

**AIP**  
**AERONAUTICAL INFORMATION PUBLICATION**  
**CAYMAN ISLANDS**

**PART 3**  
**AERODROMES (AD)**

**PART 3 – AERODROMES (AD)****AD 0.****AD 0.1 PREFACE – Not applicable****AD 0.2 RECORD OF AIP AMENDMENTS – Not applicable****AD 0.3 RECORD OF AIP SUPPLEMENTS – Not applicable****AD 0.4 CHECKLIST OF AIP PAGES – Not applicable****AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP – Not applicable****AD 0.6 TABLE OF CONTENTS TO PART 3**

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**AD 1. AERODROMES – INTRODUCTION****AD 1.1 AERODROME AVAILABILITY****1. General conditions under which aerodromes and associated facilities are available for use**

1.1 Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of a real emergency or when special permission has been obtained from the Civil Aviation Authority. International flights must land or take off from Charles Kirkconnell or Owen Roberts International airports.

**1.2 *Traffic of persons and vehicles on aerodromes****Demarcation of zones*

The grounds of each aerodrome are divided into two zones:

- a) a public zone comprising the part of the aerodrome open to the public; and
- b) a restricted zone comprising the rest of the aerodrome.

*Movement of persons*

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome. The Airport Departure Gates, Cayman Border Control and Health Inspection offices and the premises assigned to In-Transit Traffic are normally accessible only to screened passengers, to authorized staff of the public authorities and airlines and to other authorized persons in pursuit of their duty.

The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air navigation regulations, the Cayman Islands National Aviation Security Program and by the special rules laid down by the aerodrome administration.

*Movement of vehicles*

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a valid CIAA Airside Vehicle Operators Permit. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome must respect the direction of traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the Cayman Islands Traffic Code, the CIAA Aerodrome Vehicle Operators Manual and with the instructions given by the competent authorities.

*Policing*

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

**1.3 *Landing, parking and storage of aircraft on aerodromes under the control of the Cayman Islands Airports Authority***

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes under the control of the Cayman Islands Airports Authority are as follows:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Cayman Islands Airports Authority (hereinafter referred to as "CIAA") in the AIP or AIC.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CIAA at any aerodrome under the control of the CIAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CIAA for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the CIAA on demand.

- b) The CIAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c) If payment of such fees and charges is not made to the CIAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CIAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.
- d) Neither the CIAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome under the control of the CIAA or is in the course of landing at or taking off from any such aerodrome

### 1. Applicable ICAO documents

The standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

### 2. Friction measuring device used and friction level below which the runway is declared slippery when it is wet

A Grip Tester is used to measure the runway friction level. Measurements and calibrations are accomplished in accordance with the instructions given by the manufacturer for proper use of the equipment and conducted using the UK CAA and ICAO standard test conditions. If friction levels fall below the ICAO minimums, the runway will be declared slippery when wet and a NOTAM issued until corrective action has been taken.

Where water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place. The following terms and associated descriptions will be used to report the runway condition:

Damp	-	the surface shows a change of color due to moisture.
Wet	-	the surface is soaked but there is no standing water.
Water patches	-	significant patches of standing water are visible.
Flooded	-	extensive standing water is visible.

## AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

### 1. Rescue and fire fighting services

At aerodromes approved for scheduled and/or non-scheduled traffic with airplanes carrying passengers, Rescue and Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Information about whether there is service and what the extent of that service is, given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with airplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

#### Aerodrome Category For Rescue and Fire Fighting

Aerodrome Category	Aeroplane Overall Length	Maximum Fuselage Width
1	0 m up to but not including 9 m	2 m
2	9 m up to but not including 12 m	2 m
3	12 m up to but not including 18 m	3 m
4	18 m up to but not including 24 m	4 m
5	24 m up to but not including 28 m	4 m
6	28 m up to but not including 39 m	5 m
7	39 m up to but not including 49 m	5 m
8	49 m up to but not including 61 m	7 m
9	61 m up to but not including 76 m	7 m
10	76 m up to but not including 90 m	8 m

## AD 1.3 INDEX TO AERODROMES

<i>Aerodrome name Location indicator</i>	<i>Type of traffic permitted to use the aerodrome</i>			<i>Reference to AD Section And remarks</i>
	<i>International – National (INTL-NTL)</i>	<i>IFR-VFR</i>	<i>S = Scheduled NS = Non-scheduled P = Private</i>	
1	2	3	4	5
<b>Aerodromes</b>				
Charles Kirkconnell MWCB	INTL-NTL	IFR-VFR	S – NS – P	AD 2-MWCB
Owen Roberts MWCR	INTL-NTL	IFR-VFR	S – NS - P	AD 2-MWCR
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.				

**AERODROMES – INDEX CHART**

TO BE DEVELOPED

**AD 1.4 GROUPING OF AERODROMES**

**The criteria applied by the Cayman Islands in grouping aerodromes for the provision of information in this AIP are as follows:**

**The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigrations, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.**

**National Aerodrome.**

**An aerodrome available only for domestic air traffic.**

**AD 2. AERODROMES****MWCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

MWCB – CHARLES KIRKCONNELL International

**MWCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	194113.14N 795258.10 W Midpoint of RWY, 91° MAG/ 915 M from THR 09
2	Direction and distance from the city	3 NM SW of STAKE BAY
3	Elevation/Reference temperature	1.5 M (4.8 FT) 32.3 C / 90.1 F
4	Geoid undulation	-57.8 FT
5	MAG VAR Annual change	6°.62'W (2024) changing by 0.12'' per year
6	AD Administration address, telephone number, email and website address	Airport Manager 25 Airport Road P.O. Box 58 Cayman Brac KY2-2001 CAYMAN ISLANDS  Tel: (345) 948 1222 Fax: (345) 948 1583  Email: <a href="mailto:airportmanager@caymanairports.com">airportmanager@caymanairports.com</a> Website: <a href="http://www.caymanairports.com">www.caymanairports.com</a>
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC are recorded

**MWCB AD 2.3 OPERATIONAL HOURS**

1	AD Administration	MON-FRI: 1330-2200 UTC (0830-1700) LST SAT, SUN + HOL: NIL
2	Customs	MON-FRI: 1330-2130 UTC (0830-1630) LST SAT: 1330-1730 UTC (0830-1230) LST SUN, HOL: Available on request and subject to a service charge.
3	Immigration	MON-FRI: 1330-2130 UTC (0830-1630) LST SAT: 1330-2130 UTC (0830-1230) LST SUN + HOL: Available on request.
4	Health and sanitation	1200-0000 UTC (0700-1900) LST
5	AIS Briefing Office	1200-0000 UTC (0700-1900) LST
6	ATS Reporting Office (ARO)	1200-0000 UTC (0700-1900) LST
7	MET Briefing Office	1200-0000 UTC (0700-1900) LST
8	ATS	1200-0000 UTC (0700-1900) LST
9	Fueling	1200-1530 1830-2330 UTC (0700-1030) (1330-1830) LST Available on request outside of these hours and subject to a service charge.
10	Handling	On Request from Handling Agent
11	Security	H24
12	Remarks	Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1500 UTC (10:00 AM).
13	AD Reference Code	4C

**MWCB AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Jet A1, no oil available.
3	Fueling facilities/capacity	1 Jet A1 truck 5 000 Gal & airside cabinet for over-wing fueling

4	Hangar space for visiting aircraft	Nil
5	Repair facilities for visiting aircraft	Nil
6	Remarks	Nil.

**MWCB AD 2.5 PASSENGER FACILITIES**

1	Hotels	Near the AD and Island-wide.
2	Restaurants	Snack Bar at AD and Restaurants Island-wide.
3	Transportation	Taxis from the AD.
4	Medical facilities	First aid at AD. Hospital in Stake Bay.
5	Bank and Post Office	Commercial bank available 0.1 NM from airport terminal building. Post Office drop box available in terminal building.
6	Tourist Office	Office near AD Tel: (345) 948 1649 Fax: (345) 948 1629 Cell: 526 1649
7	Remarks	Nil

**MWCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Within AD HR: CAT 4, CAT 7 available on request.
2	Rescue equipment	1 boat with "life raft" capacity for 125 person. 55 M AirTrack rescue path
3	Remarks	Firefighting service must be requested outside AD HR.

**MWCB 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	Not applicable
2	Clearance priorities	Not applicable
3	Remarks	Nil

**MWCB 2.8 APRONS, TAXIWAYS AND CHECK/POSITION LOCATION DATA**

1.	Apron designation, surface and strength	Apron, Asphalt PCR 493 F/A/X/T Apron Stands 1 and 2, Concrete, PCR 468 R/A/W/T		
2.	Taxiway designation, width, surface, and strength	TWY A, 23 M, Asphalt, PCR 493 F/A/X/T		
3.	Altimeter checkpoint locations and elevations	Location: Apron		
		Stand	Coordinates	Elevation AMSL (ft)
		1A	194121.38N 0795248.00W	13.6
		1	194121.62N 0795247.48W	13.8
		1B	194121.46N 0795247.06W	13.5
		2A	194121.56N 0795246.05W	13.5
		2	194121.79N 0795245.54W	13.7
		2B	194121.64N 0795245.11W	13.6
4.	VOR checkpoints	Nil		
5.	INS Checkpoints	Nil		
5.	Remarks	Altimeter checkpoint locations and elevations listed in MWCB Aerodrome Chart		

**MWCB 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1.	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Aircraft apron stand lead-in lines continue from TWY A centre line to aircraft stand markings. Aircraft stand identification markings are located on each aircraft stand lead-in line.
2.	RWY and TWY markings and lights including TWY edge non-load bearing markings and TWY shoulder transverse stripes.	<p>RWY: Designation, THR, TDZ, centreline, runway edge/end marked and lighted as appropriate. REILs provide a visual indication of each runway THR.</p> <p>TWY A: Centreline, edge, holding position RWY intersection markings. Edge lights available.</p> <p>TWY A: RWY designation and TWY location signs located at taxiway/runway intersection holding position. TWY exit sign located east of TWY.</p>
3.	Stop bars	Nil
4.	Remarks	Nil

**MWCB AD 2.10 AERODROME OBSTACLES**

Digital terrain and obstacle data sets encompassing the Obstacle Limitation Surfaces defined in ICAO Annex 14, together with the surface having a 1.2 per cent slope over the Take-off Flight Path Areas for runway 09 and runway 27 defined in ICAO Annex 4, and Area 2 defined in ICAO Annex 15, Chapter 5, is available for Charles Kirkconnell International Airport. Data can be obtained from the Cayman Islands Airport Authority website provided below. The MWCB Aerodrome Obstacle Chart – ICAO Type A is found on page AD 2-17. Refer to GEN 3.1.5 for more information on availability of Digital Data Sets.

Website: <https://www.caymanairports.com/aeronautical-information-publication/>

**MWCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<i>Associated MET Office</i>	Cayman Islands Airports Authority AIS/MET
2	Hours of service	1200 – 0000 UTC
3	Office responsibility for TAF preparation Period of validity	National Weather Service 24 HR – 1212,1818UTC
4	Type of landing forecast Interval of issuance	TAF 6 HR
5	Briefing/consultation provided	Personal consultation and climatology via telephone provided by CINWS in Grand Cayman
6	Flight documentation Language (s) used	Charts, abbreviated plain language text English
7	Charts and other information available for briefing consultation	Provided by CINWS.
8	Supplementary equipment available for providing information	Radar and Satellite imagery available via Internet (CINWS website) Telephone,
9	ATS units provided with information	Charles Kirkconnell TWR, Owen Roberts TWR, & Cayman Approach.
10	Additional information (limitation of service, etc)	<ol style="list-style-type: none"> <li>1. Wind Data within the Meteorological observations are instrumentation threshold of RWY 09.</li> <li>2. 1818 TAF will be cancelled at 0000 UTC. TAF distribution is resumed at 1100 UTC daily.</li> <li>3. CINWS monitors the observations and carries out quarterly checks onsite QC checks.</li> </ol>

**MWCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and Surface of RWY	<i>THR coordinates RWY end coordinates THR geoid undulation</i>	THR elevation and Highest elevation of TDZ of Non- Precision APP RWY	Slope of RWY
1	2	3	4	5	6	7
09	084.76 <sup>0</sup>	1829 x 45 M	493 F/A/X/T Asphalt, Grooved	194110.43N 0795329.39W  -57.8 FT	THR 2 FT	0.05%
27	264.77 <sup>0</sup>	1829 x 45 M	493 F/A/X/T Asphalt, Grooved	194115.86N 0795226.86W  -57.8 FT	THR 3.4 FT	0.05%
8	9	10	11	12	13	14
SWY Dimensions	CWY Dimensions	Strip Dimensions	RESA Dimensions	Location and description of Arresting System	OFZ	Remarks
Nil	150 x 150 M	1949 x 150 M	90 x 90 M	Nil	Nil	Fence, trees, road, and mobile obstacles encroach south section of runway strip 65 M from runway centerline, 108 M to 515 M from RWY 27 THR.
Nil	150 x 150 M	1949 x 150 M	90 x 90 M	Nil	Nil	

**MWCB AD 2.13 DECLARED DISTANCES**

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
09	1829	1979	1829	1829	Nil
27	1829	1979	1829	1829	Nil

**MWCB AD 2.14 APPROACH AND RUNWAY LIGHTING**

<i>RWY Designator</i>	<i>APCH LGT Type Len INTST</i>	<i>THR LGT COLOR WBAR</i>	<i>PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY Center Line LGT, Length spacing Color INTST</i>	<i>RWY Edge LGT LEN, spacing Color INTST</i>	<i>RWY END LGT Color WBAR</i>	<i>SWY LGT LEN (M) Color</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
09	REILS LIM	Green -	PAPI Left/ 3°	Nil	Nil	1829 White, LIH	Red -	Nil	Nil
27	REILS LIM	Green -	PAPI Left/ 3°	Nil	Nil	1829 White, LIH	Red -	Nil	Nil

**MWCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: ATC Tower, 194123.25N0795245.99W FLG W G EV 2 SEC 1200 – 0000 UTC
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: Nil Anemometer: RWY 09, 194113.41N 0795323.85W 186 M from THR 09 LGTD RWY 27, 194117.56N 0795239.21W 363 M from THR 27 LGTD
3	<i>TWY edge and center line lighting</i>	Edge: Blue Edge Lights Center line: Nil
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: 10 SEC
5	<i>Remarks</i>	Obstacle lighting. Apron stands 1A – 2B floodlighting. Illuminated wind direction indicators.

**MWCB AD 2.16 HELICOPTER LANDING AREA**

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

**MWCB AD 2.17 ATS AIRSPACE**

1	<i>Designated and lateral limits</i>	CHARLES KIRKCONNELL CTR A circle, radius 10 NM center at 194113.14N 0795258.10W
2	<i>Vertical limits</i>	SFC to 1500ALT
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign</i> <i>Language (s)</i>	BRAC TOWER English
5	<i>Transition altitude</i>	17 000 FT ALT
6	<i>Hours of applicability</i>	1200-000
7	<i>Remarks</i>	Nil

**MWCB AD 2.18 ATS COMMUNICATION FACILITIES**

<i>Service Designation</i>	<i>Call Sign</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Remarks</i>
1	2	3	3	4
APP	Cayman Approach	120.200 MHz 121.500 MHz	1200-0200 UTC 1200-0200 UTC	Primary Frequency Emergency Frequency
TWR	Brac Tower	118.400 MHz 121.500 MHz	1200-0000 UTC 1200-0000 UTC	Primary Frequency Emergency Frequency

**MWCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

<i>Type of aids</i> MAG VAR	<i>ID</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Position of transmitting Antenna</i>	<i>Elevation of DME transmitting Antenna</i>	<i>Service volume radius from GBAS reference point</i>	<i>Remarks</i>
1.	2.	3.	4.	5.	6.	7.	8.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

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**MWCB AD 2.20 LOCAL TRAFFIC REGULATIONS****1. Airport regulations**

1.1 At Charles Kirkconnell Airport local regulations are in accordance with the Civil Aviation, Air Navigation (Overseas Territories) Order 2001; ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the procedures for Air Navigation Services – Rules of the Air and Air Traffic Services, and the Regional Supplementary Procedures applicable to the CAR Region.

Information on how to obtain Local Regulations may be requested from the following address:

Director General of Civil Aviation  
205 Owen Roberts Drive  
P.O. Box 10277  
Grand Cayman KY 1-1003  
CAYMAN ISLANDS

TEL: 345 949 7811  
FAX: 345 949 0761  
EMAIL: [richard.smith@caacayman.com](mailto:richard.smith@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

**2. Taxing to and from stands**

2.1 After landing, ATC will instruct arriving aircraft to taxi to parking. A stand number will be allocated, by the TWR or a handling agent providing a marshalling service. General aviation aircraft will have to use the designated general aviation parking area.

2.2 ATC will issue a taxi clearance from the parking area to an appropriate runway for departing traffic. Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxing. Request for ATC clearance may take place at the earliest, 10 minutes prior to engine start-up.

**3. Parking area for small aircraft (General aviation)**

3.1 General aviation aircraft shall be guided by ATC to the parking area for small aircraft.

**4. Parking area for helicopters**

4.1 ATC will guide helicopters to an appropriate parking area.

**5. Taxi, take-off and landing – limitations**

5.1 The view of threshold runway 09/27 from the Air Traffic Control Tower is obscured due to the location of natural obstacles (trees) along the north shoulder of the runway. This hazard is mitigated through Closed Circuit TV cameras allowing flight observation in the affected areas. Aircraft operators should use extreme caution during taxi, take-off and landing.

**6. Training flights and technical test flights – use of runway**

6.1 Training flights and such technical flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at the aerodrome is restricted as follows:

RWY 09 – right hand circuit only, unless traffic dictates otherwise.

RWY 27 – left hand circuit only, unless traffic dictates otherwise.

6.2 VFR training flights are NOT permitted at night.

See also AD 2.21 – Noise Abatement Procedures

### **7. Non-scheduled flight – limitations**

7.1 Non-scheduled public air traffic wishing to operate outside the published airport operational hours, is permitted only after prior approval from the Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

7.2 Any request for approval of traffic shall contain the following information:

- a) Owner/operator
- b) Type of aircraft/helicopter, registration/call sign
- c) Date, arrival time/departure time, destination(s).

7.3 Furthermore, other details relevant to the evaluation of the request shall be given as required.

### **8. Removal of disabled aircraft from runway**

8.1 When an aircraft is disabled on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

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**MWCB AD 2.21 NOISE ABATEMENT PROCEDURES****1. General provisions**

- 1.1 In case of special meteorological conditions such as CBs, significant wind variations, etc. in the approach and take-off sectors, the ATS can, at its discretion or on request from the pilot-in-command, deviate from the provisions below, if deemed necessary for safety reasons.
- 1.2 Deviations are permitted in connection with:
- a) Take-off and landing for vital flights, such as ambulance and transplantation flights, and the like.
  - b) Take-off and landing in connection with rescue operations.
  - c) Take-off and landing in connection with security control of the airport area.
  - d) Landing in such cases where the aircraft during flight has experienced reduced airworthiness, and the pilot-in-command judges it necessary to land.
  - e) Landing where the pilot-in-command declares an emergency situation.
  - f) Training flights conducting simulated force landings.

**2. Restrictions**

- 2.1 The restrictions below are for jet aircraft with low bypass ratio engines, irrespective of weight. Flights below 1500 FT, within 2000 FT of the coastline are prohibited, except for take-off and landing.

**2.1.1 Landing restriction RWY 09**

Nil

**2.1.2 Take-off restrictions RWY 09**

- a) Take-off must be commenced from RWY 09, unless the prevailing winds dictate the use of RWY 27. Climb on runway heading until 3 000 ft before proceeding on course, between 0000 and 1200 UTC.
- b) Take-off to 1 000 ft above aerodrome elevation (*Figure 1*):
  - take-off power/thrust
  - take-off flap
  - climb at  $V_2 + 10$  to 20 kt

At 1 000 ft:

- maintain a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flaps on schedule;
- thereafter reduce thrust consistent with the following:

- 1) reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine out climb gradient; and

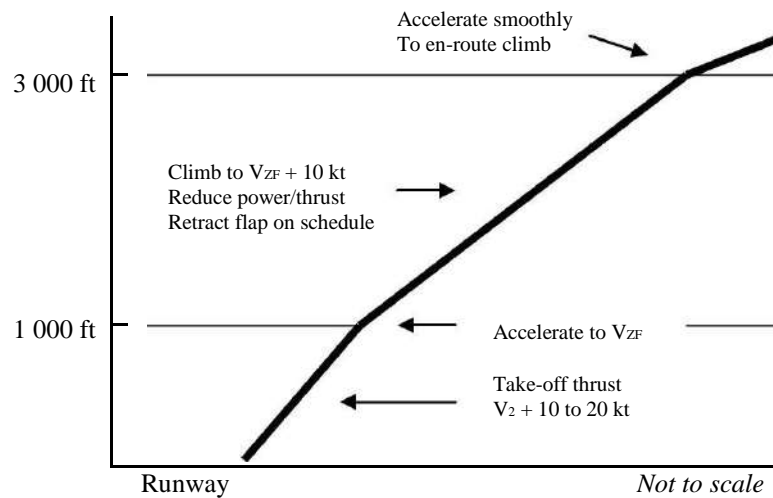
thereafter, from 1 000 ft to 3 000 ft:

- continue climb at not greater than  $V_{ZF} + 10$

kt. At 3 000 ft:

- accelerate smoothly to en-route climb speed.

**Figure 1**



### 2.1.3 Landing restriction RWY 27

Nil.

### 2.1.4 Take-off restriction RWY 27

- a) As in 2.1.2 b) above.

## 3. Training flights

- 3.1 Training flights operating in the aerodrome traffic circuit are required to make right hand circuits for RWY 09 and left hand circuits for RWY 27, unless otherwise instructed by ATC.

## 4. Reporting

- 4.1 ATC shall notify the Director of Civil Aviation of every operation deviating from the above-mentioned provisions.

- 1.1 The Director General of Civil Aviation will make further investigations based on reports from ATC.

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**MWCB AD 2.22 FLIGHT PROCEDURES****1. General**

- 1.1 Unless special permission has been obtained from Cayman Approach or BracTower as appropriate, flight within the Charles Kirkconnell CTR shall be in accordance with the Visual Flight Rules and Instrument Flight Rules of ICAO Annex 2.

**2. Procedures for IFR flights within Charles Kirkconnell CTR**

- 2.1 The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airway's, reporting points.

**3. Speed limitations**

- 3.1 IFR and VFR aircraft operations in excess of 250 knots IAS, below 10 500 feet, is not permitted within the Cayman Islands TMA and Charles Kirkconnell CTR.

**4. Communication failure**

- 4.1 In the event of communication failure, the pilot shall act in accordance with the communication failure procedures listed below. For the Charles Kirkconnell CTR, information concerning the associated navigation aids and the routing is given on page ENR 3.1-1 and 4.1-1
- 4.1.1 Air-ground
- a) When an aircraft fails to establish contact with Brac tower on 118.4 MHz, it shall attempt to establish contact on another frequency appropriate to the route. If this attempt fails, the aircraft shall attempt to establish communication with other aircraft on 118.4 MHz.
  - b) If the above attempts fail the aircraft shall transmit its message twice to Brac tower on 118.4 MHz, preceded by the phrase "TRANSMITTING BLIND".
- 4.1.2 Receiver failure
- a) When an aircraft is unable to establish communication due to receiver failure, it shall transmit reports at the scheduled times, or positions, on 118.4 MHz, preceded by the phrase "TRANSMITTING BLIND DUE TO RECEIVER FAILURE". The aircraft shall transmit the intended message, following this by a complete repetition. During this procedure, the aircraft shall also advise the time of its next intended transmission.
  - b) In addition to complying with 4.1.2 a), aircraft shall transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight of the aircraft.
  - c) When an aircraft is unable to establish communication due to airborne equipment failure it shall, when so equipped, select SSR code 7600 to indicate radio failure.
- 4.1.3 Ground-to-air
- a) When Brac tower is unable to establish contact with an aircraft on 118.4 MHz, it shall request
  - b) Cayman Approach to render assistance by calling the aircraft and relaying traffic, if necessary;

- 
- c) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.
- 4.2 In addition, the aircraft, when forming part of the aerodrome traffic, shall keep a watch for such instructions as may be issued by visual signals.
- 4.2.1 If in visual meteorological conditions, the aircraft shall:
- a) continue to fly in visual meteorological conditions; and
  - b) land.
- 4.2.2 If in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with 4.2.1, the aircraft shall:
- a) maintain the last assigned speed and level for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
  - b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with c) below, hold over this aid until commencement of descent;
  - c) commence descent from the navigation aid specified in b) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
  - d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
  - e) land if possible, within thirty minutes after the estimated time of arrival specified in c) or the last acknowledged expected approach time, whichever is later.

#### **5. Procedures for VFR flights within the Charles Kirkconnell CTR**

- a) A flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on 118.4 MHz, before flight takes place in the Control Zone.

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**MWCB AD 2.23 ADDITIONAL INFORMATION****1. Bird concentration in the vicinity of the airport**

1.1 Intense activity of varied bird species associated with a bird sanctuary (located on the south side of RWY 09) takes place daily. Height varies from 0 – 2000 ft AGL. Due to roosting and feeding patterns, the risk significantly increase during the periods of dawn and dusk and flights during these times should be avoided.

1.2 As far as practicable, Brac tower will inform pilots of this bird activity. Pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in-flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

1.3 Based on knowledge of the bird problem and ongoing mitigation methods it is recommended that all flight operations be limited to the published operational hours of the airport. **Aircraft taking off and landing before sunrise and after sunset should be discouraged.**

**2. Reporting of bird strike**2.1 *General*

2.1.1 In order to accurately assess and mitigate the bird strike threat within The Cayman Islands, the Civil Aviation Authority requires comprehensive statistics of bird strike events. All pilots flying within the Charles Kirkconnell CTR are therefore requested to report to the Civil Aviation Authority all cases of bird strike or incidents where damage has occurred to the aircraft. In the case of no damage from a confirmed bird strike a report should be made to Brac Tower or the CIAA Safety Office.

2.2 *Reporting*

2.2.1 To facilitate the reporting of incidents, a Bird Strike Reporting Form is available from the following link: <https://www.caacayman.com/wp-content/uploads/forms/Occurrence%20Report%20Form%20Bird%20strikes.pdf>. In connection with incidents on or near an aerodrome, pilots are requested to collect the bird, or much of the remnants as possible, and call 345-244-5835 for assistance. In the event of a of bird strike, pilots are requested to file a report and forward it to:

Director General of Civil Aviation  
Unit 2 Cayman Grand Harbour  
P.O. Box 10277  
Grand Cayman KY1-1003  
Cayman Islands

TEL: 345 949 7811  
FAX: 345 949 0761  
EMAIL: [mor@caacayman.com](mailto:mor@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

2.2.2 Any supplementary information on the circumstances under which the incident took place should also be included.

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**MWCB AD 2.24 CHARTS RELATED TO AN AERODROME**

Aerodrome Chart	MWCB AD 2-16
Aerodrome Obstacle Chart – ICAO Type A (for each runway)	MWCB AD 2-17
RNAV (GPS) Instrument Approach Chart – Runway 09	MWCB AD 2-19
RNAV (GPS) Instrument Approach Chart – Runway 27	MWCB AD 2-20
Standard Arrival Chart	MWCB AD 2-21
Standard Departure Chart	MWCB AD 2-22
Visual Approach Chart	MWCB AD 2-23
Area Chart	MWCB AD 2-24
Bird Concentration	MWCB AD 2-25

**AERODROME CHART - ICAO**

**ARP 194113.14N 0795258.10W**

**AD ELEVATION 4.8FT**

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

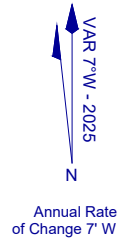
<b>GUND (Geoid Undulation) = -58FT</b> The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	<b>192</b>
HEIGHTS IN FEET ABOVE AD	<b>(68)</b>

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

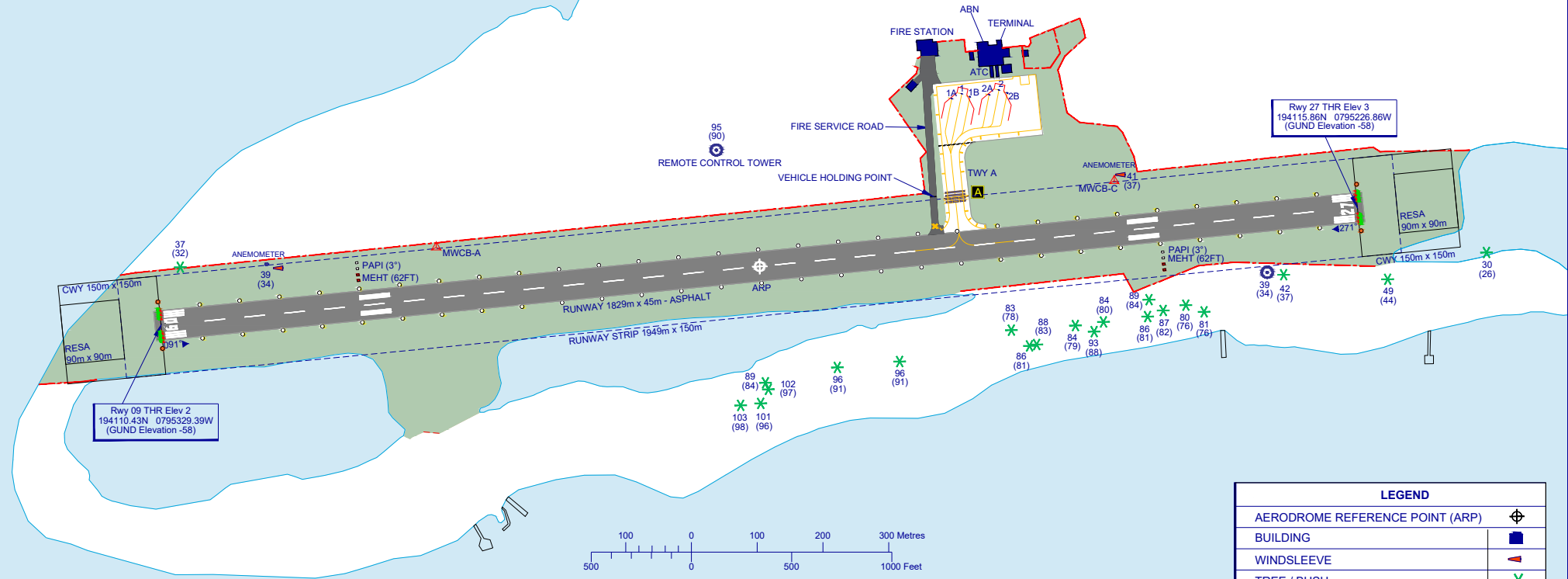
DECLARED DISTANCES (metres)				
	TORA	TODA	ASDA	LDA
RWY 09	1829	1979	1829	1829
RWY 27	1829	1979	1829	1829

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

**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.



CHANGE: Obstacles updated following survey 2025.



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	

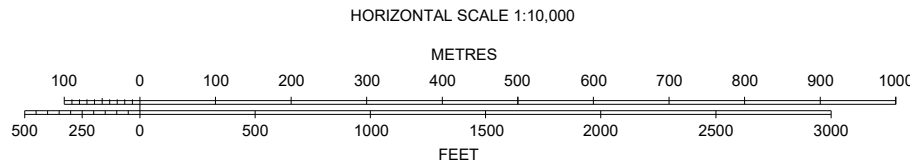
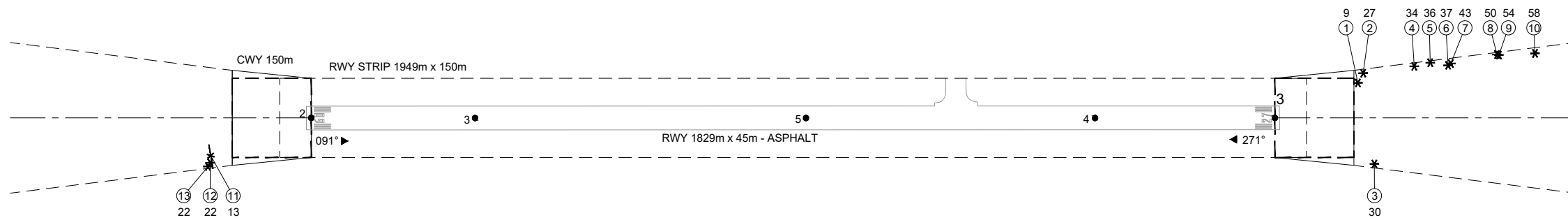
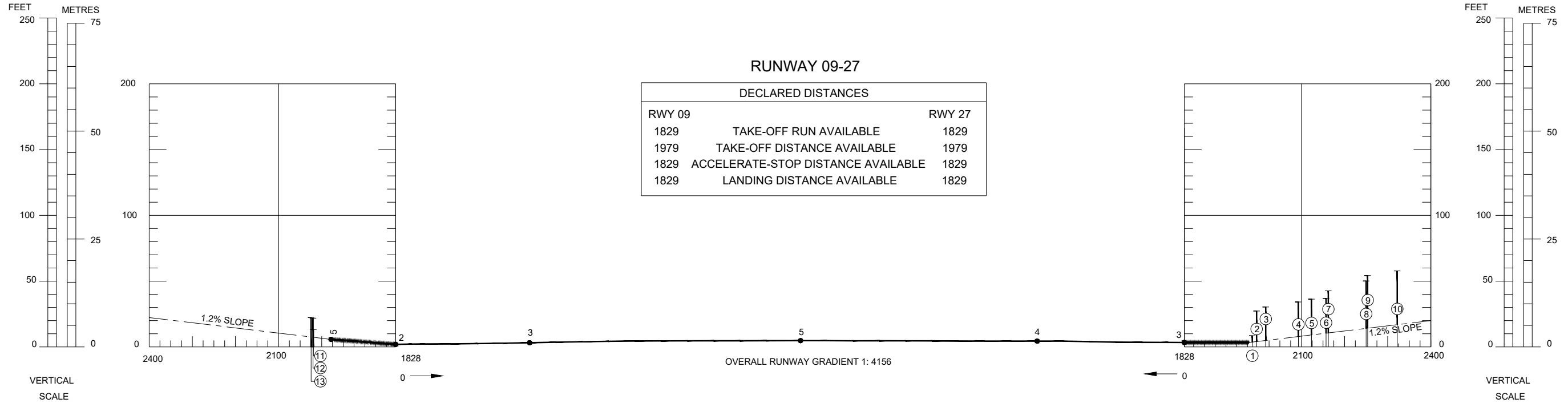
ELEVATION IN FEET  
ALL OTHER DIMENSIONS IN METRES

# 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



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

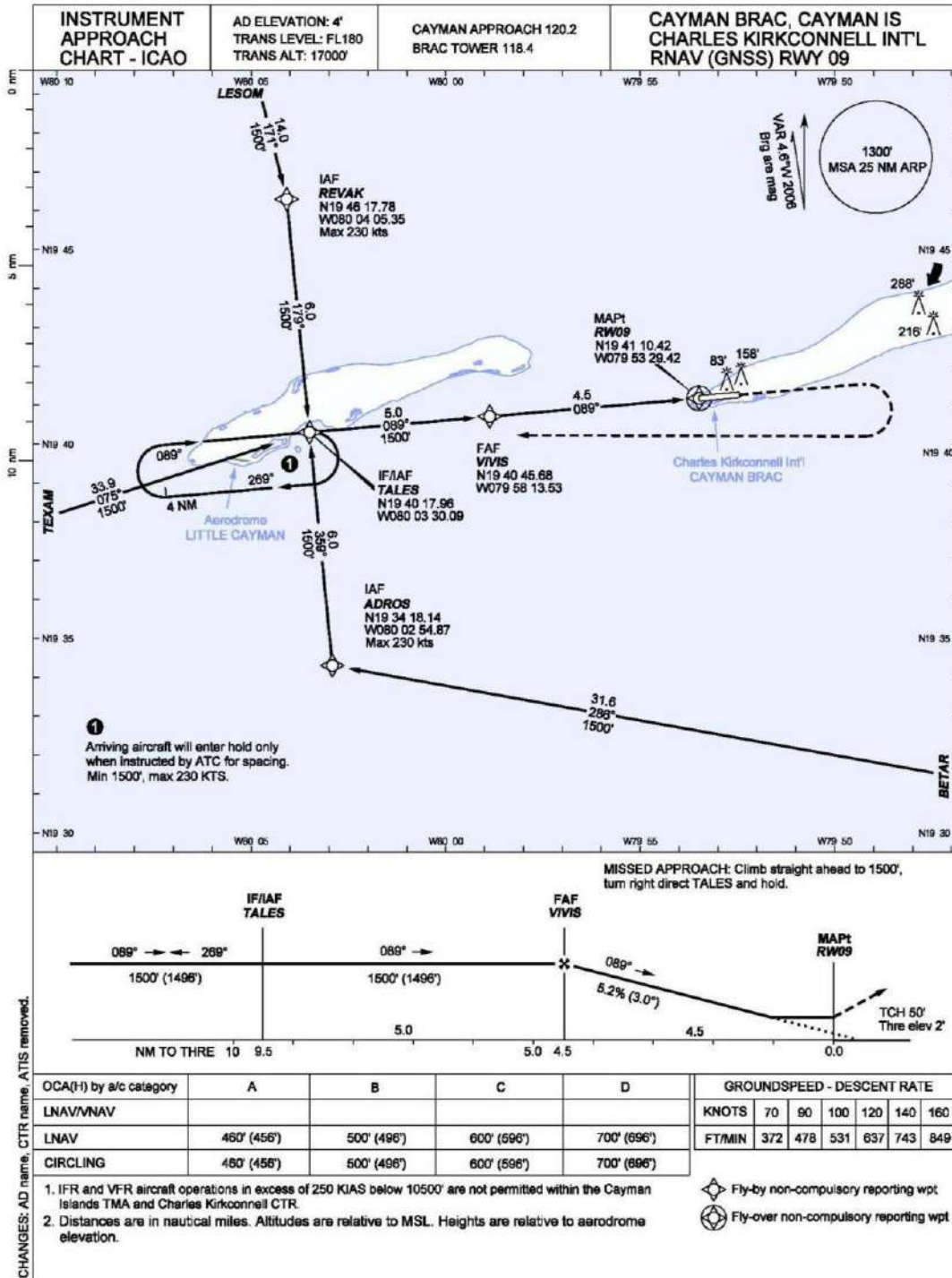
Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL ft
1	3140	TREE	194118.4707N	0795221.6788W	8.52
2	2568	TREE	194119.0957N	0795221.3923W	27.31
3	3158	TREE	194113.5920N	0795220.1293W	30.37
4	1417	TREE	194119.8038N	0795218.1202W	34.18
5	1423	TREE	194120.1170N	0795217.1029W	36.36
6	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	⑥
HEIGHT AMSL	25	⑥
TREE / BUSH	*	⑥
FENCE	—*	⑥

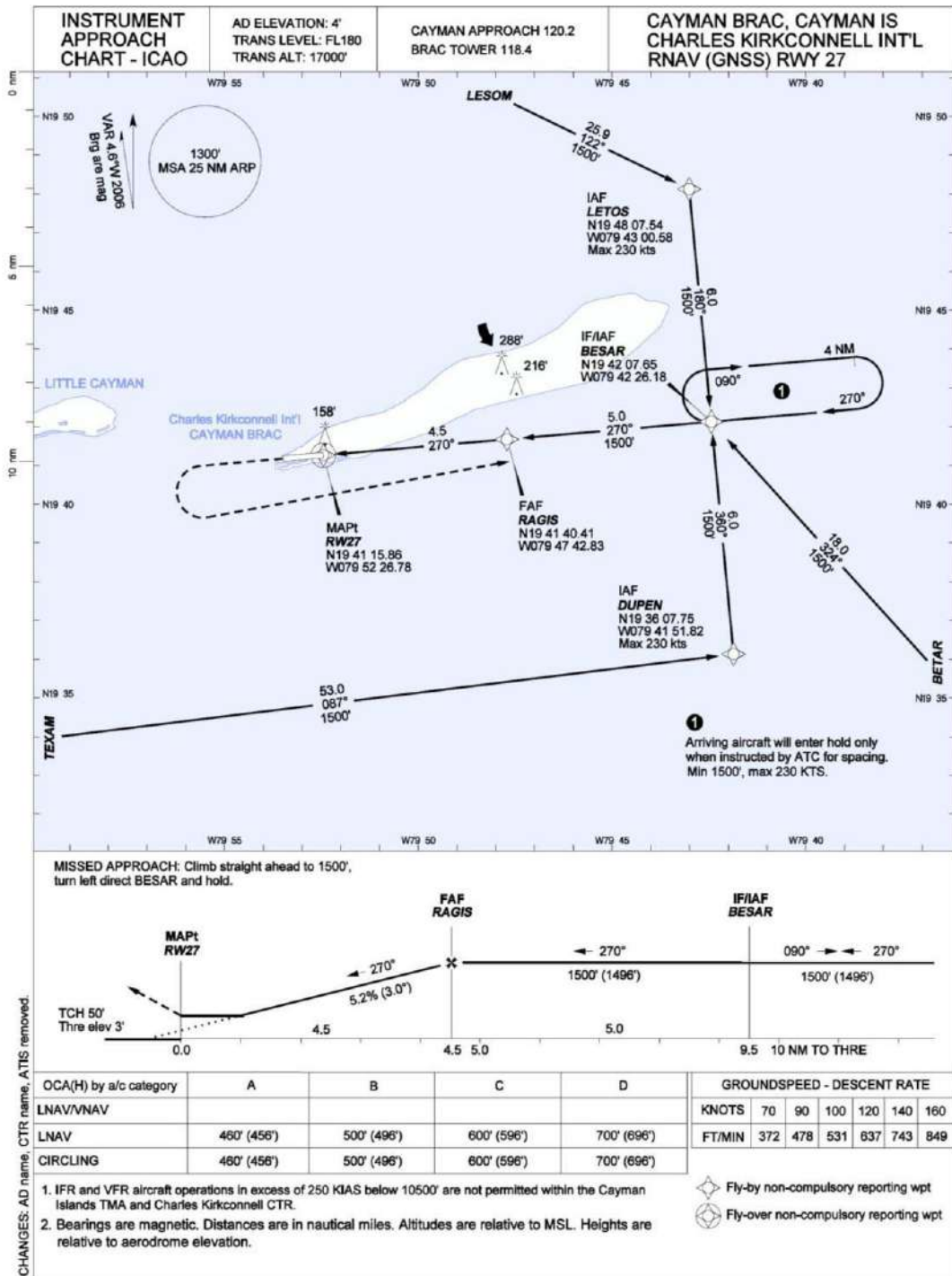
ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

Change: Chart updated following aerodrome survey in August 2025.

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STANDARD ARRIVAL CHART - INSTRUMENT - RUNWAY 09

CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

INTENTIONALLY LEFT BLANK

STANDARD DEPARTURE CHART - INSTRUMENT - RUNWAY 27

CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

VISUAL APPROACH CHART  
CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

AREA CHART  
CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

BIRD CONCENTRATION IN THE VICINITY OF THE AERODROME

CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

**AD 2. AERODROMES**  
**MWCR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**  
 MWCR – OWEN ROBERTS/International

**MWCR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1.	ARP coordinates and site at AD	N191734.00 W0812127.97 083° MAG 1070 M from THR 08
2.	Direction and distance from the city	ESE, 1 NM from George Town
3.	Elevation/Reference temperature	2.4 M (8 FT)/34 C
4.	Geoid undulation at AD ELEV	-48 FT
5.	MAG VAR/Annual change	5.68° W (2024) changing 0.12 <sup>0</sup> per year
6.	AD Administration, address, telephone	Cayman Islands Airports Authority 298 Owen Roberts Drive P.O. Box 10098 Grand Cayman KY1-1001 Cayman Islands Tel: (345) 943 7070 Email: <a href="mailto:opsdutymanager@caymanairports.com">opsdutymanager@caymanairports.com</a> Website: <a href="http://www.caymanairports.com">www.caymanairports.com</a>
7.	Types of traffic permitted (IFR/VFR)	IFR/VFR
8.	Remarks	Telephone calls to ATC are recorded

**MWCR AD 2.3 OPERATIONAL HOURS**

1.	AD Administration	MON-FRI 1330-2200 UTC (0830-1700 LST) SAT, SUN + HOL: NIL
2.	Customs and	MON-FRI 1330-0400 UTC (0830-1100 LST) SAT, 1330-2130 UTC (0830-1630 LST) Available O/R subject to charge outside of these hours. SUN + HOL: Subject to Special Attendance Charges all day. Special Attendance Contact # 1345-649-4912/4955/4935
3.	Immigration (Passport Control)	DAILY: 1200-2300 UTC (0700-2130 LST) Available O/R subject to charges outside of these hours. Abnormal Hours Contact #1 345-649-7163/7164
4.	Health and sanitation	1200- 0200 UTC (0700-2100 LST)
5.	AIS Briefing Office	1200- 0200 UTC (0700-2100 LST)
6.	ATS Reporting Office (ARO)	1200- 0200 UTC (0700-2100 LST)
7.	MET Briefing Office	1200- 0200 UTC (0700-2100 LST)
8.	ATS	1200- 0200 UTC (0700-2100 LST)
9.	Fueling	1200- 0200 UTC (0700-2100 LST)
10.	Handling	1200- 0200 UTC (0700-2100 LST)
11.	Security	H24
12.	Remarks	Only Medevacs and delayed commercial passenger flights may operate with restrictions out of hours with prior approval from <a href="mailto:aocc@caymanairports.com">aocc@caymanairports.com</a> AD2-20 refers.
13.	AD Reference Code	4E

**MWCR AD 2.4 HANDLING SERVICES AND FACILITIES**

1.	Cargo-handling facilities	Trucks 1.5-3.5 tonnes
2.	Fuel/oil types	Jet A1, AVGAS 100 LL, no aviation oils available.
3.	Fueling facilities/capacity	6 Jet A1 trucks 30,000-Gal, 1 AVGAS 100 LL truck 1,500 Gal No AVGAS Cabinet.
4.	Hangar space for visiting aircraft	By arrangement with your nominated handling agents.
5.	Repair facilities for visiting aircraft	By arrangement with your nominated handling agents.
6.	Remarks	A nominated handling agent is mandatory for all visiting aircraft AD2-20 refers.

**MWCR AD 2.5 PASSENGER FACILITIES**

1.	Hotels	Near the AD and Island -wide.
2.	Restaurants	Restaurant at AD and Island -wide
3.	Transportation	Buses, taxis and car hire from the AD
4.	Medical facilities	First Aid at AD. Hospital in Georgetown.
5.	Bank & Post Office	At AD. Open within AD HR. Post Office located near AD
6.	Tourist Office	Office in Georgetown Tel: (345) 94940623 Fax:(345) 9494053
7.	Remarks	Nil

**MWCR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1.	AD category for fire fighting	Within AD HR: CAT 7 CAT 9 available on request.
2.	Rescue equipment	1 boat with 300 persons life-raft capacity.
3.	Remarks	Outside AD HR, firefighting service to be requested.

**MWCR 2.7 SEASONAL AVAILABILITY – CLEARING**

1.	<i>Types of clearing equipment</i>	Not applicable
2.	<i>Clearance priorities</i>	Not applicable
3.	<i>Remarks</i>	Nil

**MWCR 2.8 APRONS, TAXIWAYS AND CHECK/POSITION LOCATION DATA**

1.	Apron surface and strength	<p>Main Apron Stands 1, 2, 7 and 8, Asphalt and Concrete Pavers, Asphalt: PCR 499 F/A/X/T Concrete Pavers: No PCR</p> <p>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</p> <p>Main Apron Stands 9 – 14, Concrete, PCR 532 R/A/W/T</p> <p>General Aviation Central Apron, Asphalt and Concrete Asphalt: PCR 180 F/A/X/T Concrete: PCR 365 R/A/W/T</p> <p>General Aviation Northeast Apron, Asphalt, PCR 106 F/A/X/T</p> <p>General Aviation Northwest Apron, Asphalt, PCR 269 F/A/X/T</p> <p>General Aviation Southwest Apron, Concrete, PCR 205 R/A/W/T</p>
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2.	Taxiway designation, width, surface, and strength	Taxiway A, 23 M, Asphalt, PCR 499 F/A/X/T Taxiway B, 23 M, Asphalt, PCR 499 F/A/X/T Taxiway C, 23 M, Asphalt, PCR 269 F/A/X/T Taxiway D, 23 M, Asphalt, PCR 269 F/A/X/T Taxiway E, 28 M, Asphalt, PCR 462 F/A/X/T Taxiway F, 28 M, Asphalt, PCR 499 F/A/X/T Taxiway G, 23 M, Asphalt, PCR 499 F/A/X/T Taxiway H, 28 M, Asphalt, PCR 499 F/A/X/T																																																								
3.	Altimeter checkpoint locations and elevations	Location: Main Apron <table border="1" data-bbox="751 499 1406 1283"> <thead> <tr> <th data-bbox="751 499 857 562">Stand</th> <th data-bbox="857 499 1192 562">Coordinates</th> <th data-bbox="1192 499 1406 562">Elevation AMSL (FT)</th> </tr> </thead> <tbody> <tr><td data-bbox="751 562 857 600">1</td><td data-bbox="857 562 1192 600">191741.75N 0812131.88W</td><td data-bbox="1192 562 1406 600">7.90</td></tr> <tr><td data-bbox="751 600 857 638">1A</td><td data-bbox="857 600 1192 638">191742.02N 0812131.63W</td><td data-bbox="1192 600 1406 638">8.12</td></tr> <tr><td data-bbox="751 638 857 676">2</td><td data-bbox="857 638 1192 676">191742.07N 0812130.53W</td><td data-bbox="1192 638 1406 676">8.19</td></tr> <tr><td data-bbox="751 676 857 714">2A</td><td data-bbox="857 676 1192 714">191742.46N 0812129.80W</td><td data-bbox="1192 676 1406 714">8.11</td></tr> <tr><td data-bbox="751 714 857 751">2L</td><td data-bbox="857 714 1192 751">191742.24N 0812130.64W</td><td data-bbox="1192 714 1406 751">8.26</td></tr> <tr><td data-bbox="751 751 857 789">3</td><td data-bbox="857 751 1192 789">191742.43N 0812129.04W</td><td data-bbox="1192 751 1406 789">7.86</td></tr> <tr><td data-bbox="751 789 857 827">4</td><td data-bbox="857 789 1192 827">191742.75N 0812127.70W</td><td data-bbox="1192 789 1406 827">7.57</td></tr> <tr><td data-bbox="751 827 857 865">5</td><td data-bbox="857 827 1192 865">191743.07N 0812126.35W</td><td data-bbox="1192 827 1406 865">7.35</td></tr> <tr><td data-bbox="751 865 857 903">6</td><td data-bbox="857 865 1192 903">191743.39N 0812125.01W</td><td data-bbox="1192 865 1406 903">7.13</td></tr> <tr><td data-bbox="751 903 857 940">7</td><td data-bbox="857 903 1192 940">191743.70N 0812123.66W</td><td data-bbox="1192 903 1406 940">6.99</td></tr> <tr><td data-bbox="751 940 857 978">8</td><td data-bbox="857 940 1192 978">191744.06N 0812122.17W</td><td data-bbox="1192 940 1406 978">6.73</td></tr> <tr><td data-bbox="751 978 857 1016">9</td><td data-bbox="857 978 1192 1016">191745.12N 0812120.78W</td><td data-bbox="1192 978 1406 1016">6.29</td></tr> <tr><td data-bbox="751 1016 857 1054">10</td><td data-bbox="857 1016 1192 1054">191745.93N 0812120.30W</td><td data-bbox="1192 1016 1406 1054">6.50</td></tr> <tr><td data-bbox="751 1054 857 1092">11</td><td data-bbox="857 1054 1192 1092">191745.94N 0812119.56W</td><td data-bbox="1192 1054 1406 1092">6.45</td></tr> <tr><td data-bbox="751 1092 857 1129">12</td><td data-bbox="857 1092 1192 1129">191746.26N 0812118.22W</td><td data-bbox="1192 1092 1406 1129">6.44</td></tr> <tr><td data-bbox="751 1129 857 1167">13</td><td data-bbox="857 1129 1192 1167">191746.56N 0812117.66W</td><td data-bbox="1192 1129 1406 1167">6.55</td></tr> <tr><td data-bbox="751 1167 857 1205">14</td><td data-bbox="857 1167 1192 1205">191746.58N 0812116.87W</td><td data-bbox="1192 1167 1406 1205">6.47</td></tr> </tbody> </table>			Stand	Coordinates	Elevation AMSL (FT)	1	191741.75N 0812131.88W	7.90	1A	191742.02N 0812131.63W	8.12	2	191742.07N 0812130.53W	8.19	2A	191742.46N 0812129.80W	8.11	2L	191742.24N 0812130.64W	8.26	3	191742.43N 0812129.04W	7.86	4	191742.75N 0812127.70W	7.57	5	191743.07N 0812126.35W	7.35	6	191743.39N 0812125.01W	7.13	7	191743.70N 0812123.66W	6.99	8	191744.06N 0812122.17W	6.73	9	191745.12N 0812120.78W	6.29	10	191745.93N 0812120.30W	6.50	11	191745.94N 0812119.56W	6.45	12	191746.26N 0812118.22W	6.44	13	191746.56N 0812117.66W	6.55	14	191746.58N 0812116.87W	6.47
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4.	VOR Checkpoints	Nil																																																								
5.	INS Checkpoints	Nil																																																								
6.	Remarks	Nil																																																								

**MWCR 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1.	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	TWY and RWY signs at all holding positions. Parking position signs and markings at Main Terminal Apron.
2.	RWY and TWY markings and LGT including TWY edge non-load bearing markings and TWY shoulder transverse stripes.	RWY: Designation, THR, TDZ, center line markings, runway edge/end marked and lighted as appropriate.  TWY: Centerline lights taxiway E & F only. Edge lights TWY A, B, C, D, E, F, G, H. Holding position markings and signs at all TWY/RWY intersections.  TWY: Intermediate holding position GOLF 1  TWY H: Pavement surface painted signs south of apron stands 1-14 and taxiway centerline.
3.	Stop bars	Nil
4.	Remarks	Nil

**MWCR AD 2.10 AERODROME OBSTACLES**

Digital terrain and obstacles data sets encompassing the Obstacle Limitation Surfaces defined in ICAO Annex 14, together with the surface having a 1.2 per cent slope over the Take-off Flight Path Areas for runway 09 and runway 27 defined in ICAO Annex 4, and Area 2 defined in ICAO Annex 15, Chapter 5, is available for Owen Roberts International Airport. Data can be obtained from the Cayman Islands Airport Authority website provided below. The MWCR Aerodrome Obstacle Chart – ICAO Type A is found on page MWCR AD 2-43. Refer to GEN 3.1-5 for more information on available Digital Data Sets.

Website: <https://www.caymanairports.com/aeronautical-information-publication/>

**MWCR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<i>Associated MET Office</i>	Cayman Islands National Weather Service (CINWS)
2	<i>Hours of service</i>	1000 – 0300 UTC
3	<i>Office responsibility for TAF preparation</i> <i>Period of validity</i>	Cayman Islands National Weather Service 24 HR – 0606,1212,1818,0024 UTC
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	TAF 6 HR
5	<i>Briefing/consultation provided</i>	Personal consultation and climatology
6	<i>Flight documentation</i> <i>Language (s) used</i>	Charts, abbreviated plain language text English
7	<i>Charts and other information available for briefing or consultation</i>	Wind /Temp charts for various flight levels, upper sounding charts, SFC Charts, SIGWX
8	<i>Supplementary equipment available for providing information</i>	Radar, Satellite receiving station, Internet Telephone &Fax,
9	<i>ATS units provided with information</i>	Brac TWR, Owen Roberts TWR Cayman APP
10	<i>Additional information (limitation of service, etc.)</i>	<p>1.) There is a contractual agreement with Cayman Airways for the provision of meteorological observation to be provided for 0400 and 0500 UTC on Sunday only. This agreement could be terminated at the discretion Cayman Airways.</p> <p>2.) Wind Data within the meteorological observations are based on landing zone of RWY 08. Wind measurement is also available for landing zone of RWY 26 and can be obtained from Owen Roberts TWR</p> <p>3.) 0024 TAF will be cancelled at 0300 UTC on Mon-Sat with the TAF being cancelled at 0500 UTC on Sundays. TAF will be cancelled at 0500 UTC. TAF distribution is resumed at 1100 UTC</p>

**MWCR AD 2.12 RUNWAY PHYSICAL CHARACTERISTIC**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and Surface of RWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and Highest elevation of TDZ of Non- Precision APP RWY	Slope of RWY
1	2	3	4	5	6	7
08	075.92 <sup>0</sup>	2398 x 45 M	499 F/A/X/T Asphalt, Grooved	191725.57N 0812203.43W  191741.48N 0812056.62W  -47.9 FT	THR 8.5 FT	0.05%
26	255.93 <sup>0</sup>	2398 x 45 M	499 F/A/X/T Asphalt, Grooved	191741.48N 0812056.62W  191725.57N 0812203.43W  -47.9 FT	THR 5.6 FT	0.05%
8	9	10	11	12	13	14
SWY Dimensions	CWY Dimensions	Strip Dimensions	RESA Dimensions	Location and description of Arresting System	OFZ	Remarks
Nil	274 x 150 M	2458 x 150 M	90 x 90 M	Nil	Nil	RWY 08  Landing THR Displaced by 265 M
Nil	150 x 150 M	2458 x 150 M	203 x 90 M	Nil	Nil	RWY 26  Landing THR Displaced by 124 M

**MWCR AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	2275	2549	2275	2010	NIL
26	2134	2284	2134	2010	NIL

**MWCR AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT Type LEN INTST	THR LGT Color WBAR	PAPI	TDZ LGT LEN	RWY Center Line LGT Length, spacing, Color, INTS T	RWY Edge LGT LEN, spacing Color INTST	RWY End LGT Color WBAR	SWY LGT LEN (M) Color	Remarks
1	2	3	4	5	6	7	8	9	10
08	SALS Centerline with one crossbar, 335 M LIM	Green LIM Wingbars	PAPI Left/ 3 <sup>0</sup>	Nil	Nil	2398 m *60 M white (1654 M) Yellow (480 M) LIH Starter Ext lit red(264M) LIH	Red	Nil	* RWY 08 starter extension edge LGT spacing 53 M
26	SALS Centerline barrettes 122 M LIM	Green LIM Wingbars	PAPI Left/ 30	Nil	Nil	2398 m *60 M white (1649 M) Yellow (625 M) LIH Starter Ext lit red (124 M) LIH	Red	Nil	Nil

**MWCR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN location, characteristics, and hours of operation	ABN: ATC Tower, 191738.74N 0812142.89W FLG W G EV 2 SEC 1200 – 0200 UTC
2	Anemometer location and LGT	Anemometer: RWY 08, 191731.10N 0812154.35W 315 M from DTHR 08 LGTD RWY 26, 191735.86N 0812106.02W 324 M from DTHR 26 LGTD
3	TWY edge lights, centreline lights and stopbars (if any)	Edge: Blue edge lights Centre line: Green centre line lights TWY E, F, H Runway guard lights: Each side of TWY A, B, C, D, E, F, G runway holding position markings
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 10 SEC
5	Remarks	Obstacle lighting. Apron floodlighting stands 1 – 14. Illuminated wind direction indicators

**MWCR AD 2.16 HELICOPTER LANDING AREA**

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

**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**

<i>Service Designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours Operations</i>	<i>Remarks</i>
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° 38' W (2024)	GCM	115.600 MHz	H24	191721.78N 0812219.37W	10.46 M	Nil	Red obstacle light

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## MWCR AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Airport regulations

- 1.1 At Owen Roberts Airport local regulations are in accordance with the Civil Aviation, Air Navigation (Overseas Territories) Order 2013 (as amended); ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the procedures for Air Navigation Services – Rules of the Air and Air Traffic Services, applicable to aircraft, and the Regional Supplementary Procedures applicable to the CAR Region.
- 1.2 All flights with 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. Commercial air transport operators can submit requests to airport coordination limited (ACL) during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: [lonacxh@acl-uk.org](mailto:lonacxh@acl-uk.org) Tel: 0208-564 0614; or Fax: 0208-564 0691 OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com>.
- 1.3 Aircraft operators are required to have made prior arrangements for ground handling with a service provider based at Owen Roberts International airport which includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
- 1.4 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](mailto:aocc@caymanairports.com)
- 1.5 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](mailto:aocc@caymanairports.com)

Information on how to obtain further Local Regulations may be requested from the following address:

Director of Civil Aviation  
205 Owen Roberts Drive  
P.O. Box 10277  
Grand Cayman KY1-1003  
GRAND CAYMAN

TEL: 345 949 7811  
FAX: 345 949 0761  
EMAIL: [richard.smith@caacayman.com](mailto:richard.smith@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

### 2. Taxing to and from stands

- 2.1 After landing, ATC will instruct arriving aircraft to taxi to parking. A stand number will be allocated by the TWR or a handling agent providing a marshalling service. General aviation aircraft will have to use the designated general aviation parking area, unless otherwise instructed by ATC.
- 2.2 ATC will issue a taxi clearance from the parking area to an appropriate runway for departing traffic. Departing flights shall contact the TWR to obtain engine start clearance. Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxing. Request for ATC clearance may take place at the earliest, 10 minutes prior to engine start-up.

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See also MWCR AD 2.21 – Noise Abatement Procedures

6.2 VFR training flights are NOT permitted at night.

### **7. Non-scheduled flight – limitations**

7.1 Non-scheduled public air traffic wishing to operate outside the published airport operational hours, is permitted only after prior approval from the Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

7.2 Any request for approval of traffic shall contain the following information:

- a) Owner/operator
- b) Type of aircraft/helicopter, registration/call sign
- c) Date, arrival time/departure time, destination(s).

7.3 Furthermore, other details relevant to the evaluation of the request shall be given as required.

### **8. Removal of disabled aircraft from runway**

8.1 When an aircraft is disabled on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

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**MWCRA D 2.21 NOISE ABATEMENT PROCEDURES**
**1. General provisions**

- 1.1 In case of special meteorological conditions such as CBs, significant wind variations, etc. in the approach and take-off sectors, the ATS can, at its discretion or on request from the pilot-in-command, deviate from the provisions below, if deemed necessary for safety reasons.
- 1.2 Deviations are permitted in connection with:
- a) Take-off and landing for vital flights, such as ambulance and transplantation flights, and the like.
  - b) Take-off and landing in connection with rescue operations.
  - c) Take-off and landing in connection with security control of the airport area.
  - d) Landing in such cases where the aircraft during flight has experienced reduced airworthiness, and the pilot-in-command judges it necessary to land.
  - e) Landing where the pilot-in-command declares an emergency situation.
  - f) Training flights conducting simulated force landings.

**2. Restrictions**

- 2.1 The restrictions below are for jet aircraft with low bypass ratio engines, irrespective of weight. Flights below 1500 FT, within 2000 FT of the coastline are prohibited, except for take-off and landing.
- 2.1.1 Landing restriction RWY 08**
- a) Turns to final shall not be made over George Town and aircraft shall be established on final approach course prior to crossing the coastline.
- 2.1.2 Take-off restrictions RWY 08**
- a) Take-off must be commenced from RWY 08, unless the prevailing winds dictate the use of RWY 26. Climb on runway heading until 3 000 ft before proceeding on course, between 0000 and 1200 UTC.
  - b) Take-off to 1 000 ft above aerodrome elevation (*Figure 1*):
    - take-off power/thrust
    - take-off flap
    - climb at  $V_2 + 10$  to 20 kt

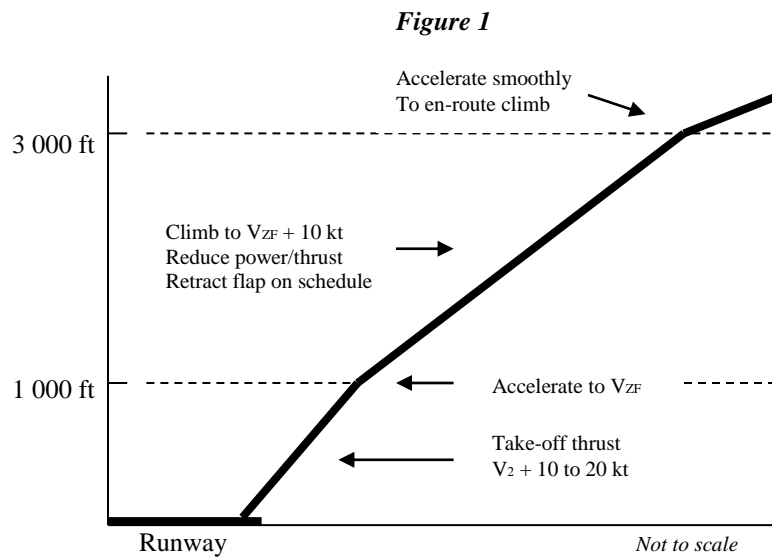
At 1 000 ft:

    - maintain a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed ( $V_{ZF}$ ) retracting flaps on schedule;
    - thereafter reduce thrust consistent with the following:

- 1) reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine out climb gradient; and
  - thereafter, from 1 000 ft to 3 000 ft:
  - continue climb at not greater than  $V_{ZF} + 10$  kt.

At 3 000 ft:

- accelerate smoothly to en-route climb speed.



### 1.1.1 Landing restriction RWY 26

Nil.

### 1.1.2 Take-off restriction RWY 26

- a) As in 2.1.2 b) above.

## 2. Training flights

- 2.1 Training flights operating in the aerodrome traffic circuit are required to make right hand circuits for RWY 08 and left hand circuits for RWY 26, unless otherwise instructed by ATC.

## 3. Reporting

(To be developed)

**MWCR AD 2.22 FLIGHT PROCEDURES****1. General**

- 1.1 Unless special permission has been obtained from Cayman Approach or Owen Roberts Tower as appropriate, flight within the Cayman TMA or Owen Roberts CTR shall be in accordance with the Visual Flight Rules and Instrument Flight Rules of ICAO Annex 2.

**2. Procedures for IFR flights within Cayman TMA**

- 2.1 The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

**3. Speed Limitations**

- 3.1 IFR and VFR aircraft operations in excess of 250 knots IAS, below 10 500 feet, is not permitted within the Cayman TMA and Owen Roberts CTR.

**4. Communication failure**

- 4.1 In the event of communication failure, the pilot shall act in accordance with the communication failure procedures listed below. For the Owen Roberts CTR, information concerning the associated navigation aids and the routing is given on page ENR 3.1-1 and 4.1-1
- 4.1.1 Air-ground
- a) When an aircraft fails to establish contact with Cayman Approach on 120.2 MHz or Owen Roberts tower on 118.0 MHz, it shall attempt to establish contact on another frequency appropriate to the route. If this attempt fails, the aircraft shall attempt to establish communication with other aircraft on 120.2 MHz or 118.0 MHz.
  - b) If the above attempts fail the aircraft shall transmit its message twice to Cayman Approach on 120.2 MHz, preceded by the phrase "TRANSMITTING BLIND".
- 4.1.2 Receiver failure
- a) When an aircraft is unable to establish communication due to receiver failure, it shall transmit reports at the scheduled times, or positions, on 120.2 MHz, preceded by the phrase "TRANSMITTING BLIND DUE TO RECEIVER FAILURE". The aircraft shall transmit the intended message, following this by a complete repetition. During this procedure, the aircraft shall also advise the time of its next intended transmission.
  - b) In addition to complying with 4.1.2 a), aircraft shall transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight of the aircraft.
  - c) When an aircraft is unable to establish communication due to airborne equipment failure it shall, when so equipped, select SSR code 7600 to indicate radio failure.
- 4.1.3 Ground-to-air

- 
- a) When Cayman Approach or Owen Roberts tower is unable to establish contact with an aircraft on 120.2 MHz or 118.0 MHz, as appropriate, it shall request Brac tower to render assistance by calling the aircraft and relaying traffic, if necessary;
  - b) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.
- 4.1 In addition, the aircraft, when forming part of the aerodrome traffic, shall keep a watch for such instructions as may be issued by visual signals.
- 4.1.1 If in visual meteorological conditions, the aircraft shall:
- a) continue to fly in visual meteorological conditions; and
  - b) land.
- 4.1.2 If in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with 4.2.1, the aircraft shall:
- a) maintain the last assigned speed and level for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
  - b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with c) below, hold over this aid until commencement of descent;
  - c) commence descent from the navigation aid specified in b) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
  - d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
  - e) land if possible, within thirty minutes after the estimated time of arrival specified in c) or the last acknowledged expected approach time, whichever is later.

### **5. Procedures for VFR flights within the Cayman Islands TMA**

- 5.1 Provided traffic conditions so permit, ATC clearance for VFR flights will be given under conditions described below:
- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.
  - b) ATC clearance shall be obtained immediately before entering the area concerned.
  - c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
  - d) Deviation from the ATC clearance may only be made when prior permission has been obtained.

- e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- f) Two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency is on page AD 2-32.

*Note. - ATC clearance is intended only to provide separation between IFR AND VFR flights.*

**Procedures for VFR flights within Owen Roberts CTR**

- a) A flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the Control Zone.

***VFR routes within Owen Roberts CTR***

Arrival and departure routes for VFR traffic are established as depicted on the Visual Approach Chart.

**MWCRA 2.23 ADDITIONAL INFORMATION****1. Bird concentration in the vicinity of the airport**

1.1 Intense activity of flocks of Cattle Egret takes place daily, primarily along the north and south shoulders of RWY 08 and 26.

1.2 As far as practicable, Aerodrome Control will inform pilots of this bird activity by broadcasting a bird activity warning on the ATIS.

1.3 Pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

1.4 Dispersal methods include the use of air canons and culling during intense activity. Modifications of the environment are under way to reduce, if not eliminate, the hazard. These measures include enhanced drainage and the reduction or the elimination of ground cover.

**2. Reporting of bird strike****2.1 General**

2.1.1 To order to accurately assess and mitigate the bird strike threat Civil Aviation Authority requires comprehensive statistics of bird strike events. All pilots on flying within the Owen Roberts CTR are therefore requested to report to the Civil Aviation Authority all cases of bird strike or incidents where a risk of a bird strike has occurred. In the event of a confirmed bird strike where there is no damage to the aircraft a report should be made to the Aerodrome Control or the CIAA Safety Office.

**2.2 Reporting**

2.2.1 To facilitate the reporting of incidents, a Bird Strike Reporting Form is available from the following link: <https://www.caacayman.com/wp-content/uploads/forms/Occurrence%20Report%20Form%20for%20Bird%20Strikes.pdf>. In connection with incidents on or near an aerodrome, pilots are requested to collect the bird, or much of the remnants as possible, and call 345-244-5835 for assistance. In the event of a bird strike, pilots are requested to file a report and forward it to:

Director of Air Navigation Services  
205 Owen Roberts Drive  
P.O. Box 10277  
Grand Cayman KY1-1003  
CAYMAN ISLANDS

TEL: 345 949 7811  
FAX: 345 949 0761  
Email: [mor@caacayman.com](mailto:mor@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

2.2.2 Any supplementary information on the circumstances under which the incident took place should be included.

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**MWCR AD 2.24 CHARTS RELATED TO AN AERODROME**

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

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**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	<b>192</b>
HEIGHTS IN FEET ABOVE AD	<b>(68)</b>

**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

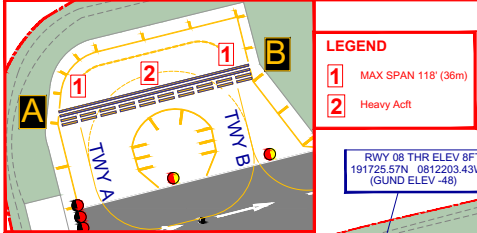
**DECLARED DISTANCES (metres)**

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

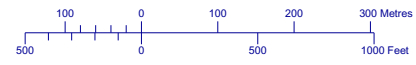
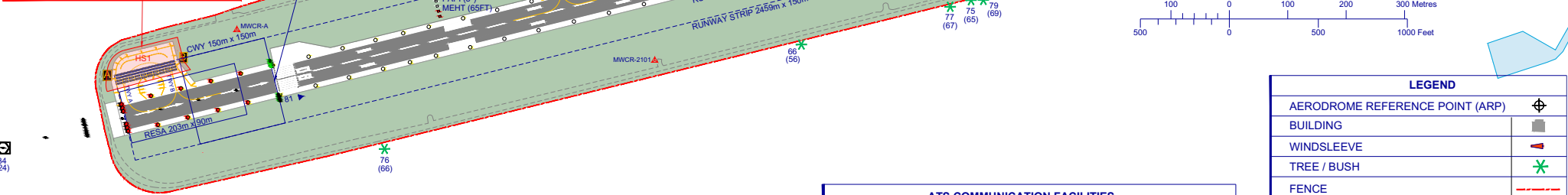
**RUNWAY/TAXIWAY PHYSICAL CHARACTERISTICS**

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

**HOTSPOT - HS1 (ALPHA-BRAVO)**  
To prevent runway incursions, Pilots/Drivers must maintain heightened awareness when operating in this area. When instructed to hold short of runway, aircraft with MAX SPAN 118' (36m) or less must stop and be kept centered over taxiway centerline 1 to maintain a safe physical distance away from the runway holding position solid yellow lines.



**HOTSPOT - HS2 (GOLF-FOXTROT)**  
Pilots/Drivers maintain heightened awareness when operating in this area.



VAR 6 W - 2025  
Annual Rate of Change 7' W

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

**NOTES**

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

**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	△

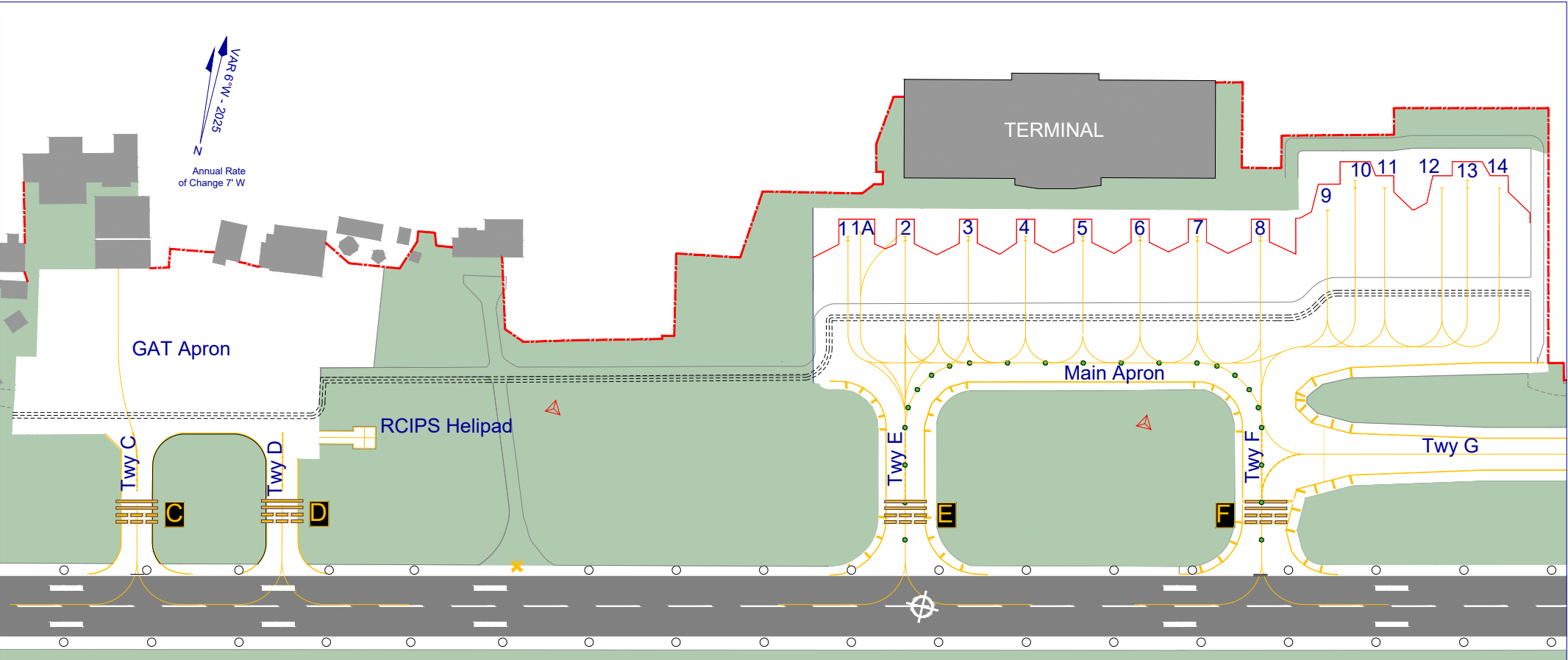
**AIRCRAFT PARKING/ DOCKING  
CHART - ICAO**

ARP 191734.00N 0812127.97W

APRON ELEVATION 9.5FT

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

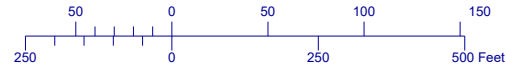
CHANGE: Stands position updated and red stand markings surveyed on the Main Apron. RCIPS Helipad surveyed on the GAT Apron. PCN values changed to PCR.



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	



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

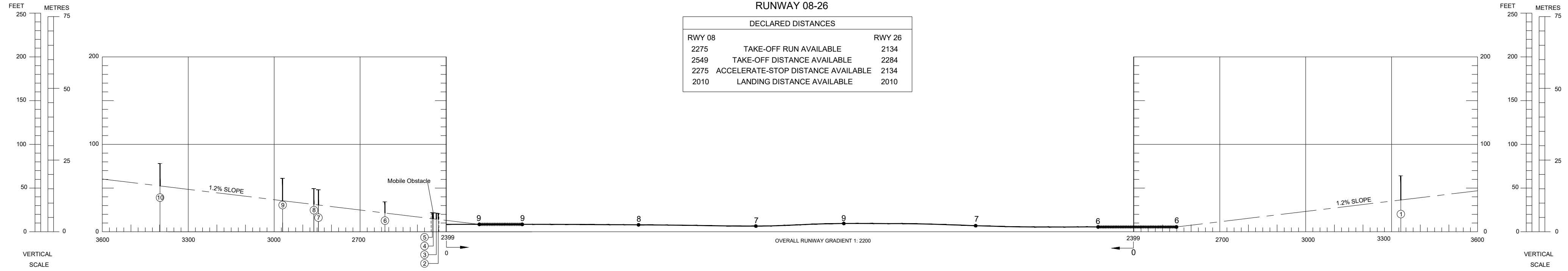
ELEVATION IN FEET  
ALL OTHER DIMENSIONS IN METRES

### AERODROME OBSTACLE CHART - ICAO

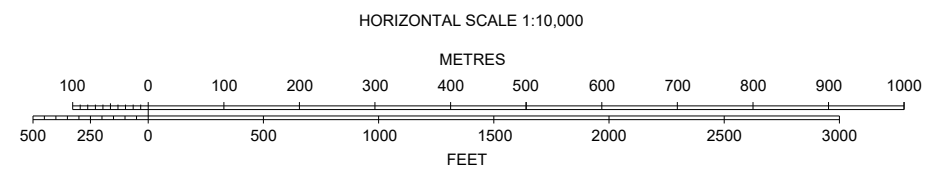
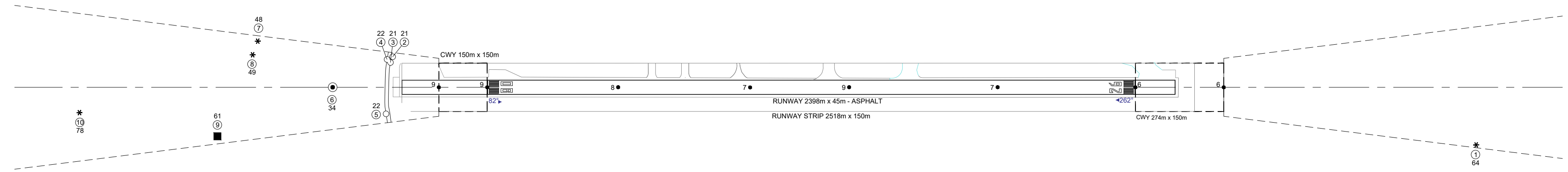
TYPE A - OPERATING LIMITATIONS RWY 08 / 26

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



LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	⑤	⑤
HEIGHT AMSL	25	⑤
TREE / BUSH	*	⑤
POLE, AERIAL, TOWER, ETC	●	⑤
BUILDING	■	⑤
MOBILE OBSTACLE	○	⑤

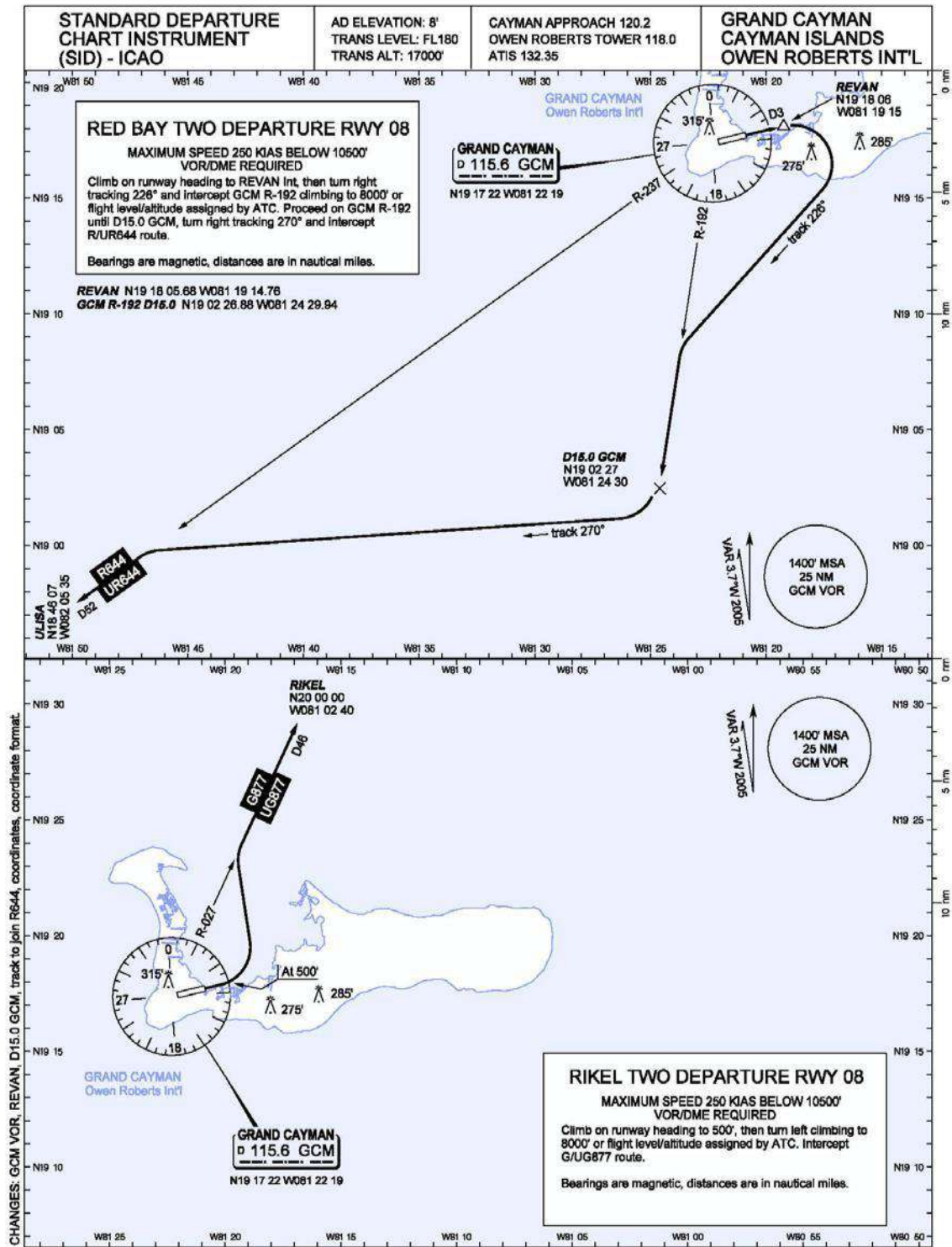
Obstacle Number	Survey Number	Description	Latitude	Longitude	Height AMSL ft
1	3409	TREE	191744.19N	0812019.99W	64
2	1769	MOBILE OBSTACLE	191726.24N	0812213.97W	21
3	1770	MOBILE OBSTACLE	191725.63N	0812214.04W	21
4	1766	MOBILE OBSTACLE	191725.84N	0812214.48W	22
5	1758	MOBILE OBSTACLE	191720.48N	0812213.17W	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

ORDER OF ACCURACY: Horizontal 3m; Vertical 0.3m

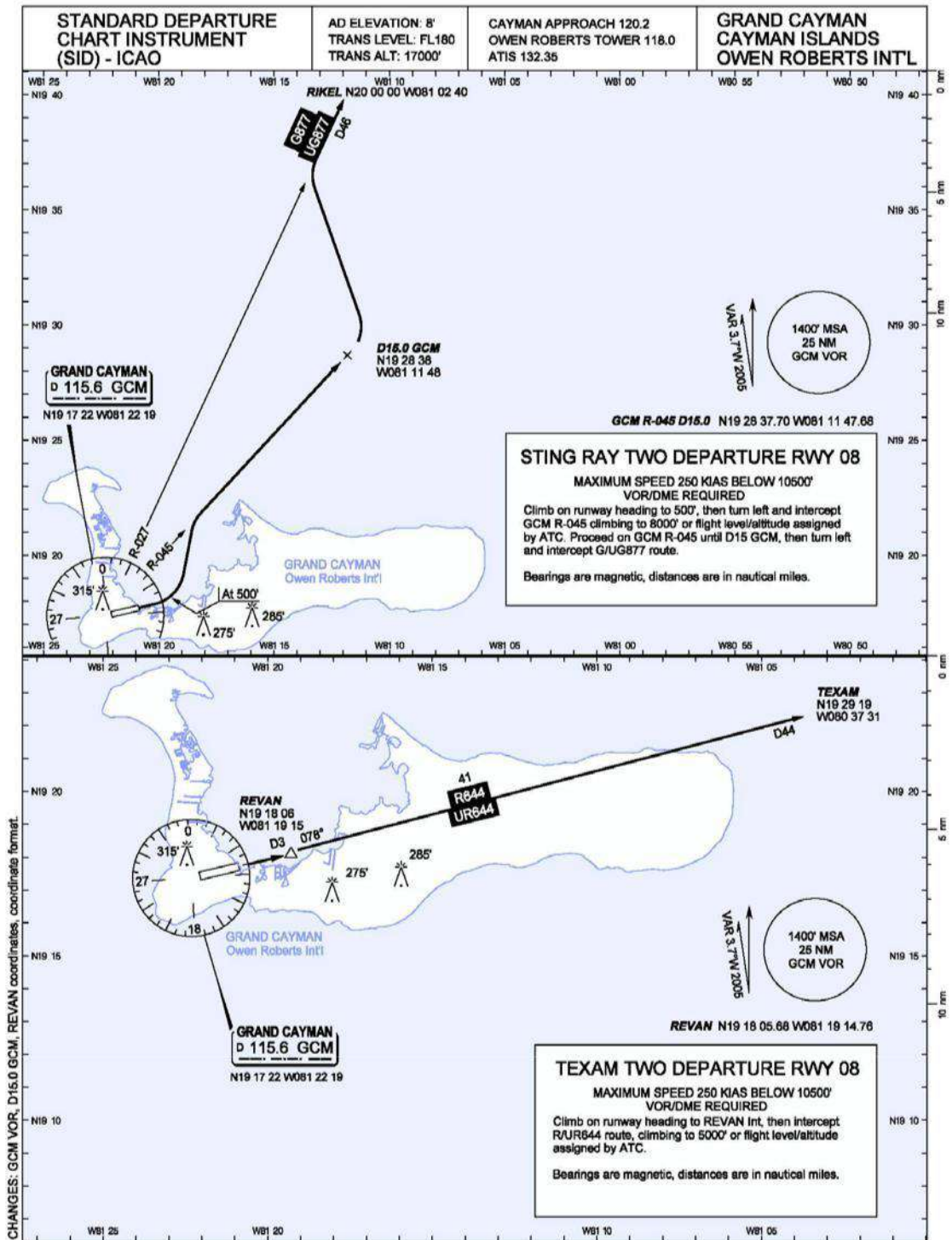
Change: Chart updated following aerodrome survey in August 2025.



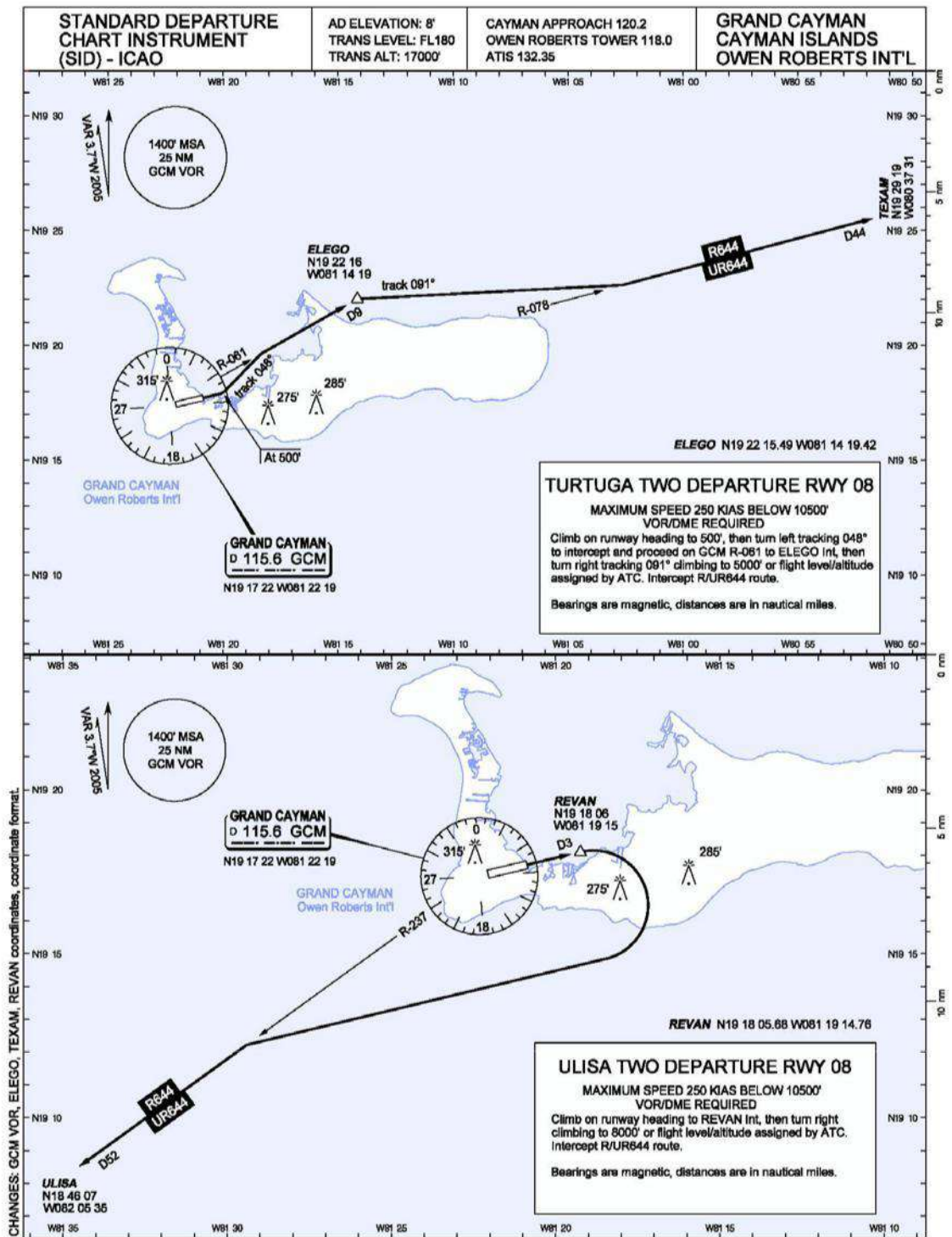
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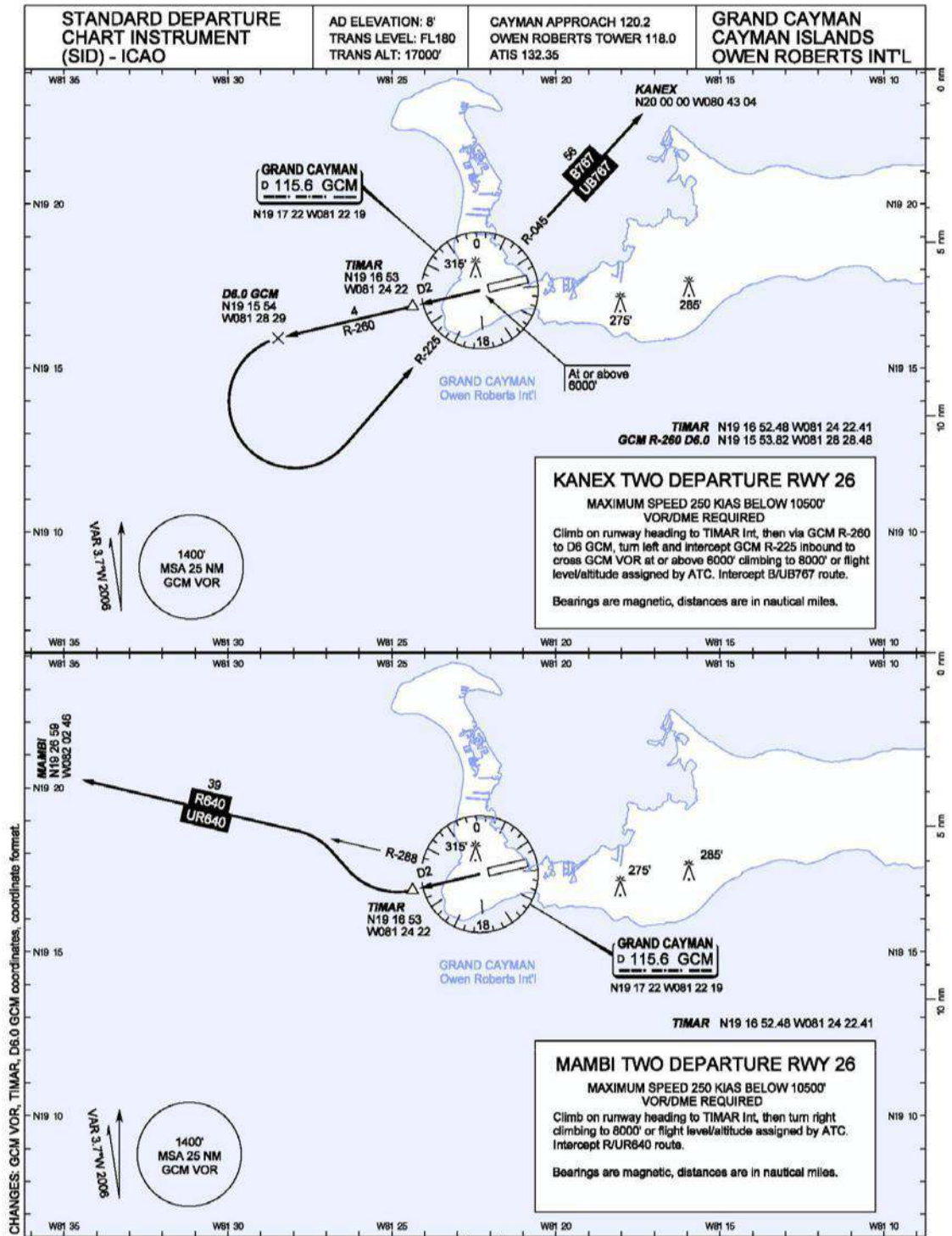
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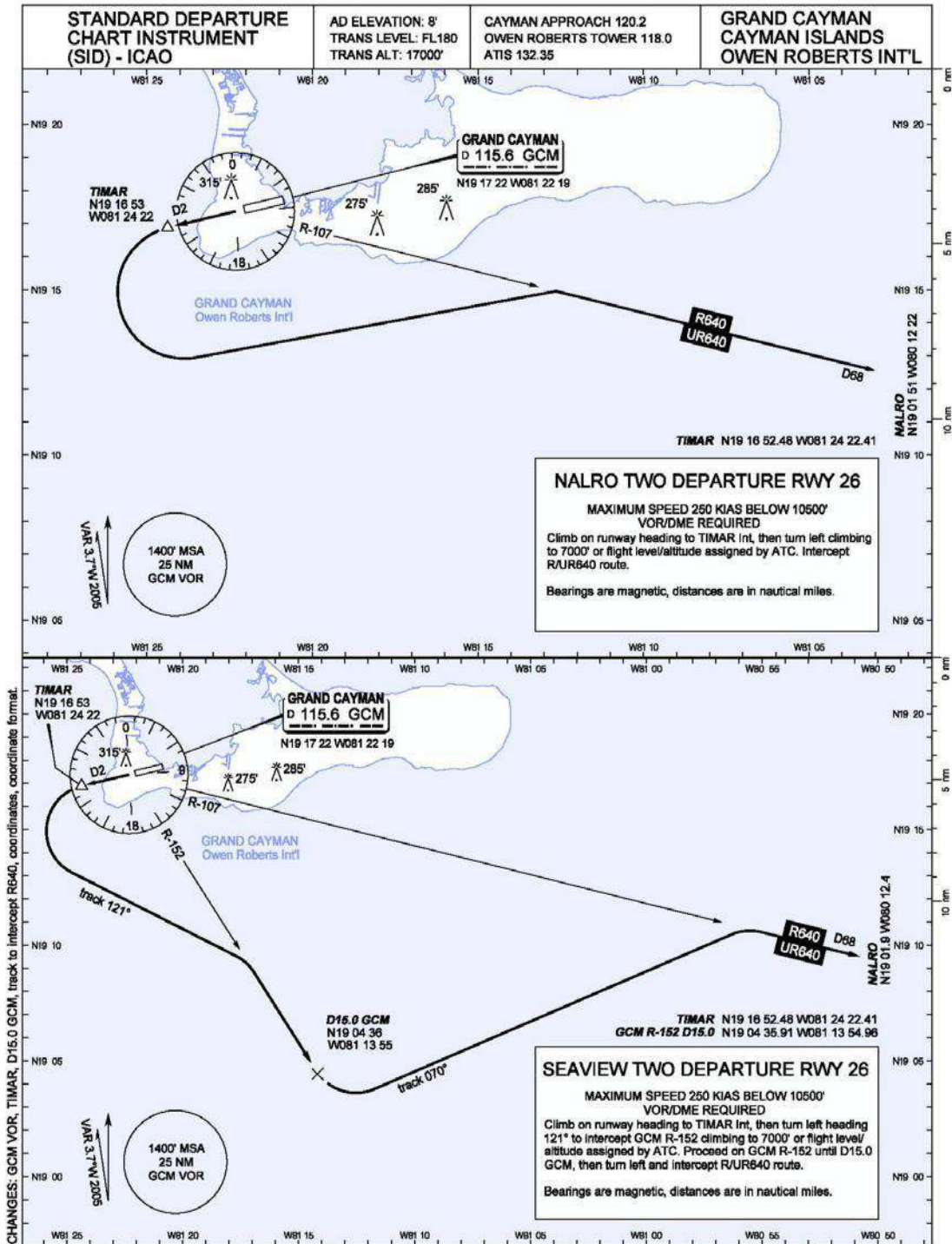
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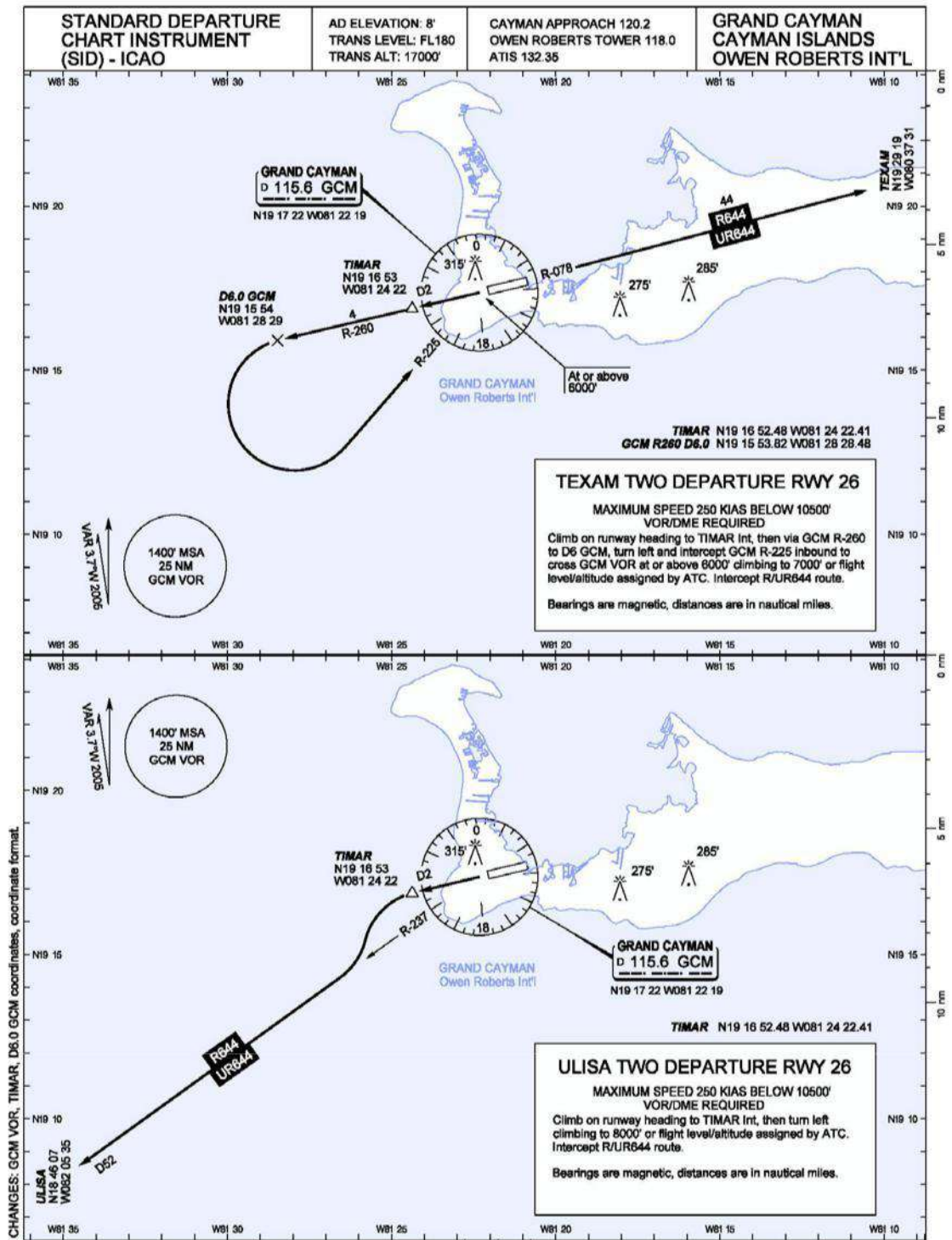
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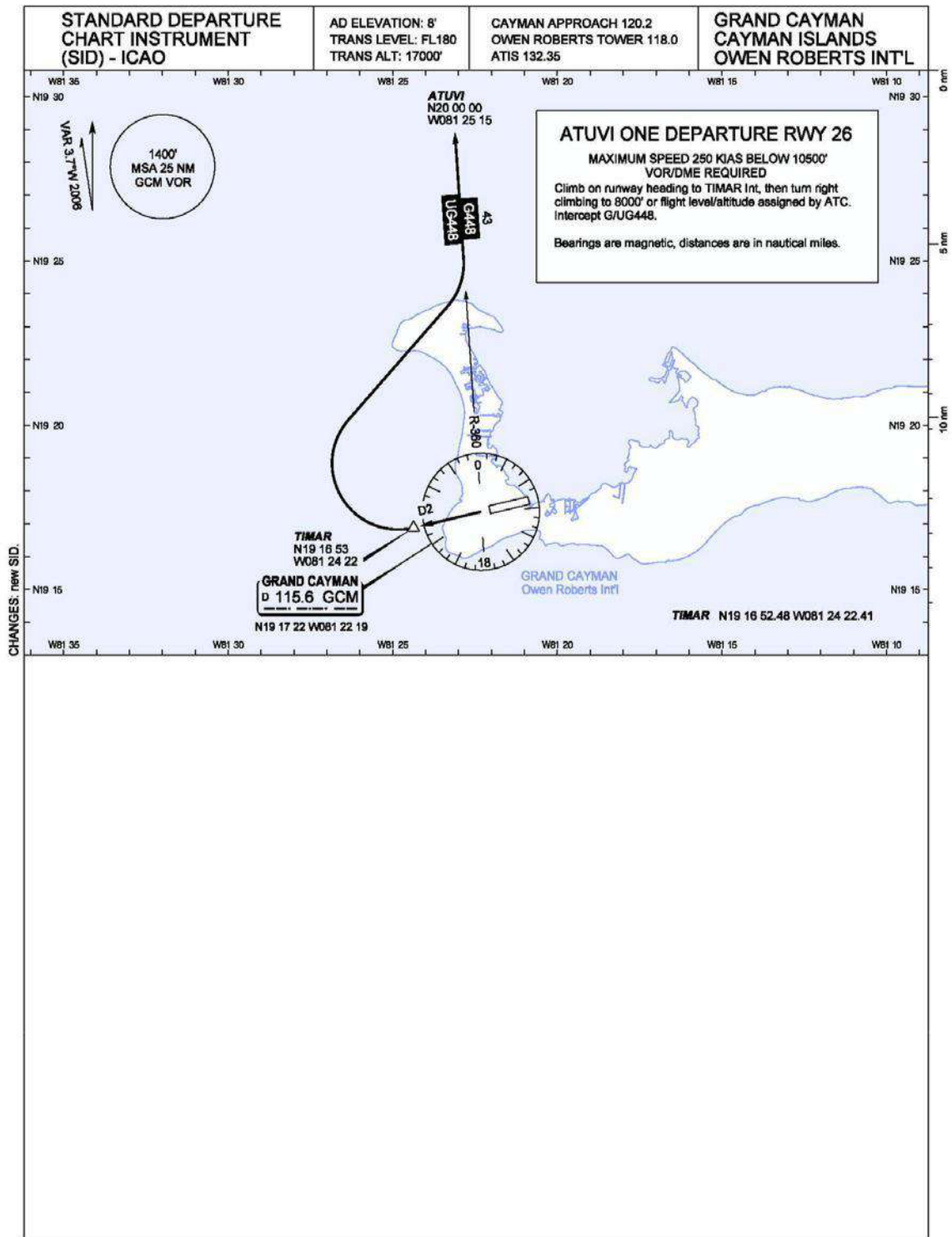
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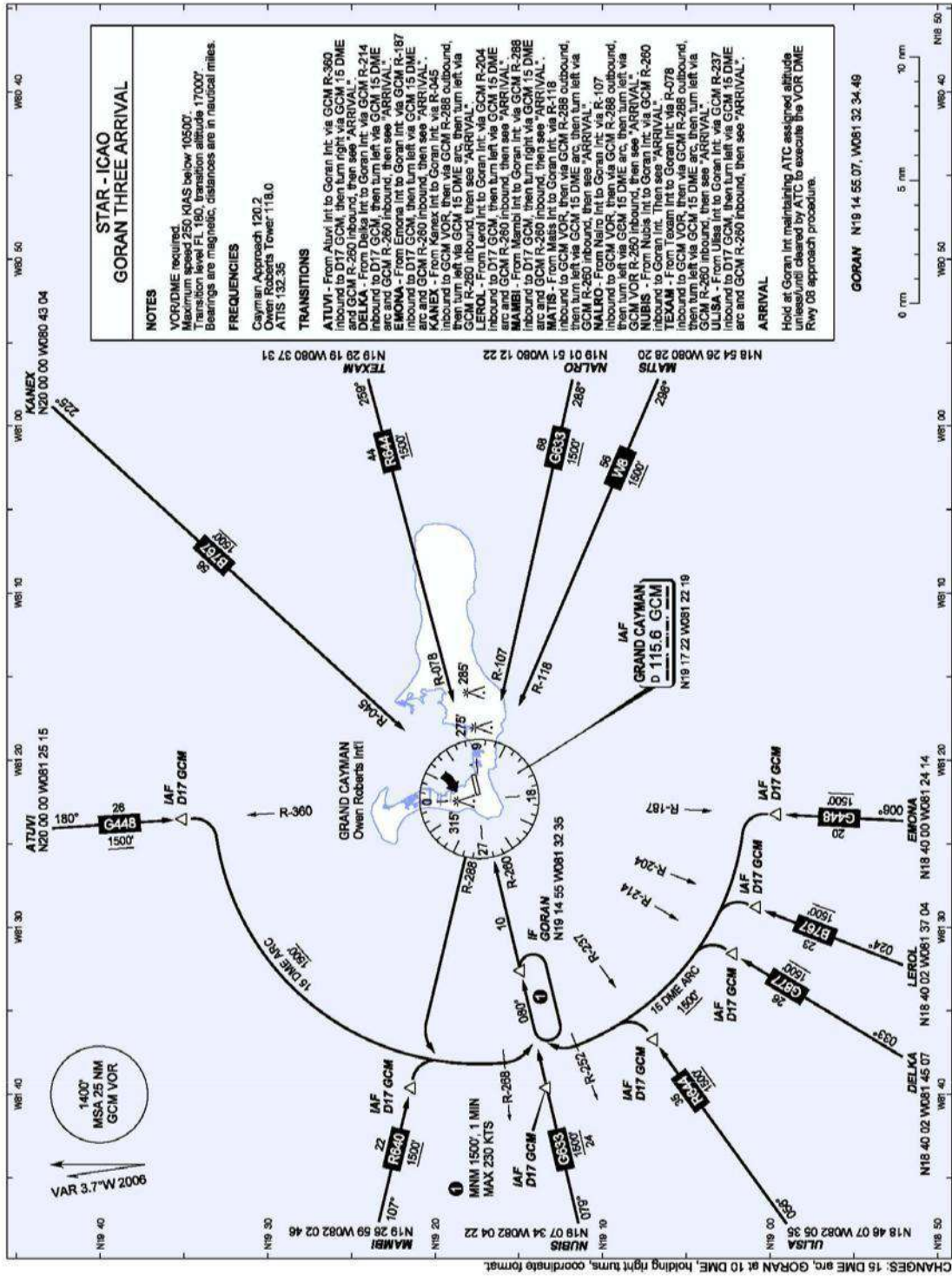
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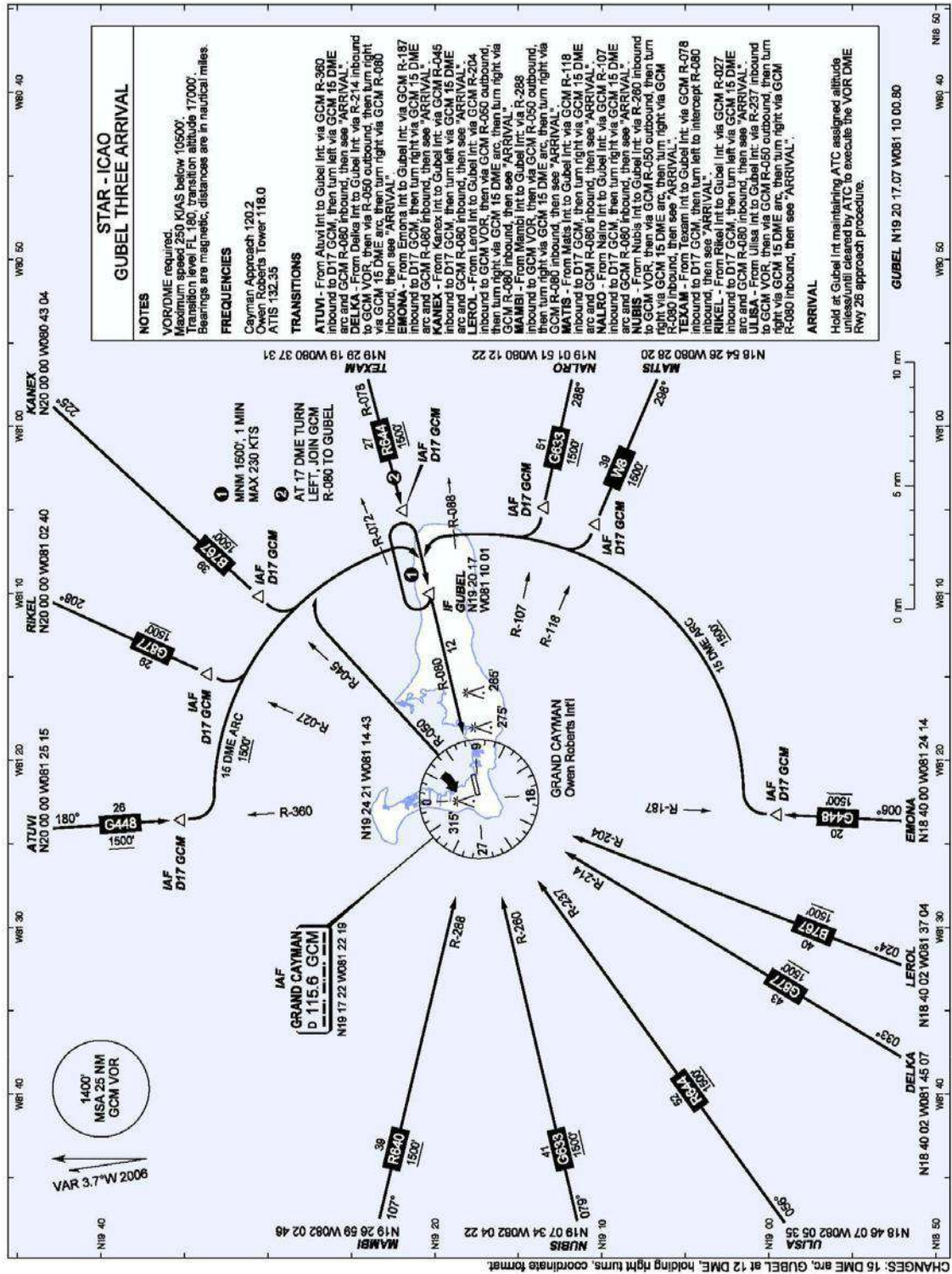
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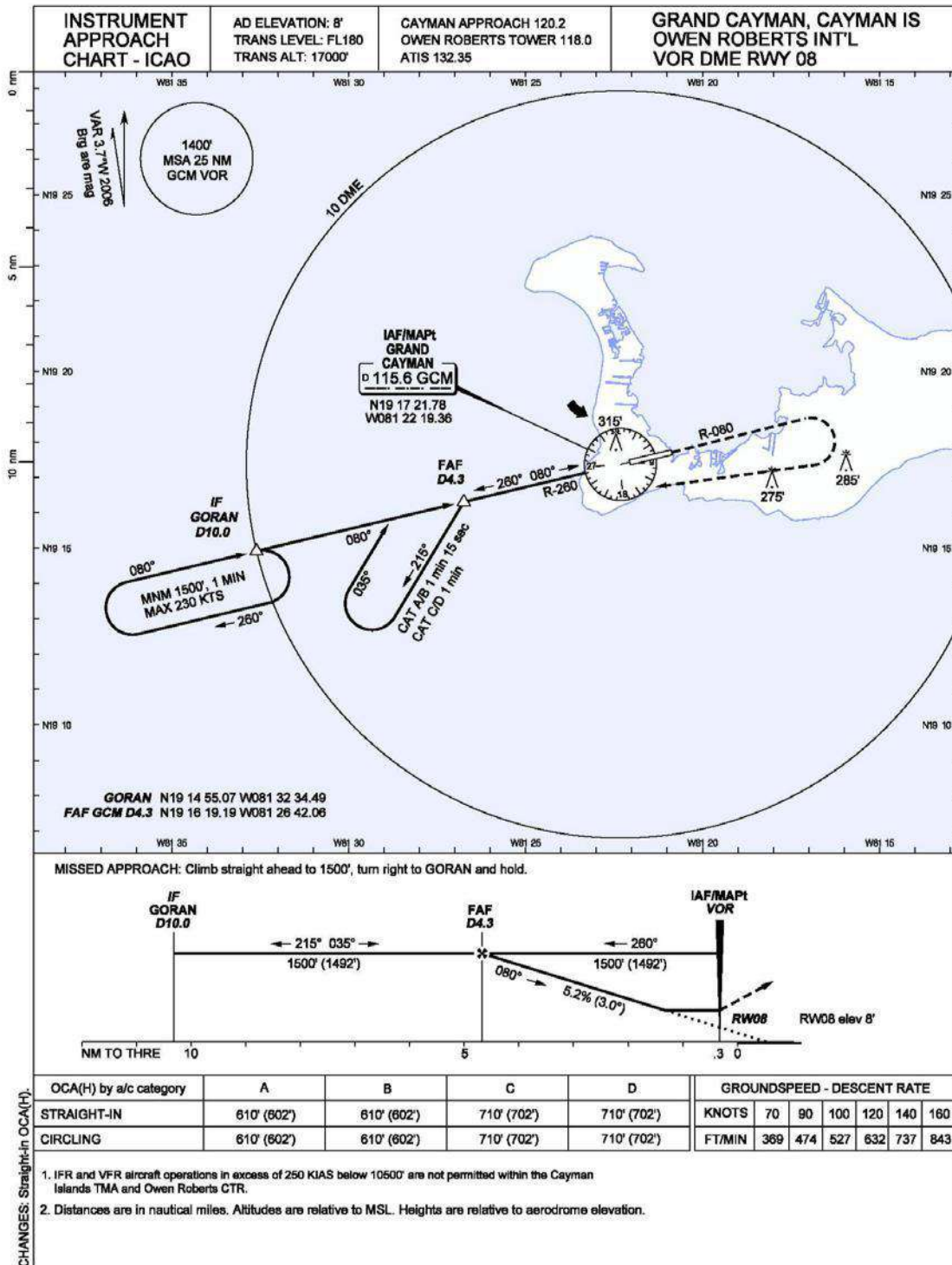
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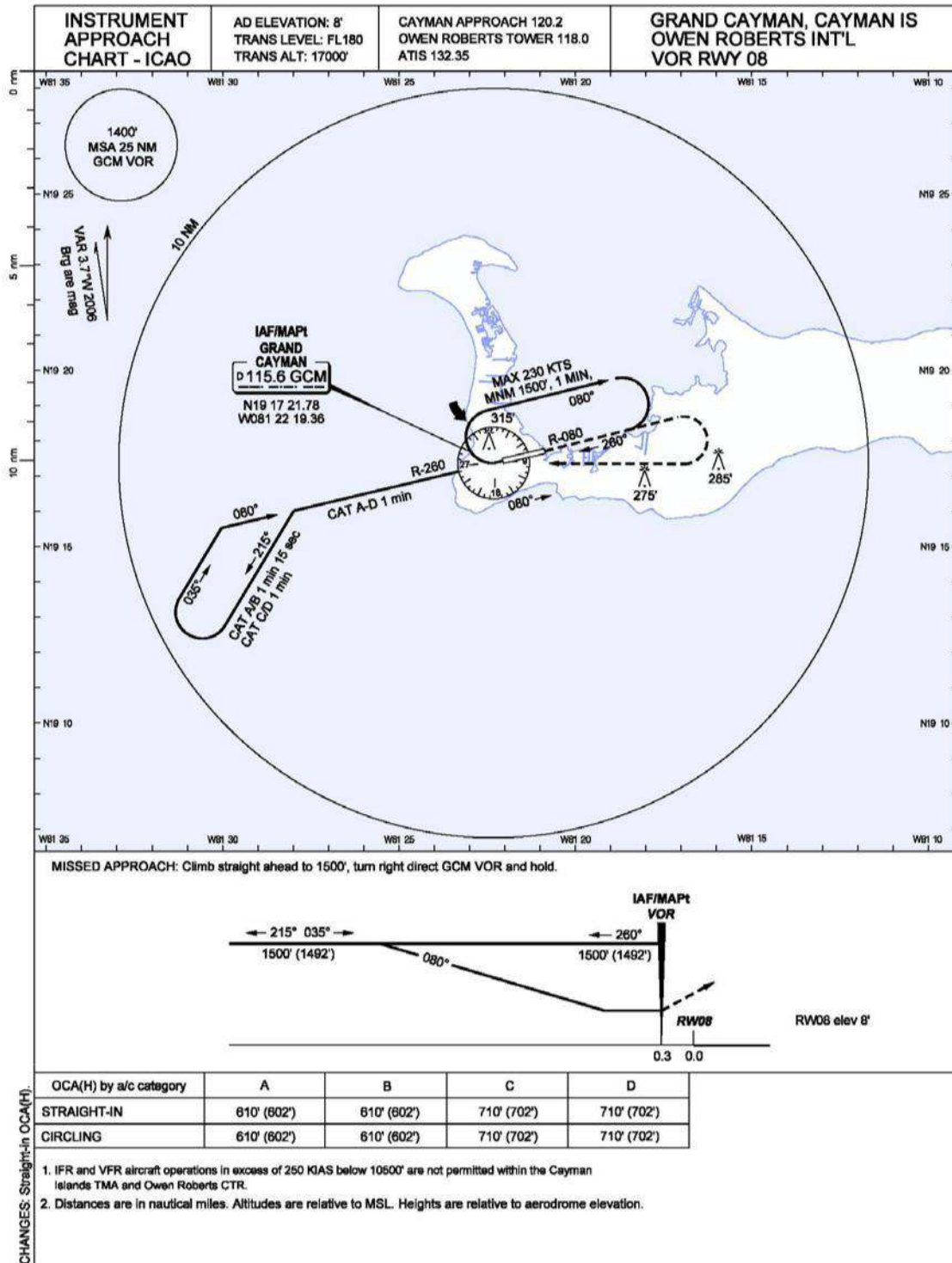
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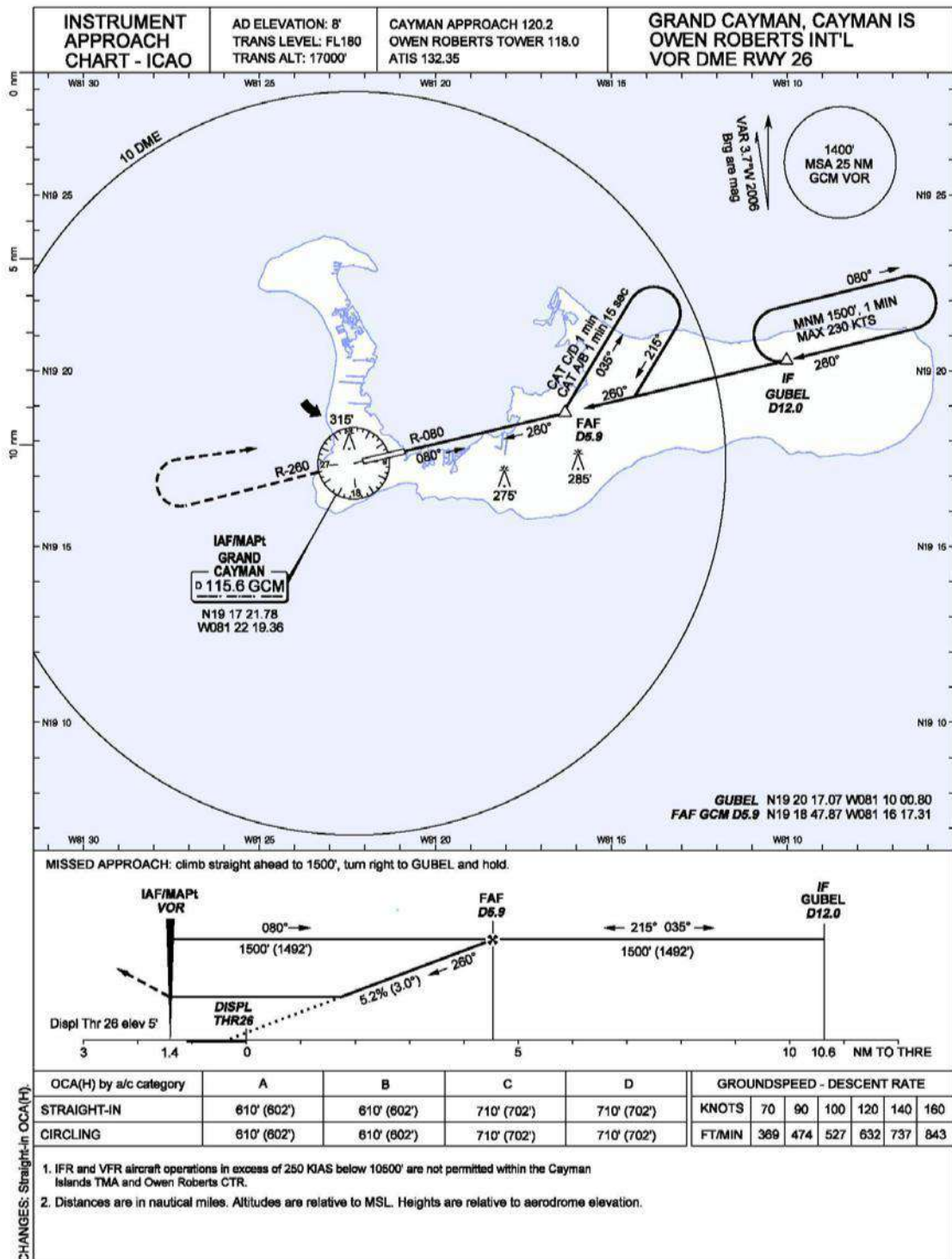
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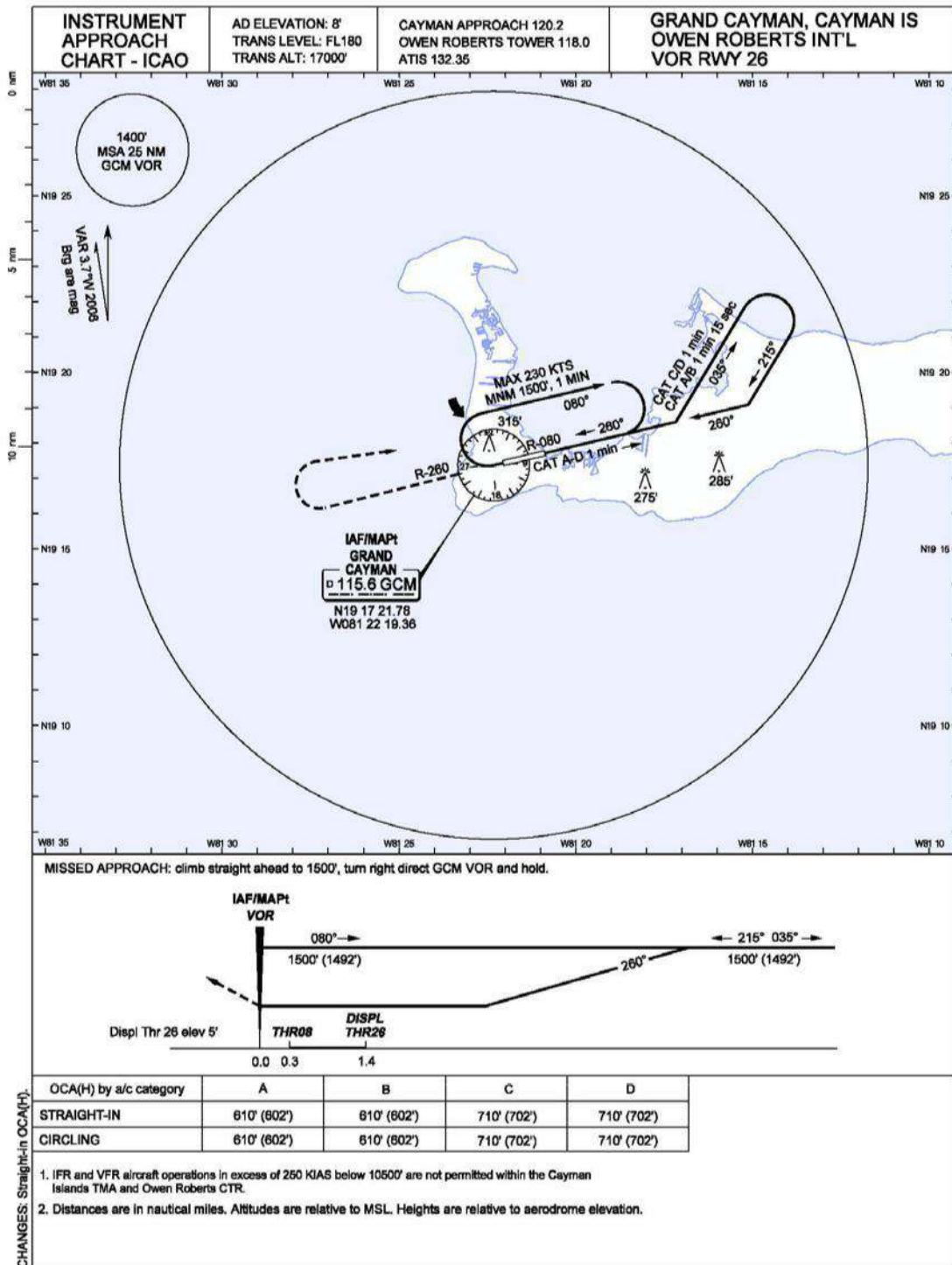
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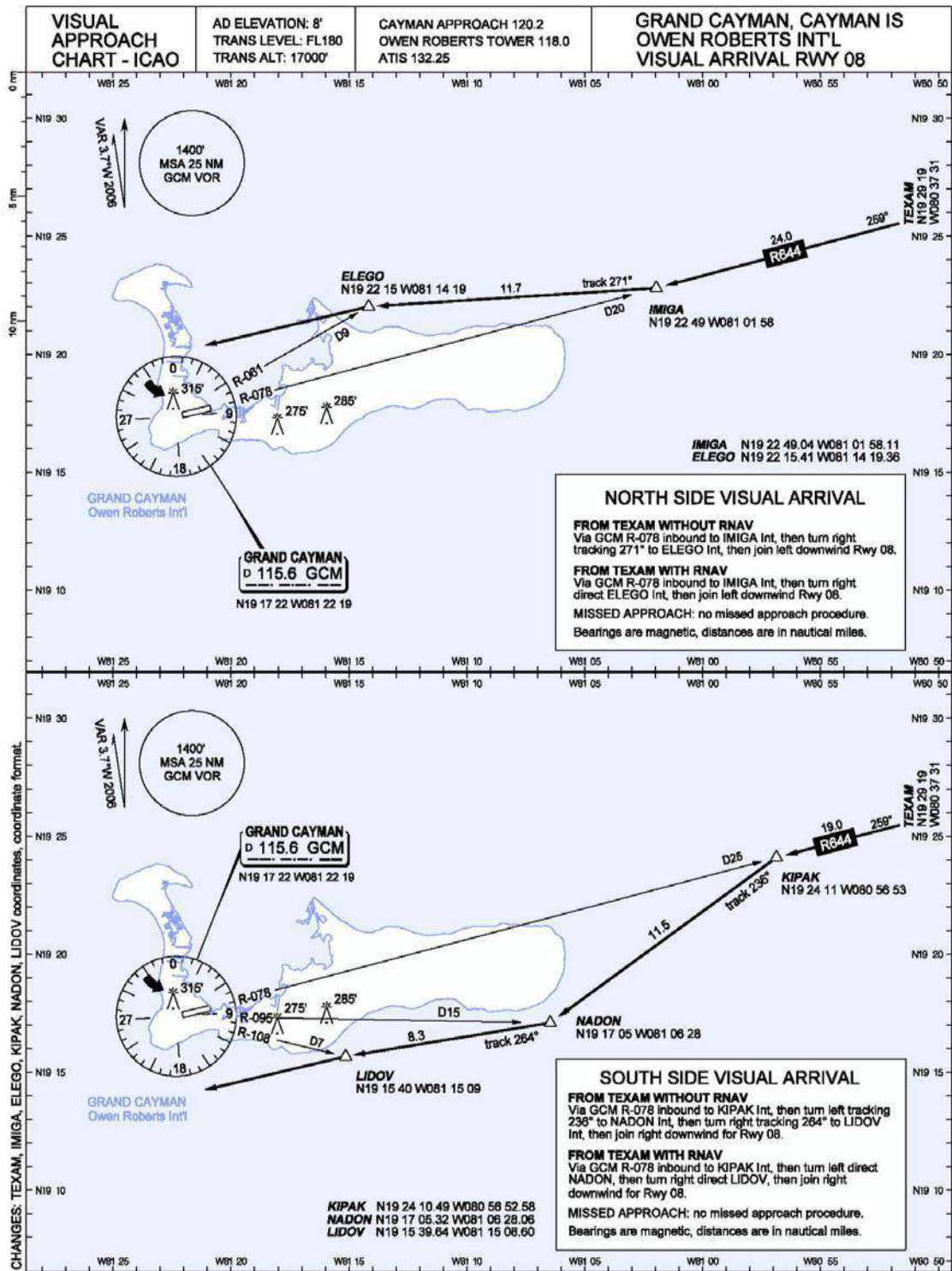


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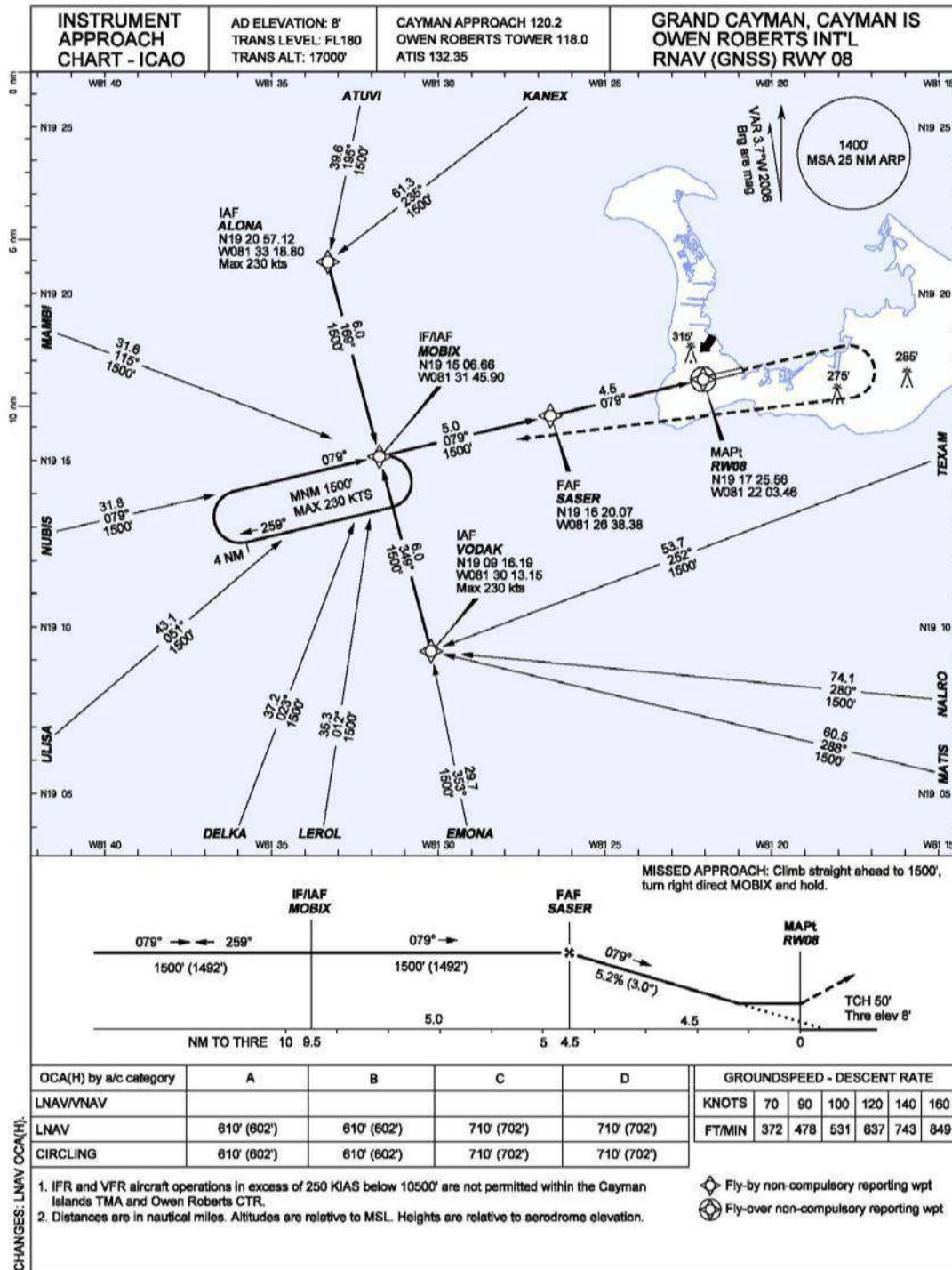


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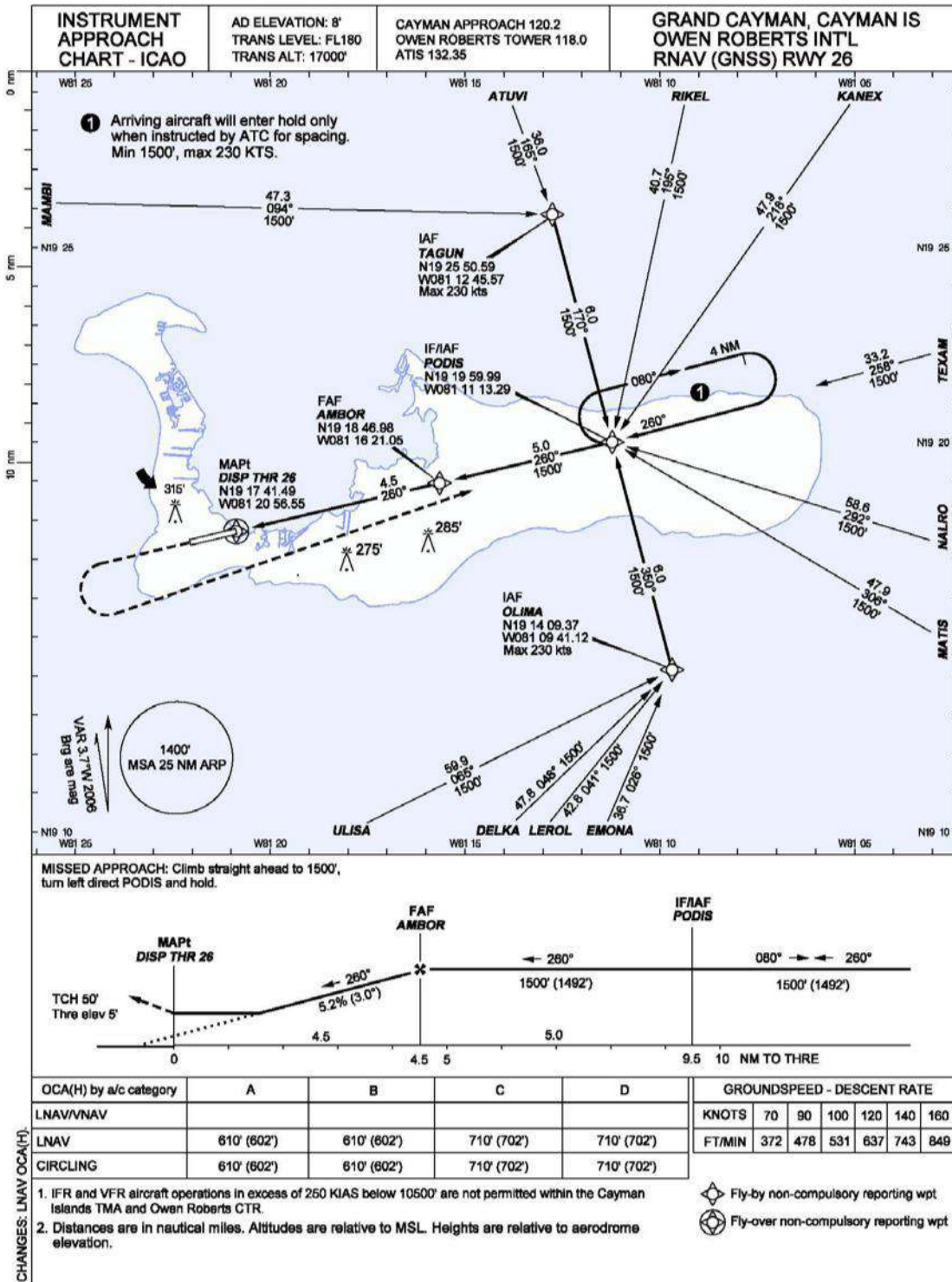
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