



Cayman Islands Airports Authority

Aeronautical Information Services
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IAIP AMDT 01-23 APR 2020

THIS AMENDMENT ***SHOULD NOT*** BE INSERTED INTO THE AIP UNTIL 23 APR 2020, HOWEVER, PLEASE REVIEW THE CONTENTS BEFORE THE EFFECTIVE DATE.

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

INSERT:

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0.4-1	23 APR 2020
GEN 1	
1.5-1	23 APR 2020
1.6-4	23 APR 2020
1.7-1	23 APR 2020
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GEN 2	
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1.7-1	03 APR 14
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4.1-2	08 DEC 16

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d) Certificate is required for taxidermy treatment of miscellaneous animal products such as antlers, horns and hides/skin.

Personal allowance: A travelling passenger is allowed up to 10lbs of meat products and 20lbs of seafood without an import permit providing that the product does not originate from a restricted country and/or area within a country. This allowance is for personal consumption and the product MUST be retained in the original packaging from the outlet indicating proof of purchase and inspection by the authorities in the country.

2.2 Export:

a) Plants and /or plant products exported from the Cayman Islands should be accompanied by a phyto-sanitary certificate issued by the Cayman Islands Department of Agriculture in accordance of the treatments and conditions required by country of import.

b) Animals exported from the Cayman Islands must be accompanied by a Health and Export Certificate issued by Cayman Islands Department of Agriculture in addition to any other treatments and conditions required by the country of import.

Convention for International Trade in Endangered Species of Flora and Fauna (CITES)

An export or Re-Export CITIES Certification is required for the importation and exportation of plant and animal species listed in the CITES Appendices.

GEN 15 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

Commercial air transport aircraft operating in the Cayman Islands must adhere to the provisions of ICAO Annex 6 – *Operation of Aircraft, Part I – International Commercial Air Transport – Aeroplanes*, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

The equipment list for aircraft registered in the Cayman Islands must be in accordance with the Air Navigation (Overseas Territories) Order, as amended.

2. Airborne Collision Avoidance Systems (ACAS II)

All turbine-engined aeroplanes of a maximum certificated take-off mass (TOM) in excess of 5,700kg, or authorized to carry more than 19 passengers, shall be equipped with an airborne collision avoidance system (ACAS II) in accordance with the provision of ICAO Annex 6 Part 1, ICAO Annex 10 Volume 4 and OTAR part 135.785 and 121.785.

Notwithstanding the above, such foreign registered aeroplane equipped with TCAS version 7.0 may operate within the Cayman Islands TMA provided the operator, when applying for a commercial air transport operating permit, has notified the CAACI accordingly.

1.6.4

Aerodromes and Air Traffic Services

<i>Reference</i>	<i>Title</i>	<i>Date</i>
AIP	Aeronautical Information Publication Cayman Islands	
OTAR13	Occurrence Reporting	Issue 4-2012
OTAR 65	Air traffic Service Personnel License, Rating and Training Organization Approval	Issue 5-2015
OTAR 67	Medical Standards and Approval of Medical Examiners	Issue 4-2014
OTAR 139	Certification of Aerodromes	Issue 7-2014
OTAR 140	Rescue and Fire-Fighting Services (RFFS) Requirement	Issue 5-2014
OTAR 171	Aeronautical Telecommunications Services	Issue 5-2015
OTAR 172	Air Traffic Services Organisation Requirement	Issue 8-2019
OTAR 173	Flight Checking Organisation Approval	Issue 2-2005
OTAR 174	Meteorological Services for Aviation	Issue 2-2017
OTAR 175	Aeronautical Information Services	Issue 2-2019
OTAR 176	Instrument flight Procedures Approval	Issue 5-2012
OTAR 177	Aeronautical Charts	Issue 2-2017
CAP 168	Licensing of Aerodromes	March 2019
CAP 232	Aerodrome Survey Information	February 2008
CAP 637	Visual Aids Handbook	May 2007
CAP 642	Airside Safety Management	November 2018
CAP 670	Air Traffic Services Safety Requirements	June 2019
CAP 683	Assessment of Runway Surface Friction Characteristics	October 2010
CAP 699	Framework for the Competence of Rescue and Fire Fighting Service (RFFS) Personnel	January 2017
CAP 738	Safeguarding of aerodromes	December 2006
CAP 746	Requirements of Meteorological Observations at Aerodromes	March 2017
CAP 748	Aircraft Fueling and Fuel Installation Management	July 2004
CAP 760	Guidance on the conduct of Hazard identification, Risk Assessment and Production of Safety Cases: For Aerodrome Operators and Air Traffic Services Providers	December 2010
CAP 772	Wildlife Hazard Management at Aerodromes	October 2017
CAP 793	Safe Operating Practices at Unlicensed Aerodrome	July 2010
CAP 1054	Aeronautical information Management	July 2015

2. Copies of the OTARS are available online from the website: www.airsafety.aero

Copies of the CAPs are available online from the website: www.caa.co.uk/Our-Work/Publications/

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 PERSONNEL LICENSING, Eleventh edition: No significant difference
2. ANNEX 2 RULES OF THE AIR, Tenth edition:

Chapter 3

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

Chapter 4

4.6

Low flying Prohibitions:

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

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

(3) The low flying prohibitions are as follows-

(a) Engine Failure

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

(b) The 500 feet rule

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

(c) The 1,000 feet rule

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

(d) The land clear rule

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

(e) Flying over open air assemblies

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

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

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

Exemptions from the low flying prohibitions

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

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

(ii) An aircraft is exempt from the 500 feet rule when landing and taking off in accordance with normal aviation practice or air-taxiing. (b) **Captive balloons and kites**- None of the low flying prohibitions apply to any captive balloon or kite. (c) **Special VFR flight and notified routes**-(i) subject to paragraph (ii) an aircraft is exempt from the 1,000 feet rule when-(aa) it is flying on a special VFR flight; or (bb) it is operating in accordance with the procedures notified for the route being flown. (ii) Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified aerodrome.

(d) **Balloons and helicopters over congested areas.** (i) a balloon is exempt from 1,000 feet rule if it is landing because it is becalmed. (ii) Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule.

(e) **Police air operator's certificate**- An aircraft flying in accordance with the terms of a police air operator's certificate is exempt from 500 feet rule, the 1,000 feet rule and the prohibitions on flying over open air assemblies and on landing and taking off near open air assemblies.

(f) **Flying displays etc**- An aircraft taking part in a flying display is exempt from the 500 feet rule when it is with horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event.

(g) **Glider hill-soaring**- A glider is exempt from the 500 feet rule if it is hill-soaring.

(h) **Picking up and dropping at an aerodrome**- An aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome is exempt from the 500 feet rule.

(i) **Manoeuvring helicopters**-(i) Subject to paragraph (ii), a helicopter is exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or military aerodrome or, with the written permission of the Governor at other sites. (ii) When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site.

(j) **Dropping articles with the permission of the Governor**- An aircraft is exempt from the 500 feet rule in accordance with-(i) article 130(3)(f) of the Air Navigation (Overseas Territories) Order {the dropping of articles by, or with authority of, the pilot-in-command of the aircraft for the purposes of public Health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor}; or (ii) an aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order.

**Chapter 4
4.7**

Aircraft in level flight above 3,000ft above mean sea level or above appropriate the transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track: Below 19,500ft – Quadrantal Rule, Above 19,500ft – Semicircular Rule.

Quadrantal rule and semi –circular rule

Rule 34-(1) Subject to paragraphs (2) and (3), and aircraft in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, must be flown at a level appropriate to its magnetic track in

GEN 1.7

DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

accordance with Table 1 or Table 2 as appropriate. (2) For the purposes of paragraph (1), the level of flight must be measured by an altimeter set- (a) in the case of a flight over the Territory, to a pressure setting of 1013.2 hectopascals; or (b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying. (3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies- (a) in conformity with instructions given by an air traffic control unit; (b) in accordance with notified en-route holding patterns; or (c) in accordance with holding procedures notified in relation to an aerodrome. (4) For the purposes of this rule "transition altitude" means the altitude which is notified in relation to flights over notified areas.

Table 1**Flights at Levels below 19,500 feet**

Magnetic Track	Cruising Level
Less than 90°	Odd thousands of feet
90° but less than 180°	Odd Thousands of feet +500 feet
180° but less than 270°	Even Thousands of feet
270° but less than 360°	Even Thousands of feet +500 feet

Table 2**Flights at levels above 19,500 feet**

Magnetic Track	Cruising Level
Less than 180°	21,000 feet
	23,000 feet
	25,000 feet
	27,000 feet
	29,000 feet
	31,000 feet
	33,000 feet
	35,000 feet
	37,000 feet
	39,000 feet
	41,000 feet or higher levels at intervals of 4,000 feet
180° but less than 360°	20,000 feet
	22,000 feet
	24,000 feet
	26,000 feet
	28,000 feet
	30,000 feet
	32,000 feet
	34,000 feet
	36,000 feet
	38,000 feet
	40,000 feet
43,000 feet or higher at intervals of 4,000 feet	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES*Chapter 5**5.1.2- See entry for Chapter 4,4.6*

3. **ANNEX 3- METEOROLOGY-** *No significant difference*
4. **ANNEX 4- AERONAUTICAL CHARTS-** *No significant difference*
5. **ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS,** Fifth edition: *No significant difference*
6. **ANNEX 6- PART OPERATION OF AIRCRAFT,** Eighth edition:
7. **ANNEX 7- AIRCRAFT NATIONALITY AND REGISTRATION MARKS,** Sixth edition: *No significant difference*
8. **ANNEX 8 - AIRWORTHINESS OF AIRCRAFT,** Eleventh edition: *No significant difference*
9. **ANNEX 9 - FACILITATION,** Thirteenth edition: *No significant difference*
10. **ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS,** Sixth edition: *No significant difference*
11. **ANNEX 11- AIR TRAFFIC SERVICES,** Thirteenth edition: *No significant difference*
12. **ANNEX 12 - SEARCH AND RESCUE,** Eighth edition: *No significant difference*
13. **ANNEX 13- AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION,** Tenth edition: *No significant difference*
14. **ANNEX 14 -AERODROMES,** Sixth edition
15. **ANNEX 15- AERONAUTICAL INFORMATION SERVICES,** Fourteenth edition: *No significant difference*
16. **ANNEX 16- ENVIRONMENTAL PROTECTION,** Sixth edition: *No significant difference*
17. **ANNEX 17- SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE,** Ninth edition: *No significant difference*
18. **ANNEX 18- THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR,** Third edition: *No significant difference*
19. **ANNEX 19- SAFETY MANAGEMENT,** First edition *No significant difference*

11, Chapter 2 and ICAO Annex 14, Volume I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volumes I and II, Chapter 2.

4. Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Cayman Islands are the letters VP-C. The nationality mark is followed by a registration mark consisting of 2 letters, e.g. VP-CAA.

5. Public holidays 2020

Date	Holiday
Wednesday, 1 January	New Year's Day
Monday, 27 January	National Heroes' Day
Wednesday, 26 February	Ash Wednesday
Friday, 10 April	Good Friday
Monday, 13 April	Easter Monday
Monday, 18 May	Discovery Day
Monday, 15 June	Queen's Birthday
Monday, 6 July	Constitution Day
Monday, 9 November	Remembrance Day
Friday, 25 December	Christmas Day
Monday, 28 December	Boxing Day

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

GEN 2.7 SUNRISE/SUNSET TABLE**1. Sunrise-Sunset table**

1.1

OWEN ROBERTS/International
MWCR
19 17 32.77N
81 21 33.08W

MONTH	DAY	SR	SS	MONTH	DAY	SR	SS	MONTH	DAY	SR	SS
JAN	1	1200	2257	MAY	1	1057	2347	SEP	2	1111	2337
	5	1201	2300		5	1055	2348		6	1112	2334
	9	1202	2302		9	1053	2350		10	1113	2330
	13	1202	2305		13	1052	2351		14	1113	2327
	17	1203	2308		17	1050	2353		18	1114	2323
	21	1202	2310		21	1049	2354		22	1115	2320
	25	1202	2313		25	1048	2356		26	1116	2316
	29	1201	2315		29	1048	2357		30	1117	2313
FEB	2	1200	2317	JUNE	2	1047	2359	OCT	4	1117	2309
	6	1159	2319		6	1047	0000		8	1118	2306
	10	1157	2321		10	1047	0002		12	1120	2303
	14	1155	2323		14	1048	0003		16	1121	2300
	18	1153	2325		18	1049	0004		20	1122	2257
	22	1150	2327		22	1049	0005		24	1124	2254
	26	1148	2328		26	1050	0006		28	1125	2252
					30	1052	0006				
MAR	2	1144	2330	JULY	4	1053	0006	NOV	1	1127	2250
	6	1141	2331		8	1054	0006		5	1129	2248
	10	1138	2332		12	1056	0006		9	1131	2247
	14	1135	2334		16	1057	0005		13	1133	2246
	18	1131	2335		20	1059	0004		17	1135	2245
	22	1128	2336		24	1100	0003		21	1137	2244
	26	1124	2337		28	1101	0001		25	1140	2244
	30	1121	2338						29	1142	2245
APR	3	1118	2339	AUG	1	1103	0000	DEC	3	1145	2245
	7	1114	2340		5	1104	2358		7	1147	2246
	11	1111	2341		9	1105	2355		11	1150	2247
	15	1108	2342		13	1106	2353		15	1152	2249
	19	1105	2343		17	1108	2350		19	1154	2251
	23	1102	2344		21	1109	2347		23	1156	2253
	27	1100	2345		25	1109	2344		27	1158	2255
					29	1110	2341		31	1159	2257

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

3.7 Checklist and summary of NOTAM

A checklist of valid NOTAM is issued monthly via email to all recipients of the Integrated Aeronautical Package. It contains a plain language presentation of the NOTAM and information about the number of the latest issued AIP ADT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 Sale of publications

The said publications can be obtained from the Aeronautical Information Service or found on the internet at www.caymanairports.com or www.caacayman.com free of cost. Purchase prices for AIS publications that are listed for sale are published in an AIC.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, a NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued given a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates

2020	2021	2022	2023	2024
02 Jan	28 Jan	27 Jan	26 Jan	25 Jan
30 Jan	25 Feb	24 Feb	23 Feb	22 Feb
27 Feb	25 Mar	24 Mar	23 Mar	21 Mar
26 Mar	22 Apr	21 Apr	20 Apr	18 Apr
23 Apr	20 May	19 May	18 May	16 May
21 May	17 Jun	16 Jun	15 Jun	13 Jun
18 Jun	15 Jul	14 Jul	13 Jul	11 Jul
16 Jul	12 Aug	11 Aug	10 Aug	08 Aug
13 Aug	09 Sept	08 Sep	07 Sep	05 Sep
10 Sep	07 Oct	06 Oct	05 Oct	03 Oct
08 Oct	04 Nov	03 Nov	02 Nov	31 Oct
05 Nov	02 Dec	01 Dec	30 Nov	28 Nov
03 Dec	30 Dec	29 Dec	28 Dec	26 Dec
31 Dec				

GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

The responsible service for the provision of telecommunication and navigation facility services in the Cayman Islands is the Cayman Islands Airports Authority.

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

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYA YX
EMAIL: wayne.dacosta@caymanairports.com

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

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

2. Area of responsibility

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

3. Types of service

3.1 *Radio navigation services*

The following types of radio aids to navigation are available:

LF/MF non-directional beacon (NDB)
VHF omni-directional radio range (VOR)
Distance-measuring equipment (DME)

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

3.2 *Mobile/fix service*

Mobile service

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

3. Passenger service

3.1 *Departure Tax*

Each passenger departing to a foreign country at an international aerodrome is charged CI\$30.00.

3.1.1 *Exemptions*

- children under the age of 12 yrs;
- a diplomat;
- a transit passenger; and
- a person exempted by the Chief Executive Officer of the Cayman Islands Airports Authority.

3.2 *Passenger Facility Charge*

Each carrier departing on an international flight is charged CI\$13.00 per passenger.

3.2.1 *Exemptions*

- children under the age of 2 yrs
- Diplomatic aircraft
- Test flights
- Emergency landings
- Training flights approved by the Chief Executive Officer of the Cayman Islands Airports Authority.

4. Security

4.1 *Security Tax*

Each carrier departing on an international and domestic flight is charged CI\$ 10.50 per passenger.

4.1.1 *Exemptions*

- children under the age of 12 yrs;
- a diplomat;
- a person exempted by the Chief Executive Officer of the Cayman Islands Airports Authority.

5. Noise related items

Nil.