

 <b>Airside Operational Instruction</b>	Reference	Date	Owner
	<b>AOI 06/2021</b>	12 January 2021	Airport Operations Manager

**Subject: RCIPS Operation**

**It is the responsibility of all employers to ensure that relevant AOIs are brought to the attention of ALL of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.**

**1. INTRODUCTION**

1.1 This AOI is to inform all airport users of the requirements and general rules of operation to ensure a safe airside environment at Owen Roberts International Airport for both airside drivers, staff and passengers.

**2. BACKGROUND**

2.1 The RCIPS Operation is a critical requirement to the safe environment of Grand Cayman. As a result, they have an operational need to utilize parts of the airfield infrastructure as a temporary measure.

**3. PURPOSE**

3.1 To facilitate the fuelling requirements and operational critical demands of the RCIPS helicopter and such an area has been established for the fuelling and operation of the helicopter. This is a temporary solution as it is expected movements within the GAT will increase within the coming months.

**4. OPERATION**

3.2 The RCIPS must contact the AOCC +1 345 244 5835 requesting permission to station the Helicopter on Taxiway "Bravo".

*Note: (Taxiway "B" will shortly become taxiway "D")*

3.3 The AOCC based on the current aircraft movement plan for the General aviation ramp and in discussion with ATC confirm that this can be accommodated.

3.3 Taxiway "Bravo" will be downgraded to a Code "A" taxiway (aircraft of wingspan of less than 15m – see List of common code A aircraft appendix a)

3.4 If due to the operation the GAT and the amount of GA movements the helicopter would cause significant operational restrictions and demands on ATC then the helicopter can be parked on the grass no closer to the

taxiway than the bowser. This gives the 26m required distance for a Code C taxiway.

3.5 ATC will advise the AOCC once the taxiway is open to Code C operations

#### 4. REFUELLING OF BOWSER

4.1 The refuelling company must inform the AOCC of the need to refuel the bowser. The AOCC will in discussion with ATC confirm a suitable time so as not to affect the operation.

4.2 Refuelling will only be allowed to take place when there are zero movements on taxiway Bravo.

4.2 Once completed the company must inform the AOCC who will inform ATC of the completion.

4.3 The fuel bowser is marked with red and white low-level barriers.

Diagram 1



#### 5. ENQUIRIES

Any questions concerning this instruction should be addressed to the Airport Operations Manager +1 345 925 2033

***Current Valid Airside Operations Instructions  
01-21, 02-21, 03-21 06-21,***

## **APPENDIX A**

Please note this list is not exhaustive however it gives guidelines to which aircraft fit into the Code A category

Beech B55/B60/100

Cessna 152/172/180/182/Stationair/Skylane/310/404/421

Cessna Citation 525

Falcon 10

BAE 125 400/600/700

Learjet 24/28/29/35/55

Piper Single Engine

Piper PA34/44