 Cayman Islands Airports Authority	<b>Airside Operational Instruction</b>	Reference	Date	Owner
		<b>AOI 08/2021</b>	12 February 2021	Airport Operations Manager

## Subject: New Airfield Layout and Operations

**It is the responsibility of all employers to ensure that relevant AOIs are brought to the attention **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.**

**This AOI replaces AOI 03/2021 which should be Destroyed**

### 1. INTRODUCTION

- 1.1 This AOI is to inform all airport users of the new airfield layout as a result of the recent development. The effective date of the changes will be 24<sup>th</sup> February 05:00 local time.

### 2. BACKGROUND

- 2.1 Owen Roberts International Airport has invested significantly to ensure that the runway capacity and ramp capability has increased to allow an increase in flights and therefore more customers to arrive and depart without experiencing delays.

### 3. THE CHANGES

- 3.1 Numerous changes have taken place to ensure a more effective and safe operation. These include the following:
- Runway extension of 264.04 metres
  - Full Runway rehabilitation
    - Strengthening and Re-surfacing
    - Grooving
    - All lighting including runway and approach lights
    - Runway guard lights ( Wig wags)
    - Painting
    - Extra runway shoulders
  - Blast deflector
  - New Alpha and Bravo Taxiway to Code E specifications (B777/B787 etc)
  - New Golf Taxiway Taxiway to Code E specifications (B777/B787 etc)
  - Changes to previous taxiway designations
  - Enhanced taxiway markings
  - Upgraded perimeter Road
  - New East Ramp with a mixed parking configuration.

## **4. OPERATION**

4.1 Due to the changes in infrastructure and the new additions there is a requirement to add new operating procedures to certain elements. All stakeholders should adhere to the following instructions.

### **4.2 Stands 9 to 14**

4.2.1 This ramp can accommodate a mixture of aircraft sizes in different configurations.

- 4 x Code C aircraft (B737-Max or similar )
- or 2 x Code E aircraft (B777-300 or similar)
- or 1 x Code E and 2 x Code C.

The AOCC are responsible for the stand allocation of these stands.

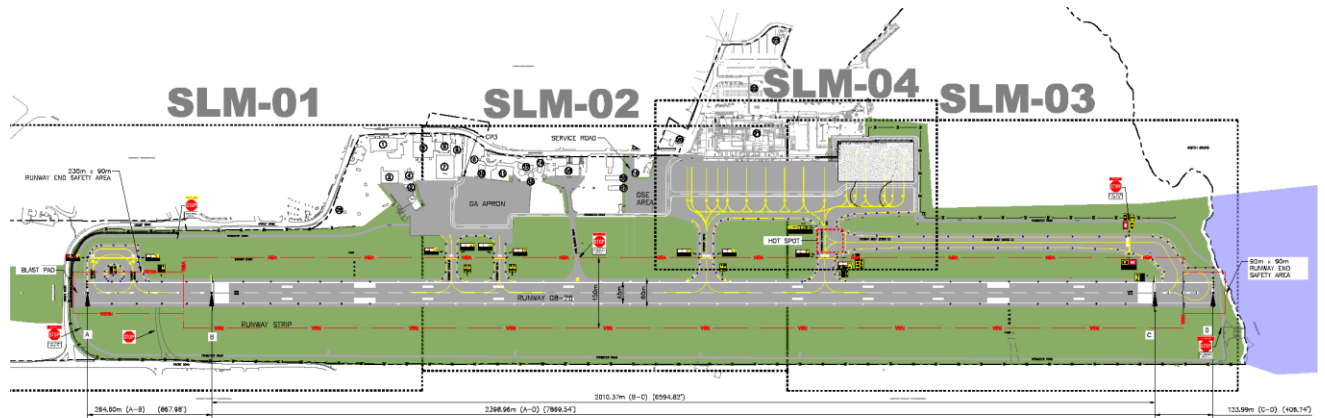
4.2.2 Aircraft on push back from stands 12, 13 and 14 have an extra requirement to pull forward to abeam stand 11 before starting engines.

### **4.3 Runway Guard lights**

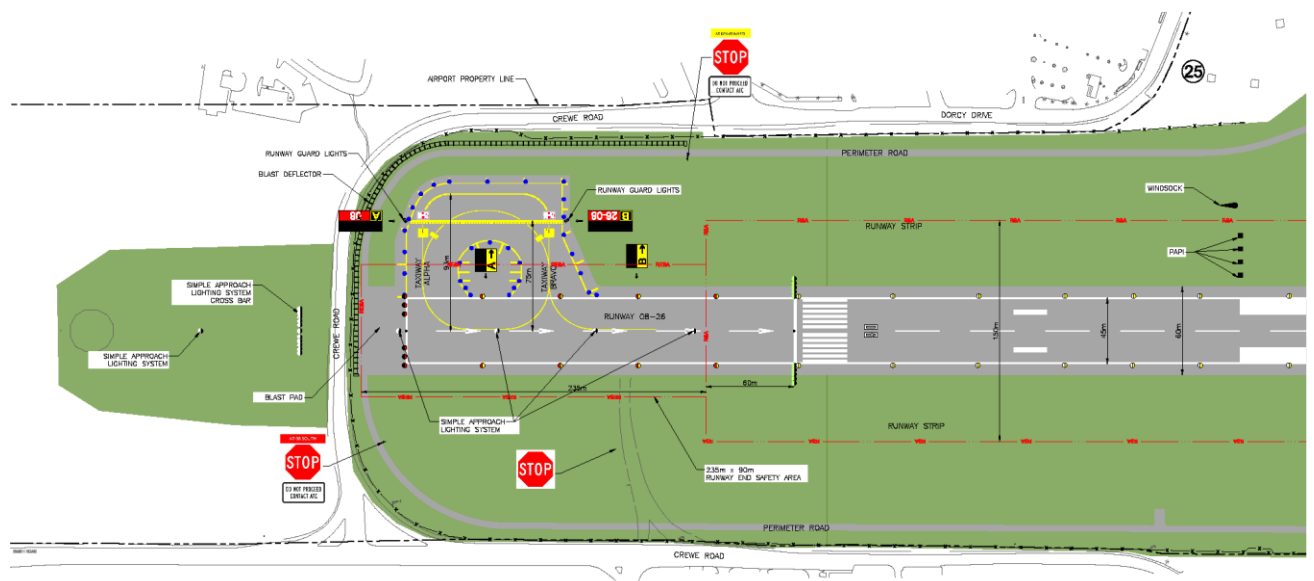
4.1 Runway guard lights (wig wags) consisting of a pair of unidirectional yellow lights which flash continuously are positioned at each side of a runway holding point. They are a runway incursion prevention safety measure to assist aircraft and vehicles with situational awareness when driving in close proximity to runways. They are illuminated at all times of operation.

## 5. AIRFIELD DIAGRAMS

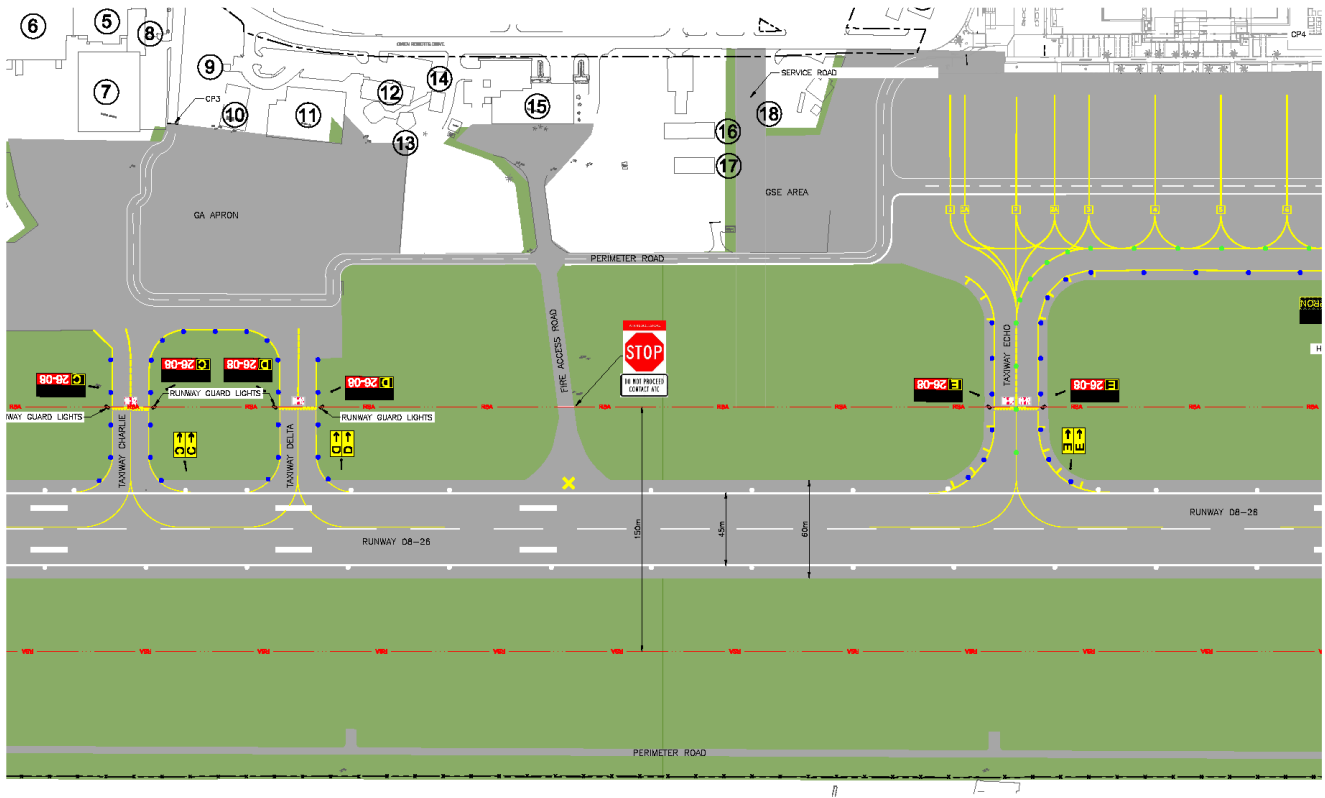
### 5.1 Full Airfield Layout



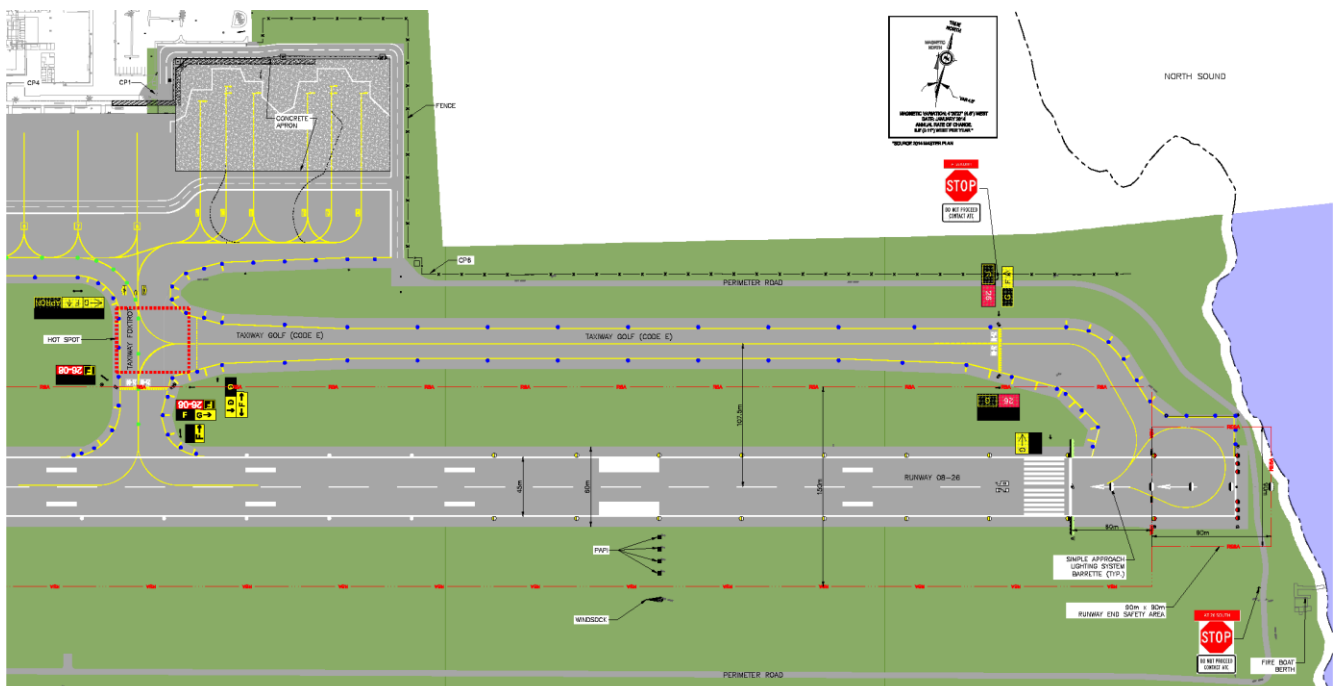
### 5.2 SLM-01



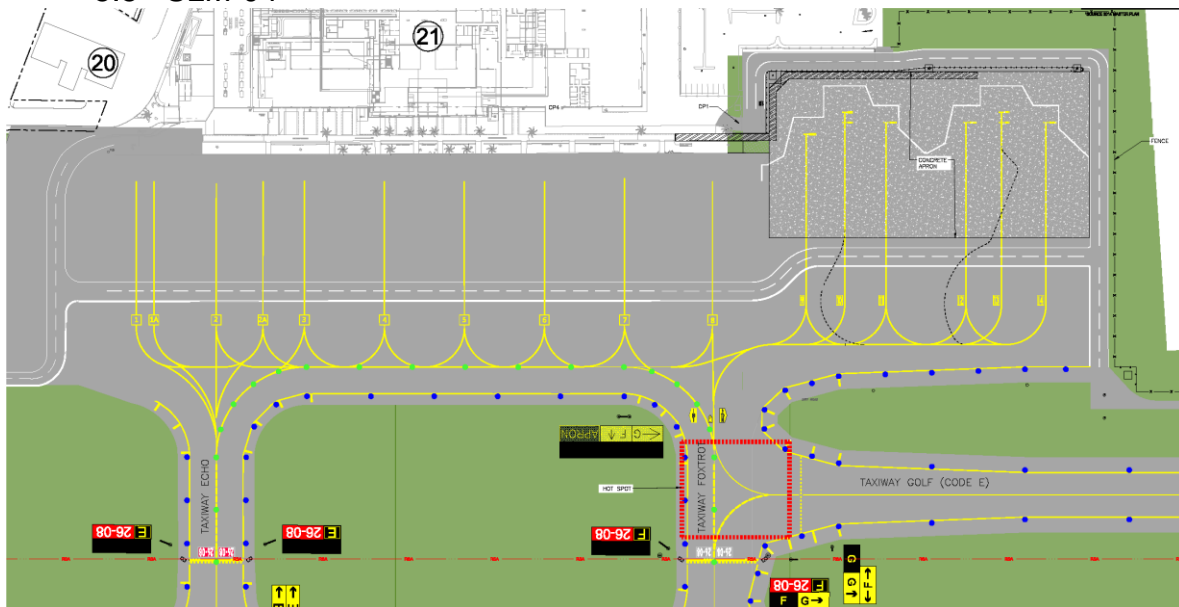
### 5.3 SLM-02



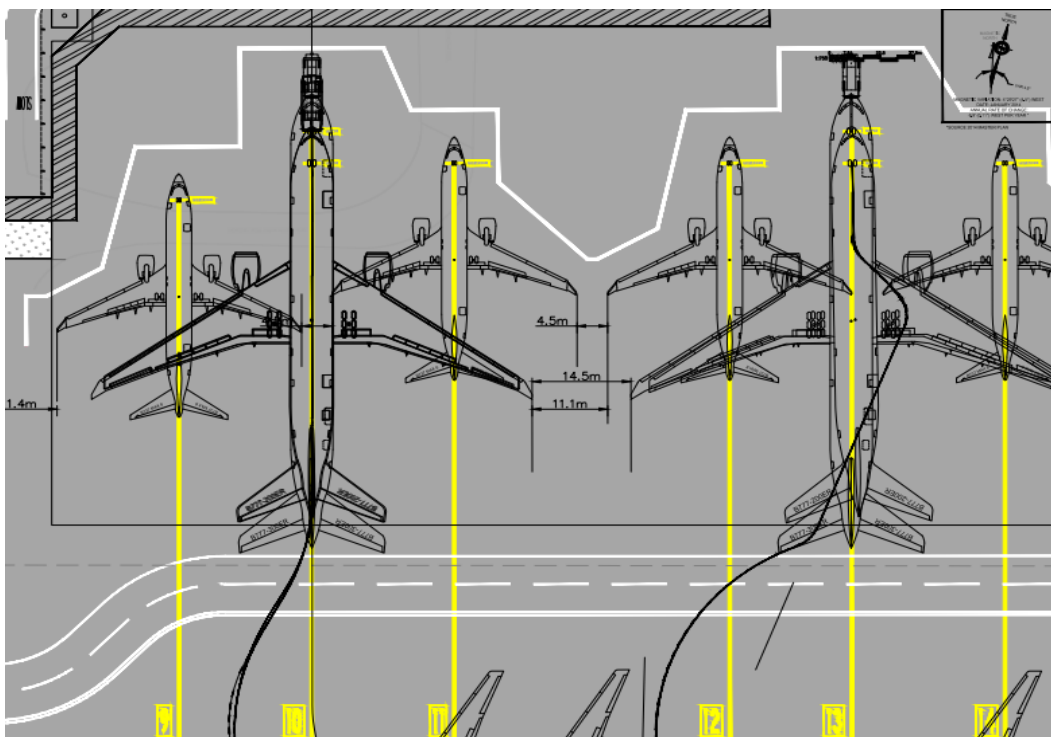
### 5.4 SLM-03



## 5.5 SLM-04



## 5.6 East Ramp



## 6. ENQUIRIES

- .1 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, 06-21, 07-21, 08-21**