-1- 01 JAN 2001
5.3-1 OTHER ACTIVITIES OF A DANGEROUS NATURE - 19 MAR 2026	5.3-1-18 MAY 2023
5.3-2 OTHER POTENTIAL HAZARDS - 19 MAR 2026	NEW ADDITION
5.4-1 AREA NAVIGATION OBSTACLES – AREA 1 - 19 MAR 2026	5.4-1- 09 SEPT 2021
5.5-1 AERIAL SPORTING AND RECREATIONAL ACTIVITIES- 19 MAR 2026	5.5-1- 01 JAN 2001
5.6-1 BIRD MIGRATION AND WILDLIFE ACTIVITIES - 19 MAR 2026	5.6-1- 27 AUG 2009
5.6-2 BIRD MIGRATION AND WILDLIFE ACTIVITIES - 19 MAR 2026	5.6-2 - 27 AUG 2009
5.6-3 WILDLIFE STRIKE OCCURRENCE - 19 MAR 2026	NEW ADDITION
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AD 2-43 AIRCRAFT PARKING/ DOCKING CHART - 19 MAR 2026	AD 2-43 - 28 NOV 2024
AD 2-44 AERODROME OBSTACLE CHART -19 MAR 2026	AD 2-44 - 18 MAY 2023

END OF AMENDMENT 01/2026

3.1.2 Part 2 − En-route (ENR)

Part 2 consist of seven sections containing information as briefly described hereafter.

ENR 0. − Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General rules and procedures − General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2 . Air traffic services airspace − Detailed description of Terminal control areas (TMA); and Other regulated airspace.

ENR 3. ATS routes − Detailed description of Lower ATS routes; Area navigation routes; Helicopter routes; and En-route holding.

> Note.− Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 − Aerodromes.

ENR 4. Radio navigation aids/systems − Radio navigation aids − en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights − en-route.

ENR 5. Navigation warnings − Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles − en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts − En-route Chart − ICAO and index charts.

3.1.3 Part 3 − Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. −Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the table of contents to Part 3.

AD 1. Aerodromes − Introduction − Aerodrome/heliport availability; Rescue and fire fighting services; Index to aerodromes and heliports; and Grouping of aerodromes.

AD 2. Aerodromes − Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

3.1 Regular amendment interval and Publication Media

Regular amendments to the AIP will be issued once every three months. The publication dates will be based on the AIRAC publication dates. All publications are available for free at the CIAA hyperlink Aeronautical Information services-CIAA, additionally pre-flight bulletins are available from on duty officers or can be requested at aisoria@caymanairports.com or aisckia@caymanairports.com .

4. Service to contact in case of detected AIP errors or omissions

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENTS			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
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

AIP AMENDMENTS			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
25/2017	02/03/17	31/03/17	GP
26/2017	31/03/17	26/05/17	GP
27/2017	07/12/17	04/01/18	GP
01/2018	01/02/18	07/03/18	GP
02/2018	26/04/18	30/08/18	GP
01/2019	28/02/19	28/03/19	GP
01/2020	28/03/20	23/04/20	GP
02/2020	09/09/20	08/10/20	GP
03/2020	08/11/20	02/12/20	GP
01/2021	31/12/20	28/01/21	GP
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02/2022	24/03/2022	21/04/22	GP
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01/2023	16/04/2023	18/05/2023	GP
01/2024	03/10/2024	28/11/2024	GP
01/2026	19/02/2026	19/03/2026	GP

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENTS			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*

AIP SUPPLEMENT			
NR/Year	*Publication date*	*Effective Date*	*Inserted by*
01/2020	Nov 10,2020	Nov 10,2020	
01/2024	May 9,2024	May 9,2024	
02/2025	Mar 11,2025	Mar 11,2025	

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0.3-1	12 NOV 15	2.3-7	19 MAR 2026	1.2-2	01 JAN 01
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1.3-1	28 FEB 06	3.2-4	21 APR 2022	1.10-4	01 JAN 01
1.3-2	01 JAN 01	3.2-5	01 JAN 01	1.11-1	25 MAR 2021
1.4-1	04 JAN 18	3.3-1	19 MAR 2026	1.11-2	20 AUG 15
1.5-1	08 OCT 2020	3.3-2	19 MAR 2026	1.12-1	01 JAN 01
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1.6-3	25 MAR 2021	3.5-1	28 MAR 19	1.12-4	01 JAN 01
1.6-4	25 MAR 2021	3.5-2	19 MAR 2026	1.13-1	01 JAN 01
1.7-1	19 MAR 2026	3.5-3	06 FEB 14	1.14-1	01 JAN 01
1.7-2	23 APR 2020	3.6-1	19 MAR 2026	1.14-2	01 JAN 01
1.7-3	23 APR 2020	3.6-2	02 DEC 2020	1.14-3	01 JAN 01
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2.2-9	01 JAN 01				

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6.7-1	01 JAN 01	AD 2-19-2	15 NOV 12	AD 2-51	26 JUL 12
6.8-1	01 JAN 01	AD 2-20	15 NOV 12	AD 2-51-2	26 JUL 12
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3.2 Documentary requirements for clearance of aircraft

3.2.1 Same requirements as for scheduled flights.

4. Private flights

4.1 Advance notification of arrival

All flights with the exception of local based general aviation aircraft operating at Owen Roberts International Airport require slot approval. Non-scheduled operators can submit slots through their nominated handling agent.

4.1.1 Aircraft operators are required to have made prior arrangements for ground handling with a service provider based at Owen Roberts International airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.

4.1.2 Out of hours operations are restricted to Medevacs and delayed commercial air transport operators up to 23:59 LST and have a mandatory requirement to obtain prior approval before operation from aocc@caymanairports.com

4.1.3 All flights must have an approved flight plan. Application for special permission must be submitted to the Airport Operations Command Centre, Cayman Islands Airport Authority, 298 Owen Roberts Drive, P.O. Box 10098, Grand Cayman, Cayman Islands, Tel# 1 345 244 5835, Email: aocc@caymanairports.com at least three days in advance of the entry into the airspace over the Cayman Islands.

4.1.4 Advance notification of arrival MWCB. Aircraft wishing to operate at Charles Kirkconnell International Airport must have prior approval from the Airport Manager before operation. Please email Joshua.burke@caymanairports.com, AOCC@caymanairports.com, and CKIAOps@caymanairports.com for flight approvals.

4.2 Documentary requirements for clearance of aircraft

4.2.1 No documents, in addition to those mentioned under 2.2.2 above, are required in the case of an aircraft remaining within the Cayman Islands for less than 30 days.

5. Public health measures applied to aircraft

5.1 No public health measures are required to be carried out in respect of aircraft entering the Cayman Islands, with the exception of passengers who are coming directly from an area infected with cholera, yellow fever or smallpox; they are required to present vaccination certificates.

5.2 Aircraft arriving from outside the Cayman Islands may land at any international aerodrome in the Cayman Islands provided that the aircraft has been disinsection approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the Health Section of the General Declaration. If spraying of the aircraft is to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 PERSONNEL LICENSING, Fourteenth edition: No significant difference

2. ANNEX 2 RULES OF THE AIR, Eleventh edition:

Chapter 3

3.2.3 *Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders.*

Chapter 4

4.6 ***Low flying Prohibitions**:*

Rule 5-(1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6.

(2) If an aircraft is flying in circumstance such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions.

*(3)**The low flying prohibitions are as follows**-*

*(a) **Engine Failure***

An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure.

*(b)**The 500 feet rule***

Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure.

*(c) **The 1,000 feet rule***

Except with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.

*(d) **The land clear rule***

An aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure

*(e)**Flying over open air assemblies***

Except with the written permission of the Governor, an aircraft must not fly over an organized open-air assembly of more than 1,000 persons below whichever is the higher of the following heights-(i)1,000ft or (ii)such height as would permit the aircraft to land clear of the assembly in the event of an engine failure.

*(f)**Landing and taking off near open air assemblies**.*

An aircraft must not land or take-off within 1,000 metres of an organized, open-air assembly of more than 1,000 persons except- (i) at an aerodrome, in accordance with procedures notified by the Governor; or (ii) at a landing site which is not an aerodrome, in accordance with procedures notified by the Governor and with the written permission of organizer of the assembly.

Exemptions from the low flying prohibitions

*Rule 6. The exemptions from the low flying prohibitions are as follow- **(a) Landing and taking off.** (i)An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of – (aa) taking off from, landing at or practice approaches to landing at; or (bb)checking navigational aids or procedures at, a certificated or notified aerodrome.*

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, and HOLIDAYS

1. Units of measurement

The table of units of measurement shown below are used by aeronautical stations within the Cayman TMA for air and ground operations.

For measurement of	*Units used*
Distance used in navigation, position reporting, etc. – generally in excess of 2 nautical miles	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including runway visual range	Kilometers or meters
Altimeter setting	Hectopascal/Inches
Temperature	Degrees Celsius/Fahrenheit
Weight	Metric tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC

2. Temporal System

General

Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241. Local time in the Cayman Islands is UTC minus five (5) hours.

3. Horizontal Reference System

3.1 ***Name/designation of datum***

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

3.2 ***Area of application***

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of the Cayman Islands as well as the airspace over the high seas encompassed by the Cayman Islands TMA in accordance with the regional air navigation agreement.

3.3 ***Use of an asterisk to identify published geographical coordinates***

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex

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. Vertical Reference System

The vertical reference used is Mean Sea Level (MSL).

5. 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.

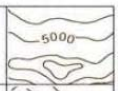
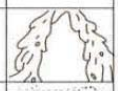
6. Public holidays 2026

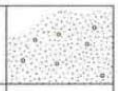
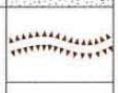
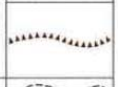
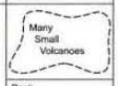
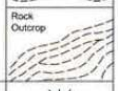
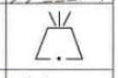
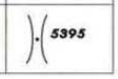
Date	Holiday
Monday, 1 January	New Year's Day
Monday, 26 January	National Heroes' Day
Wednesday, 18 February	Ash Wednesday
Friday, 3 April	Good Friday
Monday, 6 April	Easter Monday
Monday, 4 May	Emancipation Day
Monday, 18 May	Discovery Day
Monday, 15 June	HM King Charles Birthday
Monday, 6 July	Constitution Day
Monday, 9 November	Remembrance Day
Friday, 25 December	Christmas Day
Monday, 28 December	Boxing Day

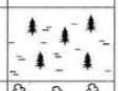
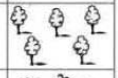
Note.– Some administrative services may not be available and banks and other institutions may not be open during public holidays.

GEN 2.3 CHART SYMBOLS

TOPOGRAPHY

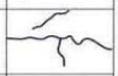
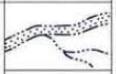
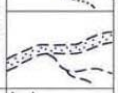
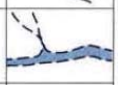
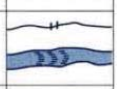
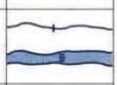
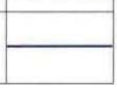
1	Contours	
2	Approximate contours	
3	Relief shown by hachures	
4	Bluff, cliff or escarpment	
5	Lava flow	
6	Sand dunes	
7	Sand area	

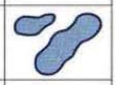
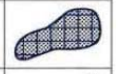
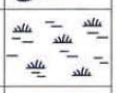
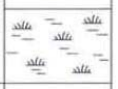
8	Gravel		
9	Levee or esker	Alternative	
			
10	Unusual land features appropriately labelled		
			
	Active volcano		
11	Mountain pass		

12	Highest elevation on chart	Alternative	17456
			.17456
13	Spot elevation		.6397 .8975
14	Spot elevation (of doubtful accuracy)		.6370±
15	Coniferous trees		
16	Other trees		
17	Palms		

18	Areas not surveyed for contour information or relief data incomplete	Caution

HYDROGRAPHY

19	Shore line (reliable)		
20	Shore line (unreliable)		
21	Tidal flats		
22	Coral reefs and ledges		
23	Large river (perennial)		
24	Small river (perennial)		
25	Rivers and streams (non-perennial)	Alternative	
			
26	Rivers and streams (unsurveyed)		
27	Rapids		
28	Falls		
29	Canal		

30	Abandoned canal *Note.— Dry canal having landmark value.*			
31	Lakes (perennial)			
32	Lakes (non-perennial)	Alternative		
				
33	Salt lake			
34	Salt pans (evaporator)			
35	Swamp			
36	Rice field	Alternative		
				
37	Spring, well or water hole		perennial	
			intermittent	

38	Reservoir		Reservoir
39	Dry lake bed	Alternative	
40	Wash	Alternative	
41	Shoals		
42	Glaciers and ice caps		
43	Danger line (2 m or one fathom line)		
44	Charted isolated rock		+
45	Rock awash		
46	Unusual water features appropriately labelled		

CULTURE

BUILT-UP AREAS

47	City or large town
48	Town
49	Village
50	Buildings

HIGHWAYS AND ROADS

57	Dual highway
58	Primary road
59	Secondary road
60	Trail
61	Road bridge
62	Road tunnel

MISCELLANEOUS (Cont.)

69	Pipeline
70	Oil or gas field
71	Tank farms
72	Nuclear power station
73	Coast guard station
74	Lookout tower
75	Mine
76	Forest ranger station
77	Race track or stadium
78	Ruins
79	Fort
80	Church
81	Mosque
82	Pagoda
83	Temple

RAILROADS

51	Railroad (single track)
52	Railroad (two or more tracks)
53	Railroad (under construction)
54	Railroad bridge
55	Railroad tunnel
56	Railroad station

MISCELLANEOUS

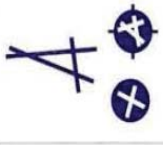
63	Boundaries (international)
64	Outer boundaries
65	Fence
66	Telegraph or telephone line (when a landmark)
67	Dam
68	Ferry

AERODROMES

84	Civil	Land
85	Civil	Water
86	Military	Land
87	Military	Water

88	Joint civil and military	Land
89	Joint civil and military	Water
90	Emergency aerodrome or aerodrome with no facilities	
91	Abandoned or closed aerodrome	

92	Sheltered anchorage
93	Aerodrome for use on charts on which aerodrome classification is not required e.g. Enroute Charts
94	Heliport *Note.— Aerodrome for the exclusive use of helicopters*

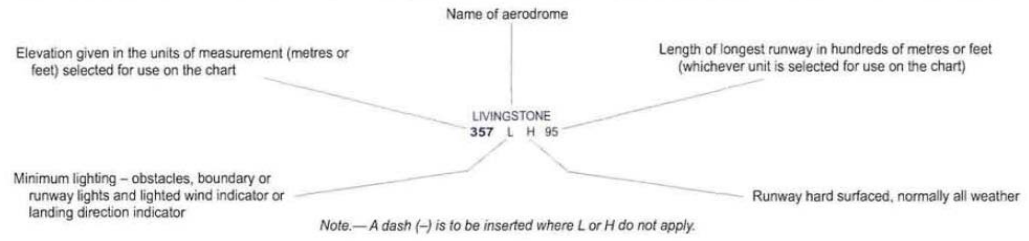
95	*Note.— Where required by the function of the chart, the runway pattern of the aerodrome may be shown in lieu of the aerodrome symbol, for example:*	

AERODROMES *(Cont.)*

AERODROME DATA IN ABBREVIATED FORM WHICH MAY BE IN ASSOCIATION WITH AERODROME SYMBOLS

(Reference: 16.9.2.2 and 17.9.2.2)

96



Note.— A dash (–) is to be inserted where L or H do not apply.

AERODROME SYMBOLS FOR APPROACH CHARTS

97	Aerodromes affecting the traffic pattern on the aerodrome on which the procedure is based	
98	The aerodrome on which the procedure is based	

RADIO NAVIGATION AIDS*

99	Basic radio navigation aid symbol *Note.— This symbol may be used with or without a box to enclose the data.*		
100	Non-directional radio beacon	NDB	
101	VHF omnidirectional radio range	VOR	
102	Distance measuring equipment	DME	
103	Collocated VOR and DME radio navigation aids	VOR/DME	
104	DME distance	Distance in kilometres (nautical miles) to DME → 15 km Identification of radio navigation aid → K A V	
105	VOR radial	Radial bearing from, and identification of, VOR	R 090 K A V
106	UHF tactical air navigation aid	TACAN	
107	Collocated VOR and TACAN radio navigation aids	VORTAC	
108	Instrument landing system	ILS	PLAN VIEW (B, Y); Electronic FRONT COURSE; BACK COURSE; PROFILE; Electronic GLIDE PATH
109	Radio marker beacon	Elliptical / Bone Shape	

Note.— Marker beacon may be shown by outline, or stipple, or both.

110 Compass rose
To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)

Note.— Additional points of compass may be added as required.

Compass rose to be used as appropriate in combination with the following symbols:

VOR	
VOR/DME	
TACAN	
VORTAC	

** Note.— Guidance material on the presentation of radio navigation aid data is given in the ICAO* Aeronautical Chart Manual *(Doc 8697).*

AIR TRAFFIC SERVICES

111	Flight information region	FIR	
112	Aerodrome traffic zone	ATZ	
113	Control area Airway Controlled route	CTA AWY	Alternative
114	Uncontrolled route		
115	Advisory airspace	ADA	
116	Control zone	CTR	

117	Air defence identification zone	ADIZ	ADIZ
118	Advisory route	ADR	Alternative
119	Visual flight path	compulsory with radio communication requirement	
		compulsory, without radio communication requirement	
		recommended	
120	Scale-break (on ATS route)		Alternative

121	Reporting and fly-by/flyover functionality	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover
	VFR reporting point				
	Intersection INT				
	VORTAC				
	TACAN				
	VOR				
	VOR/DME				
	NDB				
	Waypoint WPT				

Note.— See 2.4.4 and 2.4.5.

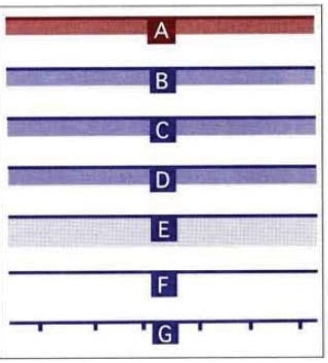
122	Change-over point COP To be superimposed on the appropriate route symbol at right angles to the route	26 / 36	123	ATS/MET reporting point MRP	Compulsory On request	124	Final approach fix FAF	

AIR TRAFFIC SERVICES *(cont.)*

125	Altitudes/flight levels	Altitude/flight level "window"	17 000 10 000	FL 220 10 000
		"At or above" altitude/flight level	7 000	FL 70
		"At or below" altitude/flight level	5 000	FL 50
		"Mandatory" altitude/flight level	3 000	FL 30
		"Recommended" procedure altitude/flight level	5 000	FL 50
		"Expected" altitude	Expect 5 000	Expect FL 50
	Note.— For use only on SID and STAR charts. Not intended for depiction of minimum obstacle clearance altitude.			

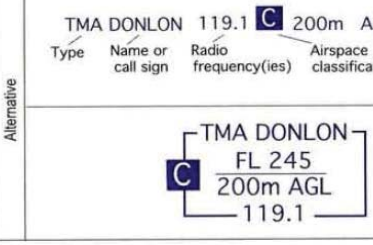
AIRSPACE CLASSIFICATIONS

126 Airspace classifications



Aeronautical data in abbreviated form to be used in association with airspace classification symbols:

127 Alternative



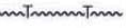
AIRSPACE RESTRICTIONS

128	Restricted airspace (prohibited, restricted or danger area)		Common boundary of two areas	
	Note:—The angle and density of rulings may be varied according to scale and the size, shape and orientation of the area.			
129	International boundary closed to passage of aircraft except through air corridor			

OBSTACLES

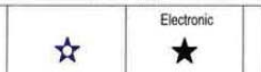
130	Obstacle		134	Exceptionally high obstacle (optional symbol)	
131	Lighted obstacle		135	Exceptionally high obstacle — lighted (optional symbol) *Note:— For obstacles having a height of the order of 300 m (1 000 ft) above terrain.*	
132	Group obstacles		136	Elevation of top (italics) 52 (15) Height above specified datum (upright type in parentheses)	
133	Lighted group obstacles				

MISCELLANEOUS

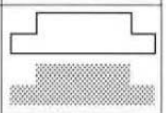
137	Prominent transmission line	
138	Isogonic line or isogonal	
139	Ocean station vessel (normal position)	

140	Wind turbine — unlighted and lighted	
141	Wind turbines — minor group and group in major area, lighted	

VISUAL AIDS

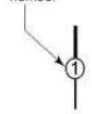
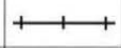
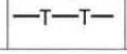
142	Marine light *Note 2.– Characteristics are to be indicated as follows:* Alt Alternating B Blue F Fixed	F *Note 1.– Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated.* Fl Flashing G Green Gp Group Occ Occulting R Red SEC Sector sec Second (U) Unwatched W White
143	Aeronautical ground light	
144	Lightship	

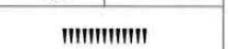
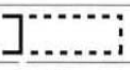
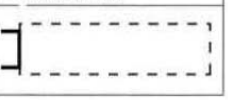
SYMBOLS FOR AERODROME/HELIPORT CHARTS

145	Hard surface runway	
146	Pierced steel plank or steel mesh runway	
147	Unpaved runway	
148	Stopway SWY	
149	Taxiways and parking areas	
150	Helicopter alighting area on an aerodrome	
151	Aerodrome reference point ARP	
152	VOR check-point	
153	Runway visual range (RVR) observation site	

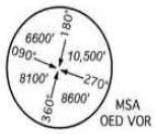
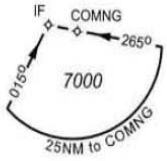
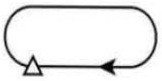
154	Point light	 
155	Obstacle light	
156	Landing direction indicator (lighted)	
157	Landing direction indicator (unlighted)	
158	Stop bar	
159	Runway-holding position Pattern A Pattern B *Note.– For application, see Annex 14, Volume I, 5.2.10.*	
160	Intermediate holding position *Note.– For application, see Annex 14, Volume I, 5.2.11.*	
161	Hot spot *Note.– Hot spot location to be circled.*	

SYMBOLS FOR AERODROME OBSTACLE CHARTS - TYPE A, B AND C

		Plan	Profile
162	Tree or shrub		Identification number 
163	Pole, tower, spire, antenna, etc.		
164	Building or large structure		
165	Railroad		
166	Transmission line or overhead cable		

		Plan	Profile
167	Terrain penetrating obstacle plane		
168	Escarpment		
169	Stopway SWY		
170	Clearway CWY		

ADDITIONAL SYMBOLS FOR USE ON PAPER AND ELECTRONIC CHARTS

	PLAN VIEW		Electronic
171	Minimum sector altitude *Note.— This symbol may be modified to reflect particular sector shapes.*	MSA	
172	Terminal arrival altitude *Note.— This symbol may be modified to reflect particular TAA shapes.*	TAA	
173	Holding pattern		
174	Missed approach track		

PROFILE

175	Runway	
176	Radio navigation aid (type of aid and its use in the procedure to be annotated on top of the symbol)	
177	Radio marker beacon (type of beacon to be annotated on top of the symbol)	
178	Collocated radio navigation aid and marker beacon (type of aid to be annotated on top of the symbol)	
179	DME fix (distance from DME and the fix use in the procedure to be annotated on top of the symbol)	
180	Collocated DME fix and marker beacon (distance from DME and the type of beacon to be annotated on top of the symbol)	

GEN 2.7 SUNRISE/SUNSET TABLE

1. Sunrise-Sunset table

1.1 Sunrise and Sunset table is published as an annual AIC and can be found at Aeronautical Information services -CIAA

3. Aeronautical Publication

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package (IAIP) consisting of the following elements:

— Aeronautical Information Publication (AIP);
— AIP Amendments (AIP AMDT);
— AIP Supplement to the AIP (AIP SUP)
— NOTAM and limited Pre-Flight Information Bulletins (PIB)
— Checklists and list of valid NOTAM

AIP, AIP AMDT, AIP SUP AND AIC are available on the Cayman Islands Airport Authority website. NOTAM are issued via the Aeronautical Fixed Telecommunication Network (AFTN)/Aeronautical Message Handling System (AMHS) and the related monthly checklists are issued via the email by Jamaica NOTAM Office (NOF) while limited PIB are made available on request at the aerodrome AIS units.

3.2 ***Aeronautical Information Publication (AIP)***

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The Cayman Islands AIP is published in 1 volume.

The AIP is published in English only for use in international and domestic operations and applies to commercial and private flights.

3.3 ***Amendment service to the AIP (AIP AMDT)***
Amendments to the AIP are published in accordance with the established regular intervals (see GEN 0.1-2 paragraph 3..1.5). It incorporates permanent changes to the AIP on the indicated publication date. Two types of AIP AMDT are produced:

— Regular AIP Amendment (AIP AMDT), issued on the first day of each month and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and

— AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym — AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the amendments and changes made are provided in the AIP AMDT cover page. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP
cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits is a part of the serial number of the amendment, e.g. AIP AMDT 1/96; AIRAC AIP AMDT 1/96.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.4 ***Supplement to the AIP (AIP SUP)***

Temporary changes of long duration (three months or more) and information of short duration which contains extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP. AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. i.e. AIP SUP 1/96; AIRAC AIP SUP 1/96.

An AIP Supplement is kept if all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements is currently published in the monthly plain-language NOTAM List.

3.5 ***NOTAM and Pre-flight Information Bulletins (PIB)***

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significant uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAMs are originated by the Kingston International NOTAM Office (NOF) and issued for the Cayman Islands TMA and are distributed in series identified by the letter A.

Series A. General rules, en-route navigation and communications facilities, airspace restrictions and activities taking place below FL 245 and information concerning major international aerodromes.

3.6 ***Aeronautical Information Circulars (AIC)***

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

Each AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC 1/96. A checklist of AIC currently in force is issued as an AIC twice a year.

5. Pre-flight information service at aerodromes

Pre-flight information is available at aerodromes as detailed below.

Aerodrome/Heliport	*Briefing coverage*
Charles Kirkconnell/International	North, Central and South America, the Caribbean and Europe
Owen Roberts/International	North, Central and South America, the Caribbean and Europe

Daily Pre-flight Information Bulletins (PIB) — Route Bulletins and Summaries are available for distribution at Owen Roberts/International and Charles Kirkconnell/International airports AIS units. The aerodrome AIS units are connected to the central NOTAM data bank at KINGSTON/Norman Manley.

6. Digital Data Sets

All digital datasets for Owen Roberts International Airport and Charles Kirkconnell International Airport are available on the Cayman Islands Airports Authority website. A hyperlink is provided below for ease of reference.

Additional Digital Data Sets can be obtained from the following contact:
Quality and Compliance Manager
298 Owen Roberts Drive Grand Cayman
Cayman Islands
Tel: 345 926 0955
Email: jeremy.jackson@caymanairports.com

Cayman Islands Airport Authority Digital Data Set

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: Alastair.Bird@caymanairports.com
Website: www.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 — *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)*
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 2.17 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).

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes listed in section ENR 3, have been determined to ensure a 1,000ft (300m) vertical clearance above the highest known obstacle within the lateral limits of the route within the Cayman Islands TMA and adjacent areas.

6. ATS units address list

Unit name	*Postal address*	*Telephone NR email*	*Fax NR*	*AFS address*	*Website*
1	2	3	4	5	6
Cayman APP Brac and Owen Roberts TWRs	Air Traffic Control Manager P.O. Box 10098 APO Grand Cayman Cayman Islands	(345) 943 7070 Alastair.Bird@caymanairports.com	(345) 943 7071	MWCRZTZX	www.caymanairports.com

GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

Communication services and navigation aids are provided for the entire Cayman Islands TMA and administered by the Cayman Islands Airport Authority, Communication, Navigation and Surveillance Department.

Communications Navigation and Surveillance Manager
Cayman Islands Airports Authority
P.O. Box 10098
Grand Cayman KY1-1001
Cayman Islands

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYAYX
EMAIL: Alan.Cousins@caymanairports.com

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10 — *Aeronautical Telecommunications*
Doc 8400 — *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)*
Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*
Doc 7030 — *Regional Supplementary Procedures*
Doc 7910 — *Location Indicators*

2. Area of responsibility

Communication services are provided for the entire Cayman Islands TMA. Arrangements for such services on a continuing basis should be made with the Director of Civil Aviation, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in the Director. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the Director.

3. Types of service

3.1 ***Radio navigation services***

The following types of radio aids to navigation are available:

VHF omni-directional radio range (VOR)
Distance-measuring equipment (DME)

The coordinates listed in ENR 4 refer to the transmitting antennas.

3.2 ***Voice/Data Link Service***

Voice service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch except in an emergency, without informing the control radio station.

Enroute Communications Organization
The radio frequencies for enroute communications are listed in subsection ENR 2.1 Aircraft approaching or departing from an airport is required to communicate with that airport on the appropriate surface movement, tower, or approach control frequency.

Data Link Service
The messages to be transmitted over the Aeronautical fixed Service (AFS) are accepted only if:

a) a.) The messages satisfy the requirements of ICAO Annex 10, Volume II, Chapter 3, paragraph 3.3;
b) The messages are prepared in the form specified in ICAO Annex 10;
c) The text of an individual message does not exceed 1800 characters.

3.3 **Broadcasting Service**
The following broadcasts are available for use of an aircraft in flight: VHF ATIS Broadcasts.

3.4 **Language used**: English

3.5 **Where detailed information can be obtained.**

Details of the various facilities available for the en-route cab be found in Part 2, ENR 4.
Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD).
In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2(ENR) and Part 3(AD).

4. Requirements and Conditions

The requirements of the Civil Aviation Authority and general conditions under which the communications services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of the Cayman Islands.

5. Miscellaneous

"NIL"

4. Types of services

Personal briefing and consultation for flight crewmembers are provided only at Owen Roberts International. For all other aerodromes, consultation is available by telephone.

Limited flight documentation is normally provided for domestic flights. For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

Daily forecast of weather conditions for the Cayman Islands can be obtained by dialing the following telephone numbers:

(345) 947 5773
(345) 949 4528
(345) 244 5829

5. Notification required from operators

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required. Operators should give at least 3 hours notice before the expected time of departure.

6. Aircraft reports

AIREP
Routine aircraft meteorological observations shall be made, and the reports transmitted at ATS/ MET reporting points listed on page GEN 3.5-6 and as indicated in subsection ENR 3.1 - ATS ROUTES.
Special aircraft observations and aircraft observations during climb-out and approach shall be made, and the reports transmitted as necessary.

REPORTING OF LOW-LEVEL WIND SHEAR
Pilots encountering wind shear shall report to ATC as soon as possible. When reporting wind shear on radiotelephony, the information should be transmitted in this order:
Aircraft callsign;
Windshear report;
Time of windshear occurrence;
Position of windshear;
Intensity (moderate, strong, or severe);
Average height of windshear layer.
On receipt of a wind shear report from a pilot, ATC will pass it to other aircraft in the vicinity. The following phraseology will
be used:
“Windshear warning
Arriving (or departing) (type of aircraft)
Reported (moderate, strong, severe)
Windshear in approach (or departure)
Runway (number) at time
Height of windshear layer (feet)”
The presence of wind shear as reported by a pilot will also be broadcast in the ATIS for the next half an hour unless subsequent reports indicate that wind shear no longer exists.

GEN 3.6 SEARCH AND RESCUE

1. Responsible service

1.1 The Search and Rescue service in the Cayman Islands is provided by the Cayman Islands Government, in collaboration with the National Emergency Operations Centre **(NEOC**), the newly formed Cayman Islands Coast Guard(**CICG)**and the National Hurricane Response Committee: Emergency Support Team(**EST**) 9 Search and Rescue Operations , chaired by the Chief Fire Officer.
An aircraft incident requiring search and rescue operations be it on land or sea will be declared a Major Incident, whereby the National Emergency Operations Centre (**NEOC**) will be activated mobilizing relevant resources and facilities **(EST 9,** Health Services(**HSA,Red Cross, CERT Teams, RCIPS** etc.)
When **SAR** operations are needed, a rescue Co-ordination Center is established through which communications and activation of the following agencies occur, the **NEOC** will be operated out of the Government Administration Building (GAB).

The addresses for all partners involved are as follows:

National Emergency Operations Centre(NEOC)
1st Floor GAB Room 1038
133 Elgin Avenue
Grand Cayman, Cayman Islands
Cayman Islands

Cayman Islands Fire Service
148 Owen Roberts Drive
P.O. Box 1804, Ky1-1102
George Town, Grand Cayman
Tel: 345 949 2499

Chief Coordinator of SAR Operations
1st Floor GAB Room 1038
133 Elgin Avenue
Grand Cayman, Cayman Islands
Cayman Islands

Cayman Islands Coast Guard
Hirst Road, Newlands
Bodden Town, Grand Cayman
George Town, Grand Cayman
Tel: 345 649 7710

Search and Rescue service within the Cayman Islands TMA is also provided by the Kingston Rescue Co-ordination Center (**RCC**) in Jamaica, in collaboration with the Civil Aviation Authority of the Cayman Islands and the NEOC.

The address of the Kingston Rescue Co-ordination Center is as follows:
MRCC KINGSTON
HMJS Cagway
Port Royal.
Kingston, Jamaica
TEL :(876) 967 8193,
FAX: (876) 967 8278,
Email: odojdfcg@gmail.com
AFS: MKJKYCYX
The service is provided in accordance with the provisions contained in ICAO Annex 12 — *Search and Rescue.*

2. Area of responsibility

The National Emergency Operations Centre(NEOC) Emergency Support Team(EST)9- Search and Rescue(SAR) Operations is the primary response agency for SAR Operations within Cayman Islands TMA.

Cayman Islands Coast Guard (CICG)
CICG has responsibility for the coordination of all open / deep water search and rescue operations in the Cayman Islands and surrounding waters. The remit of the **CICG** goes as far as 200 miles to the west of Grand Cayman, 75 North of the Sister Islands, 100 miles East of the Sister Islands and 100 miles South.

5. Conditions of Availability

The SAR service and facilities in the Cayman Islands are available to neighbouring States upon request to the Cayman Islands Coast Guard when they are not engaged in search and rescue operations in their home territory. All facilities are specialized in SAR techniques and functions.

6. Procedures and signals used

6.1 Procedures and signals used by aircraft

6.1.1 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.1.2 Ditching reports requested by aircraft about to ditch are given in accordance with the provisions in ICAO Doc 7605 PANS-MET.

6.1.3 Rescue aircraft belonging to permanent Search and Rescue Units use both the call sign RESCUE and additional identification marks (ALFA, BRAVO, CHARLIE, etc.) during rescue operations.

6.2 Communications

6.2.1 Transmission and reception of distress messages within the Cayman Islands TMA are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

6.2.2 For communications during search and rescue operations, the codes and abbreviations published in ICAO *Abbreviations and Codes* (Doc 8400) are used.

6.2.3 The frequency 121.5 MHz is guarded continuously during the hours of service at Owen Roberts and Brac Towers.

6.3 Search and rescue signals

6.3.1 The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, paragraph 5.10.

Ground/air visual signal codes for use by survivors

No.	*Message*	*Code symbol*
1	Require assistance	**V**
2	Require medical assistance	**X**
3	No or negative	**N**
4	Yes or affirmative	**Y**
5	Proceeding in this direction	↑

Instructions for use:

1. Make signals not less than 8 FT (2.5 M).
2. Take care to lay out signals exactly as shown.
3. Provide as much color contrast as possible between signals and background.
4. Make every effort to attract attention by other means such as radio, flares, smoke and reflected light.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations* (**PANS-OPS**).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Vol. I of the **PANS-OPS**. The holding patterns shall be entered and flown as indicated below in Table 1.

Table 1.

Altitude (A) or Flight level (FL)	*Category A and B aircraft*	*Jet aircraft*	
		Normal conditions	*Turbulence conditions*
Up to Altitude A 140 (4 250 M) inclusive	170KT	230 KT (425 KM/H)	280 KT (520 KM/H or Mach 0.8, whichever is less
Above Altitude A 140 (4 250 M) to FL 200 (6 100 M) inclusive	240 KT (445 KM/H)		
Above FL 200 (6 100 M) to FL 340 (10 350 M) inclusive	265 KT (490 KM/H)		
Above FL 340 (10 350 M)	Mach 0.83		Mach 0.83

2. Arriving flights

2.1 IFR flights entering and landing within the Cayman Islands Terminal Control Area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

3. Departing flights

3.1 IFR flights departing from Owen Roberts or Charles Kirkconnell airports will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from Edward Bodden airport must make arrangements with Brac tower prior to take-off.

3.2 Detailed instructions with regard to routes, turns, etc. will be issued prior to take-off.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

The altimeter setting procedures in use in the Cayman Islands generally conform to those contained in ICAO Doc 8168, PANS-OPS and Doc 4444 PANS -ATM. The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and to ensure a safe standard of flight separation by the general use of altimeters set at 1013.2 hPa.

Transition altitudes are given on the instrument approach charts.
QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in Hectopascals and Inches.

2. Basic altimeter setting procedures

2.1 ***General***

2.1.1 The Cayman Islands Terminal Control Area (TMA) has one common Transition Altitude and Level:

Transition Altitude - 17 000 FT

Transition level - FL 180

2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

2.1.3 Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

Note.— Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

Flight level	*Altimeter indication*	
number	*Feet*	*Meters*
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	1 500
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

2.2 ***Take-off and climb***

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. When necessary, air traffic flow management procedures will be implemented to ensure optimal traffic flow when demand is expected to exceed the available capacity of the ATC system. These procedures may be necessitated by equipment failure, weather, schedule disruption, airspace congestion, short notice staff shortage, or special events.

2. Flow control may be implemented at short notice by ATS, or by issue of a NOTAM. The notification will describe the airspace and airports affected and when implemented the following ATS air traffic flow management requirements may apply:

a) A ground stop or ground delay programme to hold aircraft on the ground.

b) Sequenced entry into airspaces using minutes or miles-in-trail.

c) VFR operations maybe suspended.

3. The implementation of ATFM measures will be coordinated with airspace users and adjacent ATS units through collaborative decision-making processes and agreed operating procedures.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 TMA, CTR

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit providing service*	*Call sign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency/Purpose*	*Remarks*
1	2	3	4	5
CAYMAN ISLANDS TMA Airspace bounded by straight lines joining successively the following points: 20^0 00' 02"N $81^0$59'59"W 20^0 00' 02"N $79^0$29'59"W 19^0 20' 02"N $79^0$29'59"W 18^0 40' 02"N $80^0$59'59"W 18^0 40' 02"N $82^0$04'59"W FL245 1 500 ft Class of airspace: A - Above 10 500 ft D - BTN 10 500 ft and 1 500 ft Note: The Cayman Islands TMA is located within the Kingston FIR	Cayman APP	Cayman Approach ENG HR: 1200 - 0200	120.200 MHz Primary 121.500 MHz Emergency	
OWEN ROBERTS CTR A circle, 10 NM radius centered on the aerodrome reference point (19 17 34.00N 081 21 27.97W) 1 500 ft AGL Class of airspace: D	Owen Roberts TWR	Owen Roberts Tower ENG HR: 1700 - 2100	118.000 MHz Primary 121.900 MHz Ground 121.500 MHz Emergency	
CHARLES KIRKCONNELL CTR A circle, 10 NM radius centered on the aerodrome reference point (19 41 13.14N 079 52 58.10W) 1 500 ft AGL Class of airspace: D	Brac TWR	BracTower ENG HR: 1200 - 0000	118.400 MHz Primary 121.500 MHz Emergency	

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - ENROUTE

Name of station (VOR/VAR)	*ID*	*Frequency (CH)*	*Hours of Operation*	*Coordinates*	*ELEV DME Antenna*	*Remarks*
1	2	3	4	5	6	7
GRAND CAYMAN VOR/DME 5^0 40' W	GCM	115.600 MHz (CH 103)	H24	191721.8N 0812219.3W	11.44 M 37.54 FT	Coverage 135 NM

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Nil

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

GNSS Element	*Frequency*	*Coverage Area*	*Remarks*
1	2	3	4
GPS	L1 (1575.42 MHz)	Cayman Islands TMA	Enroute, terminal and non-precision approaches (NPA)

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code Designator	*Coordinates*	*ATS Conventional Route*	*RNAV Route*
ALOBO	184001N 0811535W	-	L465
ATUVI	200000N 0812515W	G448	-
BETAR	192824N 0793000W	A511	T802
BRACC	194123.8N 0795123.5W	A511, R644	T802
DELKA	184002N 0814507W	G877	-
EMONA	184000N 0812414W	G448	-
KANEX	200000N 0804304W	R630	-
KATAL	200000N 0793818W	R644, G442	T931
LACET	200000N 0815000W	-	L465
LEROL	184002N 0813704W	B767	-
LESOM	200000N 0800728W	A511	T802
MAMBI	192659N 0820246W	R640	-
MATIS	200000N 0804304W	W8	-
NALRO	190151N 0801222W	R640, G633	-
NUBIS	190734N 0820422W	G633	-
RIKEL	200000N 0810240W	G877	-
TEXAM	192919N 0803731W	R644	T931
ULISA	184607N 0820535W	R644	-
ILATA	195252N 0793000W	G442	-

ENR 4.5 AERONAUTICAL GROUND LIGHTS - ENROUTE

Name IDENT Coordinates	*Type and Intensity (1000 Candelas)*	*Signal Characteristics*	*Operational Hours*	*Remarks*
1	2	3	4	5
Cayman Brac/ Charles Kirkconnell	Aerodrome Beacon	Flashing white and green every 2 seconds	Sunset to Sunrise and IMC	
Grand Cayman/ Owen Roberts	Aerodrome Beacon	Flashing white and green every 2 seconds	Sunset to Sunrise and IMC	

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Nil

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENSE IDENTIFICATION ZONE (ADIZ)

Nil

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

ENR 5.3.1 OTHER ACTIVITIES OF A DANGEROUS NATURE

5.3.1.1 Port Authority designated cruise ship anchorages in George Town harbor, Grand Cayman.

Designated Anchorage Area Coordinates	*Vertical Limits*	*Advisory Measures*	*Authority Responsible for Information*	*Remarks Activity Times*
1	2	3	4	5
George Town harbor 1918.458N 08123.463W	325 FT AMSL	Use caution when flying at low altitudes	Port Authority of the Cayman Islands info@caymanport.com	2.1 NM and 300^0 from the MWCR ARP Sunrise to Sunset
George Town harbor 1918.183N 08123.309W	325 FT AMSL			1.9 NM and 294^0 from the MWCR ARP Sunrise to Sunset
George Town harbor 1917.88N 08123.2W	325 FT AMSL			1.7 NM and 286^0 from the MWCR ARP Sunrise to Sunset
George Town harbor 1917.639N 08123.306W	325 FT AMSL			1.7 NM and 282^0 from the MWCR ARP Sunrise to Sunset

ENR 5.3.2 OTHER POTENTIAL HAZARDS

5.3.2.1 Upper air weather balloons released daily for MET observations.

Coordinates	*Vertical Limits*	*Advisory Measures*	*Authority Responsible for Information*	*Remarks Activity Times*
1	2	3	4	5
Owen Roberts 191738.4N 0812146.7W	UNL GND	Measurement of upper air meteorological conditions	Cayman Islands National Weather Service met.office@gov.ky	Helium filled balloon with radiosonde equipment and parachute released daily at 1100 and 2300 UTC Balloon will burst 1.5 to 2 hours after release and equipment will descend within 60 NM radius

ENR 5.4 AREA NAVIGATION OBSTACLES – AREA 1
(Height 100 M AGL or higher)

5.4.1 There is no obstacle whose height above ground is 100 M and higher affecting Area 1.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Designation *Lateral limits*	*Vertical limits*	*Operator/User* *Tel Number*	*Remarks* *Activity Times*
1	2	3	4
West Coast/Seven Mile Beach Grand Cayman	300 FT AMSL	Para-Sailing Professionals Ltd. TEL: 345 916 2953	Daily Sunrise to Sunset

ENR 5.6 BIRD MIGRATION AND WILDLIFE ACTIVITIES

5.6.1 Bird migration activity occurs due to seasonal migratory patterns which begins with a northward spring migration from South America and the Caribbean occurring from March through May and a southward autumn migration from North America to the Caribbean and South America occurring from September through November. Bird activity is at its highest between sunrise and sunset during May to November rainy season. Exercise extreme caution when arriving and departing aerodromes during these times.

5.6.2 Bird and Wildlife Activity Warning

5.6.2.1 Information on bird and wildlife activities on or in the vicinity of an aerodrome will be reported by Air Traffic Service before landing or departure.

5.6.3 Reporting of Wildlife Strike Incidents

5.6.3.1 To facilitate efforts to reduce wildlife hazards at and around Cayman Islands airports, pilots and aircraft engineers are requested to report all wildlife strikes to Air Traffic Control.

5.6.3.2 To facilitate the reporting of wildlife strikes, pilots may report them at the earliest opportunity via RTF to Air Traffic Control. The RTF phraseology should include the following:

- Aircraft Callsign
- The phrase "WILDLIFE STRIKE REPORT"
- Altitude
- Approximate geographical location
- Time of incident
- Effect on flight (e.g. state damage to fuselage, etc.)
- Number of wildlife (an estimate)
- Size/Type of wildlife (if possible)

5.6.3.3 To obtain better perspective of the extent of wildlife hazards, the aerodrome is also collecting data on "near misses" with wildlife. A "near miss" is defined as a situation in which a wildlife or flock of birds is within proximity of an aircraft to cause alarm to the extent whereby pilots would have to take evasive action had such an action been possible. Pilots should report all "near misses" via RTF to Air Traffic Control. The RTF phraseology should include the following:

- Aircraft Callsign
- The phrase "WILDLIFE SIGHTING REPORT"
- Altitude
- Approximate geographical location
- Time of incident
- Number of wildlife (an estimate)
- Size/Type of wildlife (if possible)

5.6.3.4 A copy of the required Wildlife Strike Occurrence Report Form is shown on page ENR 5.6-3. Airline operators, pilots, aircraft engineers, air traffic controllers and airport operations duty officers should send the completed form to the Civil Aviation Authority email address on the form and the following airport safety email address: safety@caymanairports.com

Wildlife Strike Occurrence Report Form

To be completed on discovering that a wildlife strike has, or may have, occurred. This form is to be completed for all wildlife strikes, whether or not damage has been caused. Please complete and submit this form online to:

mor@caacayman.com , or print and send to:

Civil Aviation Authority Cayman Islands

P.O. Box 10277, Grand Cayman KY1-1008

CAA CIVIL AVIATION AUTHORITY of the Cayman Islands

CAACI Occurrence Number

Report Title				Mandatory	CAA Safety
Description					
Event Date		Time (in UTC)		Aerodrome	
Aircraft Type & Series					
Aircraft Registration					
Aircraft Operator					
Pilot Advised of Birds?		Birds/Wildlife seen		Bird Size	
Species Description					
Birds/Wildlife Struck		Parts Struck		Damage?	
Effect on Flight		Flight Phase			
Runway in Use					
Height (AGL) in Feet					
Speed (IAS) in Knots					
Position (if enroute)					
Remarks (describe damage, injuries, or other pertinent information)					
Weather relevant?		Light Conditions			
Weather Phenomenon		Phenomenon Intensity			
Reporter Name		Reporter Contact			

AERODROME CHART - ICAO

ARP 194113.14N 0795258.10W

AD ELEVATION 4.8FT

CHARLES KIRKCONNELL INT'L- MWCB
Cayman Brac, Cayman Islands

GUND (Geoid Undulation) = -58FT The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**192** (68)

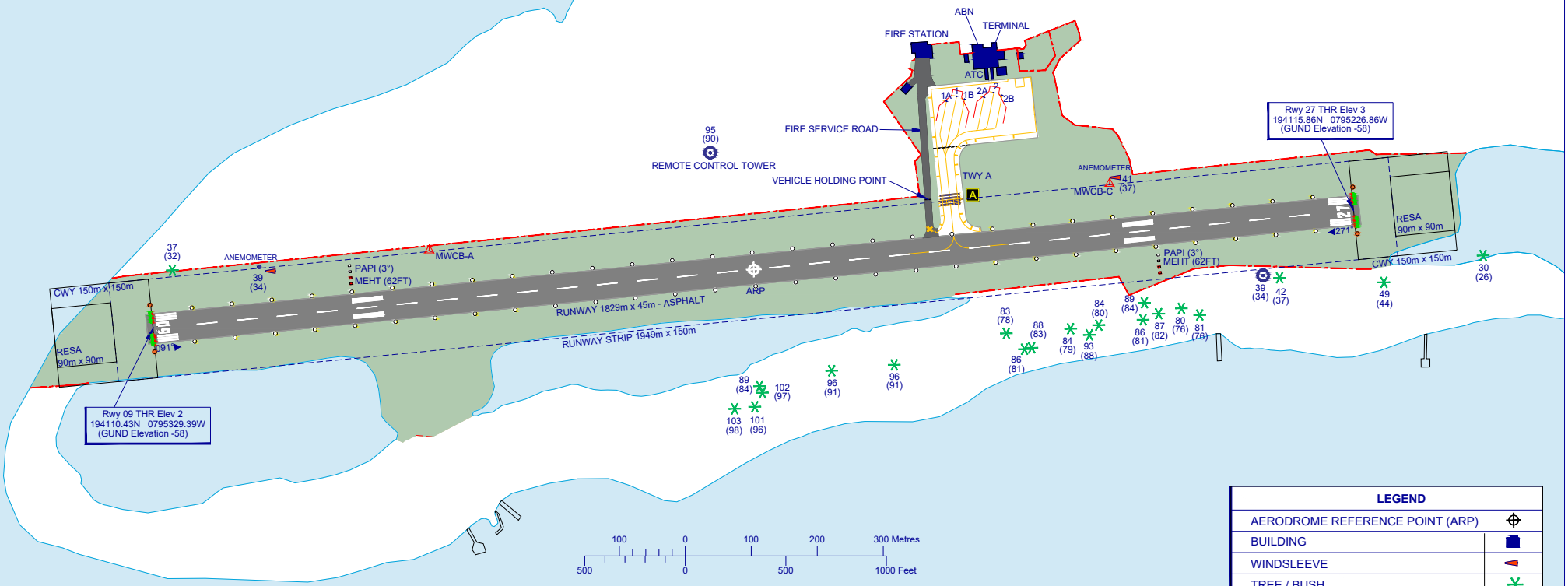
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY	**SURFACE**	**BEARING STRENGTH**
RWY 09/27	Asphalt Grooved	493/F/A/X/T
APRON	Concrete	Stands 1 and 2, 468/R/A/W/T
TAXIWAY A	Asphalt	493/F/A/X/T

DECLARED DISTANCES (metres)				
	TORA	TODA	ASDA	LDA
RWY 09	1829	1979	1829	1829
RWY 27	1829	1979	1829	1829

STAND	LATITUDE	LONGITUDE	Elevation AMSL(ft)
1A	194121.38N	0795248.00W	13.6
1	194121.62N	0795247.48W	13.8
1B	194121.46N	0795247.06W	13.6
2A	194121.56N	0795246.05W	13.5
2	194121.79N	0795245.54W	13.7
2B	194121.64N	0795245.11W	13.6

VAR 7°W - 2025
N
Annual Rate of Change 7' W

NOTE
1. Flights below 1500FT, within 2000FT of the coastline are prohibited except final descent for landing. Restriction only for jet aircraft with low bypass ratio engines.
2. The threshold/rwy end lights are raised 1FT above the rwy surface.



LIGHTING	
THR 09/27	Runway Threshold Identification Lights
RWY 09/27	LIH White Edge, Threshold Lights Green & End Lights Red
RWY 09	PAPI-L (3°)
RWY 27	PAPI-L (3°)
TWY A	Edge Lights

ATS COMMUNICATION FACILITIES			
Service	Call Sign	Primary frequency	Emergency frequency
APP	CAYMAN APPROACH	120.200 MHz	121.500 MHz
TWR	BRAC TOWER	118.400 MHz	121.500 MHz

LEGEND	
AERODROME REFERENCE POINT (ARP)	
BUILDING	
WINDSLEEVE	
TREE / BUSH	
FENCE	
RWY THR & RWY END LIGHTS	
RWY THR IDENTIFICATION LIGHTS	
PAPI LIGHTS	
ATC SERVICE BOUNDARY	
SURVEY CONTROL STATIONS	

CHANGE: Obstacles updated following survey 2025.

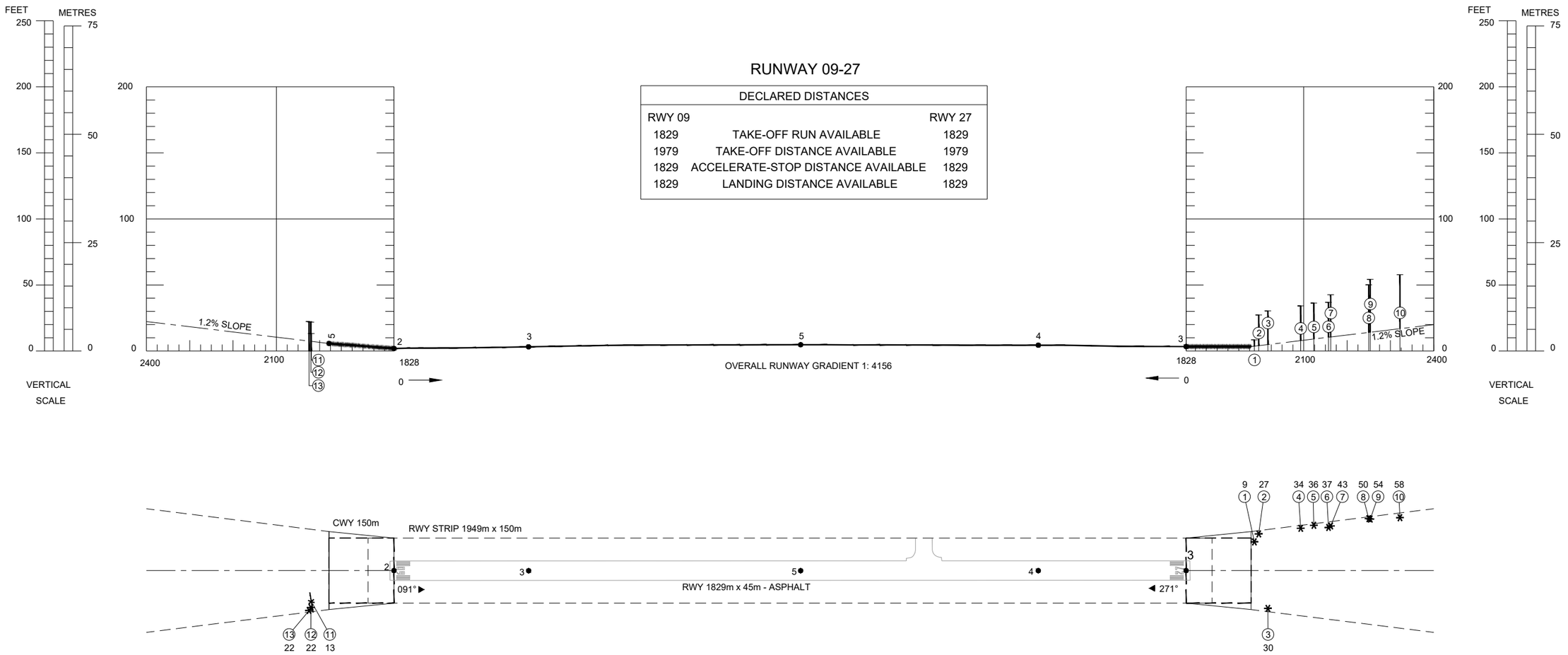
ELEVATION IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

TYPE A - OPERATING LIMITATIONS RWY 09 / 27

CHARLES KIRKCONNELL INT'L (MWCB)
CAYMAN BRAC, CAYMAN IS.

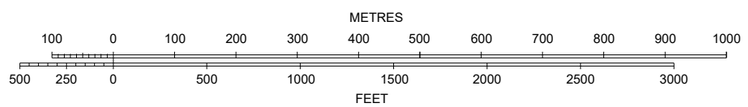
MAGNETIC VARIATION 6° W AUGUST 2025
ANNUAL CHANGE 7' W



RUNWAY 09-27

DECLARED DISTANCES		
RWY 09		RWY 27
1829	TAKE-OFF RUN AVAILABLE	1829
1979	TAKE-OFF DISTANCE AVAILABLE	1979
1829	ACCELERATE-STOP DISTANCE AVAILABLE	1829
1829	LANDING DISTANCE AVAILABLE	1829

HORIZONTAL SCALE 1:10,000



Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL ft
11	1529	FENCE	194107.5464N	0795335.6911W	13.28
12	3353	TREE	194107.1066N	0795335.6780W	21.87
13	3352	TREE	194106.8680N	0795335.8064W	22.42

Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL ft
1	3140	TREE	194118.4707N	0795221.6788W	8.52
2	2568	TREE	194119.0957N	0795221.3923W	27.31
3	3158	TREE	194113.5920N	0795220.1293W	30.37
4	1417	TREE	194119.8038N	0795218.1202W	34.18
5	1423	TREE	194120.1170N	0795217.1029W	36.36
6	1428	TREE	194120.0588N	0795215.9320W	36.91
7	1429	TREE	194120.1819N	0795215.7638W	42.63
8	1440	TREE	194120.9940N	0795212.8180W	50.14
9	2572	TREE	194120.9673N	0795212.6945W	54.28
10	2573	TREE	194121.2784N	0795210.3602W	57.81

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	
HEIGHT AMSL	25	
TREE / BUSH	*	
FENCE	—x—	

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Change: Chart updated following aerodrome survey in August 2025.

MWCR 2.17 ATS AIRSPACE

1	Designation and lateral limits	OWEN ROBERTS CTR A circle, radius 10 NM centered at 191734.00N 0812127.97W
2	Vertical limits	SFC to 1500 ALT
3	Airspace classification	D
4	ATS unit callsign Language(s)	Owen Roberts Tower English
5	Transition altitude	17000 FT ALT
6	Hours of applicability	1200 - 0200
7	Remarks	Nil

MWCR AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	*Call sign*	*Frequency*	*Hours Operations*	*Remarks*
1.	2.	3.	4.	5.
APP	Cayman Approach	120.200MHz 121.500MHz	1200-0200 UTC	Primary Frequency Emergency Frequency
TWR	Owen Roberts Tower	118.00 MHz 121.900MHz	1200- 0200 UTC	Primary Frequency Secondary Frequency
ATIS		132.350MHz	1200-0200 UTC	Primary Frequency

MWCR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR	ID	Frequency	Hours of operation	Position of transmitting antenna	Elevation of DME transmitting antenna	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
VOR/DME 5^0 38’ W (2024)	GCM	115.600 MHz	H24	191721.78N 0812219.37W	10.46 M	Nil	Red obstacle light

AERODROME CHART - ICAO

ARP 191734.00N 0812127.97W

AD ELEVATION 9.5FT

OWEN ROBERTS INT'L- MWCR
Grand Cayman, Cayman Islands

GUND (Geoid Undulation) = -48FT The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**192** (68)

APRON PHYSICAL CHARACTERISTICS

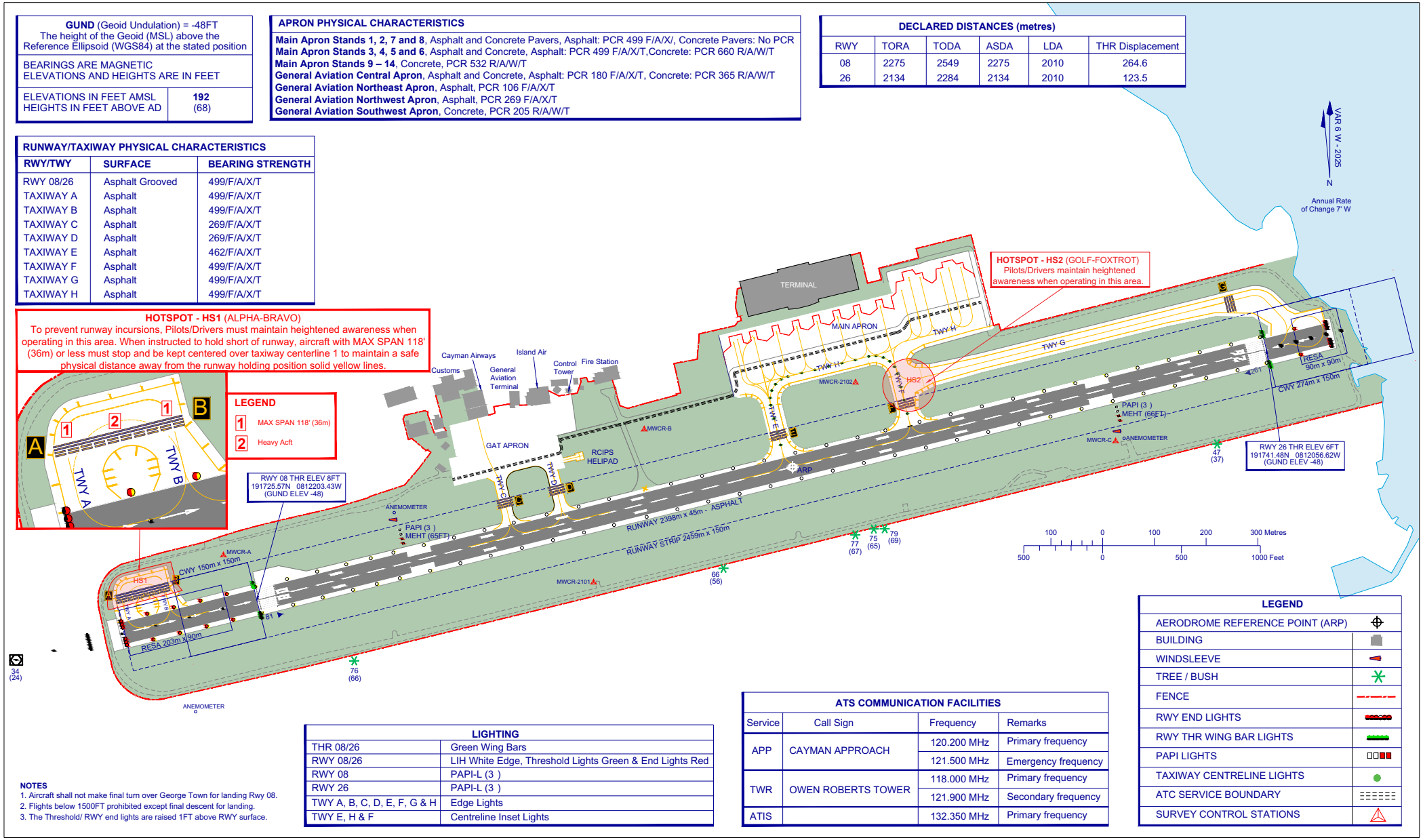
Main Apron Stands 1, 2, 7 and 8, Asphalt and Concrete Pavers, Asphalt: PCR 499 F/A/X/, Concrete Pavers: No PCR
Main Apron Stands 3, 4, 5 and 6, Asphalt and Concrete, Asphalt: PCR 499 F/A/X/T,Concrete: PCR 660 R/A/W/T
Main Apron Stands 9 – 14, Concrete, PCR 532 R/A/W/T
General Aviation Central Apron, Asphalt and Concrete, Asphalt: PCR 180 F/A/X/T, Concrete: PCR 365 R/A/W/T
General Aviation Northeast Apron, Asphalt, PCR 106 F/A/X/T
General Aviation Northwest Apron, Asphalt, PCR 269 F/A/X/T
General Aviation Southwest Apron, Concrete, PCR 205 R/A/W/T

DECLARED DISTANCES (metres)

RWY	TORA	TODA	ASDA	LDA	THR Displacement
08	2275	2549	2275	2010	264.6
26	2134	2284	2134	2010	123.5

RUNWAY/TAXIWAY PHYSICAL CHARACTERISTICS

RWY/TWY	SURFACE	BEARING STRENGTH
RWY 08/26	Asphalt Grooved	499/F/A/X/T
TAXIWAY A	Asphalt	499/F/A/X/T
TAXIWAY B	Asphalt	499/F/A/X/T
TAXIWAY C	Asphalt	269/F/A/X/T
TAXIWAY D	Asphalt	269/F/A/X/T
TAXIWAY E	Asphalt	462/F/A/X/T
TAXIWAY F	Asphalt	499/F/A/X/T
TAXIWAY G	Asphalt	499/F/A/X/T
TAXIWAY H	Asphalt	499/F/A/X/T



LIGHTING

THR 08/26	Green Wing Bars
RWY 08/26	LIH White Edge, Threshold Lights Green & End Lights Red
RWY 08	PAPI-L (3)
RWY 26	PAPI-L (3)
TWY A, B, C, D, E, F, G & H	Edge Lights
TWY E, H & F	Centreline Inset Lights

ATS COMMUNICATION FACILITIES

Service	Call Sign	Frequency	Remarks
APP	CAYMAN APPROACH	120.200 MHz	Primary frequency
		121.500 MHz	Emergency frequency
TWR	OWEN ROBERTS TOWER	118.000 MHz	Primary frequency
		121.900 MHz	Secondary frequency
ATIS		132.350 MHz	Primary frequency

LEGEND

AERODROME REFERENCE POINT (ARP)
BUILDING
WINDSLEEVE
TREE / BUSH
FENCE
RWY END LIGHTS
RWY THR WING BAR LIGHTS
PAPI LIGHTS
TAXIWAY CENTRELINE LIGHTS
ATC SERVICE BOUNDARY
SURVEY CONTROL STATIONS

NOTES
1. Aircraft shall not make final turn over George Town for landing Rwy 08.
2. Flights below 1500FT prohibited except final descent for landing.
3. The Threshold/ RWY end lights are raised 1FT above RWY surface.

CHANGE: GCM VOR checkpoint removed. Obstacles and magnetic variation updated.Runway, Apron and Taxiways surface and pavement classification rating changed.

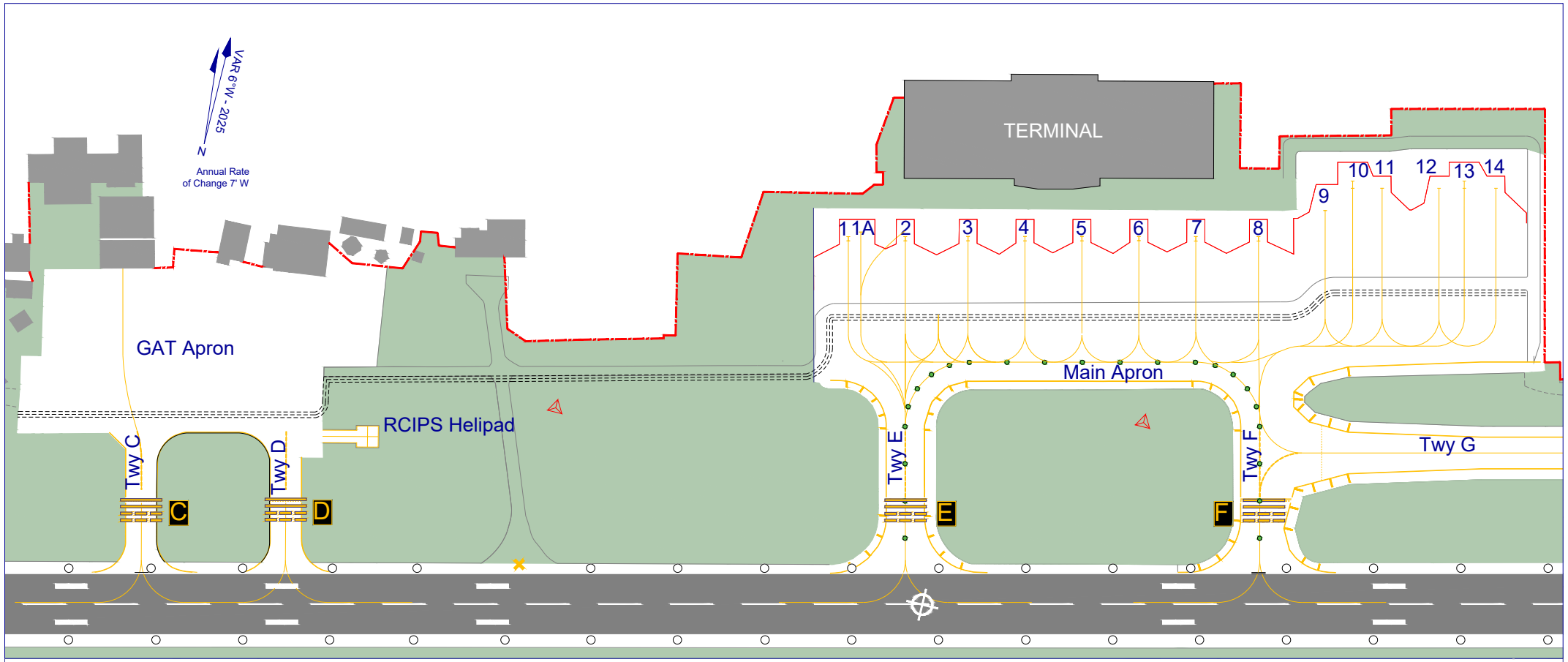
AIRCRAFT PARKING/ DOCKING CHART - ICAO

ARP 191734.00N 0812127.97W

APRON ELEVATION 9.5FT

OWEN ROBERTS INT'L- MWCR
Grand Cayman, Cayman Islands

CHANGE: Stands position updated and red stand markings surveyed on the Main Apron. RCIPS Helipad surveyed on the GAT Apron. PCN values changed to PCR.



STAND	LATITUDE	LONGITUDE	Elevation AMSL (ft)
1	191741.85N	0812131.90W	7.9
1A	191742.03N	0812131.63W	8.1
2	191742.17N	0812130.55W	8.2
3	191742.53N	0812129.07W	7.9
4	191742.84N	0812127.72W	7.6
5	191743.17N	0812126.38W	7.4
6	191743.49N	0812125.03W	7.1
7	191743.81N	0812123.68W	6.9
8	191744.16N	0812122.20W	6.7
9	191745.12N	0812120.78W	6.1
10	191745.93N	0812120.30W	6.5
11	191745.94N	0812119.56W	6.4
12	191746.26N	0812118.22W	6.5
13	191746.56N	0812117.66W	6.5
14	191746.58N	0812116.87W	6.4

HELIPAD	LATITUDE	LONGITUDE	Elevation AMSL (ft)
RCIPS Helipad	191734.65N	0812142.09W	4.6

LEGEND	
ATC SERVICE BOUNDARY	

50 0 50 100 150
250 0 250 500 Feet

APRON PHYSICAL CHARACTERISTICS

Main Apron Stands 1, 2, 7 and 8, Asphalt and Concrete Pavers, Asphalt: PCR 499 F/A/X/, Concrete Pavers: No PCR
Main Apron Stands 3, 4, 5 and 6, Asphalt and Concrete, Asphalt: PCR 499 F/A/X/T,Concrete: PCR 660 R/A/W/T
Main Apron Stands 9 – 14, Concrete, PCR 532 R/A/W/T
General Aviation Central Apron, Asphalt and Concrete, Asphalt: PCR 180 F/A/X/T, Concrete: PCR 365 R/A/W/T
General Aviation Northeast Apron, Asphalt, PCR 106 F/A/X/T
General Aviation Northwest Apron, Asphalt, PCR 269 F/A/X/T
General Aviation Southwest Apron, Concrete, PCR 205 R/A/W/T

ATS COMMUNICATION FACILITIES

Service	Call Sign	Frequency	Remarks
APP	CAYMAN APPROACH	120.200 MHz	Primary frequency
		121.500 MHz	Emergency frequency
TWR	OWEN ROBERTS TOWER	118.000 MHz	Primary frequency
		121.900 MHz	Secondary frequency
ATIS		132.350 MHz	Primary frequency

ELEVATION IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

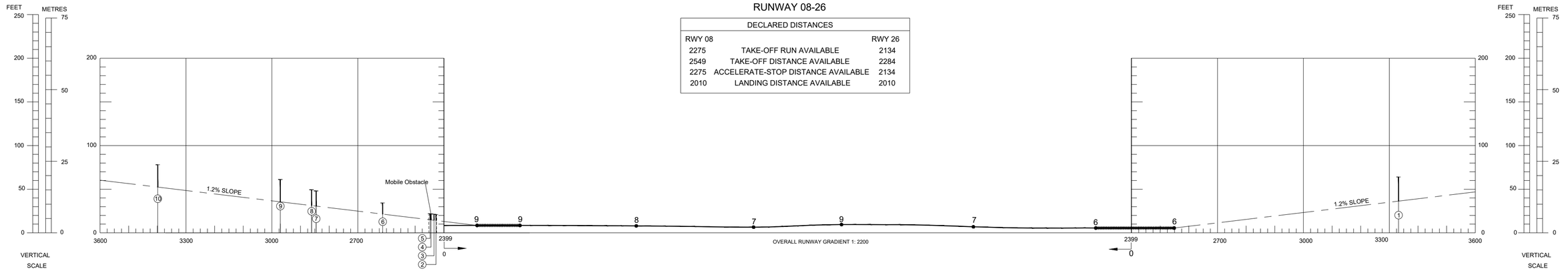
TYPE A - OPERATING LIMITATIONS RWY 08 / 26

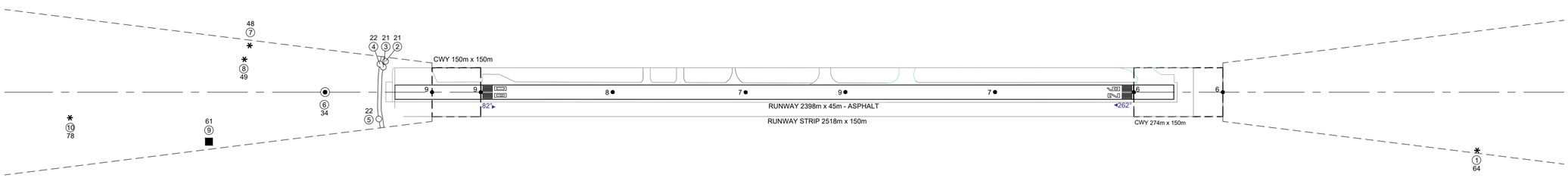
OWEN ROBERTS INT'L (MWCR)
GRAND CAYMAN, CAYMAN IS.

MAGNETIC VARIATION 6° W AUGUST 2025
ANNUAL CHANGE 7' W

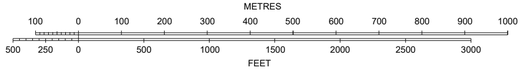
RUNWAY 08-26

DECLARED DISTANCES		
RWY 08		RWY 26
2275	TAKE-OFF RUN AVAILABLE	2134
2549	TAKE-OFF DISTANCE AVAILABLE	2284
2275	ACCELERATE-STOP DISTANCE AVAILABLE	2134
2010	LANDING DISTANCE AVAILABLE	2010





HORIZONTAL SCALE 1:10,000



Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL ft
1	3409	TREE	191744.19N	0812019.99W	64
2	1769	MOBILE_OBSTACLE	191726.24N	0812213.97W	21
3	1770	MOBILE_OBSTACLE	191725.63N	0812214.04W	21
4	1766	MOBILE_OBSTACLE	191725.84N	0812214.48W	22
5	1758	MOBILE_OBSTACLE	191720.48N	0812213.17W	22
6	3221	DVOR	191721.78N	0812219.36W	34
7	3024	TREE	191724.46N	0812228.28W	48
8	3023	TREE	191723.00N	0812228.45W	49
9	1323	BUILDING_AERIAL	191714.15N	0812229.97W	61
10	1623	TREE	191713.08N	0812244.80W	78

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	
HEIGHT AMSL	25	
TREE / BUSH	✱	⑥
POLE, AERIAL, TOWER, ETC	⦿	
BUILDING	■	
MOBILE OBSTACLE		

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Change: Chart updated following aerodrome survey in August 2025.