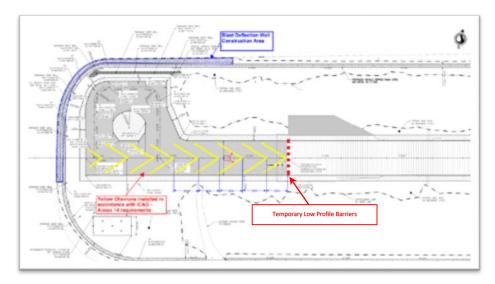
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AIC 07/20 May

Owen Roberts International Airport Runway End Lights

- 1. Background
- 1.1 To facilitate nightly runway pavement and lighting work on a 265 M (885 feet) runway extension on the western end of runway 08, runway end lights at the beginning of runway 08 and western end of runway 26 were permanently removed and replaced with temporary orange and white low profile barriers with flashing red lights across the entire runway width. The low profile barriers indicate the end of usable runway 26 pavement and beginning of usable runway 08 turn pad.
- 1.2 The unusable runway extension adjoining runway 08 turn pad is marked with yellow chevrons and low profile barriers as depicted in the following drawing.



- 2. Air Traffic Control and Pilot Procedures
- 2.1 Air traffic controllers will advise pilots of the unusable portion of runway and short-term use of low profile barriers at the runway end separating the usable portion of runway from the 265 M (885 feet) extension.

- 2.2 Pilots should use extreme caution when manoeuvring aircraft on runway 08 turn pad. Special attention should be given to turn pad markings and installed low profile barriers during turning manoeuvers.
- 2.3 The use of differential braking to stop one gear (braked pivot turn technique) is known to damage new pavement surface on turn pad areas. Runway 08 turn pad was recently paved, therefore, use of this technique is prohibited. A low but steady ground speed should be maintained during turning manoeuvers. This is of paramount importance to avoid runway pavement damage to the turn pad area.
- 3. Additional Information
- 3.1 For queries regarding this AIC and ongoing runway construction work, contact the Cayman Islands Airports Authority, Quality and Compliance Manager at the email address below.

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