



Aeronautical Information Services
 Emails: aisckia@caymanairports.com
aisoria@caymanairports.com
 Phones: 1345-244-5852 (CKIA)
 1345-244-5827 (ORIA)

IAIP AMDT 02-08 OCT 2020

THIS AMENDMENT *SHOULD NOT* BE INSERTED INTO THE AIP UNTIL 08 OCT 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.

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS
GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Civil Aviation

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

TEL: 345 949 7811
 FAX: 345 949 0761
 AFS: NIL
 EMAIL: richard.smith@caacayman.com
 Website: www.caacayman.com

2. Meteorology

Director General
 Cayman Islands National Weather Service
 P.O. Box 10022
 Grand Cayman KY1-1001
 CAYMAN ISLANDS

TEL: 345 945 5773
 FAX: 345 946 7523
 AFS: MWCRYMYX
 EMAIL: john.tibbets@gov.ky
 Website: www.weather.gov.ky

3. Customs

Collector of Customs
 Customs Headquarters
 P.O. Box 898
 Grand Cayman KY1-1103
 CAYMAN ISLANDS

TEL: 345 949 4579
 FAX: 345 945 1573
 AFS: NIL

Website: www.customs.gov.ky

4. Immigration

Chief Immigration Officer
 Immigration Department
 P.O. Box 1098
 Grand Cayman KY1-1102
 CAYMAN ISLANDS

TEL: 345 949 8344
 FAX: 345 949 8486
 AFS: NIL

Website: www.immigration.gov.ky

5. Health

Chief Executive Officer
 Health Services Authority
 P.O. Box 915
 Grand Cayman KY1-1103
 CAYMAN ISLANDS

TEL: 345 949 8600
 FAX: 345 949 2998
 AFS: NIL
 Website: www.hsa.ky

6. En-route and Aerodrome charges

Chief Executive Officer
 Cayman Islands Airports Authority
 P.O. Box 10098
 Grand Cayman KY1-1001
 CAYMAN ISLANDS

TEL: 345 943 7070
 FAX: 345 943 7071
 AFS: MWCRYAYX
 EMAIL: albert.anderson@caymanairports.com
 Website: www.caymanairports.com

7. Agricultural Health Inspection Services (AHIS)

Director of Agriculture
 Department of Agriculture
 P.O. Box 459
 Grand Cayman KY1-1106
 CAYMAN ISLANDS

TEL: 345 949 3090/345 946 2967
 FAX: 345 945 2251
 AFS: NIL

Email: ciagricultureimports@gov.ky
 Website: doa.gov.ky

8. Aircraft accident investigation

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

TEL: 345 949 7811
 FAX: 345 949 0761
 AFS: NIL

EMAIL: richard.smith@caacayman.com
 Website: www.caacayman.com

3.2 Documentary requirements for clearance of aircraft

3.2.1 Same requirements as for scheduled flights.

4. Private flights

4.1 Advance notification of arrival

4.1.1 The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2; such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

4.1.2 For reasons of flight safety, special permission in addition to the filing of a flight plan is required for flights operating outside the published aerodrome operating hours.

4.1.3 Application for special permission must be submitted to the Air Traffic Control Manager, Cayman Islands Airports Authority, 298 Owen Roberts Drive, P.O. Box 10098 Grand Cayman, Cayman Islands, Tel: 1 345 943 7070, Fax: 1 345 943 7071, EXT: 244-5824 Email: erick.bodden@caymanairports.com; at least three days in advance of the entry into the airspace over the Cayman Islands.

4.2 Documentary requirements for clearance of aircraft

4.2.1 No documents, in addition to those mentioned under 2.2.2 above, are required in the case of an aircraft remaining within the Cayman Islands for less than 30 days.

5. Public health measures applied to aircraft

5.1 No public health measures are required to be carried out in respect of aircraft entering the Cayman Islands, with the exception of passengers who are coming directly from an area infected with cholera, yellow fever or smallpox; they are required to present vaccination certificates.

5.2 Aircraft arriving from outside the Cayman Islands may land at any international aerodrome in the Cayman Islands provided that the aircraft has been disinsection approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the Health Section of the General Declaration. If spraying of the aircraft is to be carried out on the ground, passengers and crew are permitted to disembark beforehand.

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 5kgs (11lbs) 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 of export.

2.2 Export:

a) Plants and /or plant products exported from the Cayman Islands should be accompanied by a phytosanitary 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 CITES 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.

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 Surveillance 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: sean.bridle@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.

GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES**GEN 4.1 AERODROME CHARGES****1. Landing of aircraft**

1.1 Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered. Landing Fees for all international flights operating at the Owen Roberts International Airport are as follows:

| <i>Aircraft weight(lbs.)</i> | <i>Charges in CI(\$)</i> |
|--|---|
| Not exceeding 4 000 | 10.00 |
| Exceeding 4 000 but not exceeding 6 000 | 15.00 |
| Exceeding 6 000 but not exceeding 8 000 | 25.00 |
| Exceeding 8 000 but not exceeding 10 000 | 30.00 |
| Exceeding 10 000 | 30.00 plus 1.75 per 1 000 lbs. or part thereof in excess of 10 000 lbs. |

1.2 Surcharges

- a) An additional 25% of the landing charge is levied for each landing made between 1600 and 2100 UTC (Peak Period Charge).
- b) An additional 50% of the landing charge is levied for each landing made between 0000 and 1200 UTC (Night Surcharge).

1.3 Exemption

- a) Landing Fees for all domestic flights operating at the Owen Roberts International Airport are waived.
- b) Landing Fees for all domestic and international flights operating at the Charles Kirkconnell International Airport are waived.

2. Parking of aircraft**2.1 Parking of aircraft**

The first hour is free.

| <i>Aircraft weight(lbs.)</i> | <i>Charges in CI(\$)</i> per 24 hours |
|---|---------------------------------------|
| Not exceeding 10 000 | 5.00 |
| Exceeding 10 000 but not exceeding 30 000 | 10.00 |
| Exceeding 30 000 but not exceeding 60 000 | 15.00 |
| Exceeding 60 000 but not exceeding 90 000 | 20.00 |
| Exceeding 90 000 but not exceeding 120 000 | 30.00 |
| Exceeding 120 000 but not exceeding 180 000 | 50.00 |
| Exceeding 180 000 but not exceeding 240 000 | 70.00 |
| Exceeding 240 000 but not exceeding 300 000 | 120.00 |
| Exceeding 300 000 but not exceeding 360 000 | 170.00 |
| Exceeding 360 000 but not exceeding 420 000 | 220.00 |
| Exceeding 420 000 but not exceeding 480 000 | 270.00 |
| Exceeding 480 000 but not exceeding 540 000 | 320.00 |
| Exceeding 540 000 but not exceeding 600 000 | 370.00 |
| Exceeding 600 000 | 420.00 |

2.2-Exemption

- a) Parking Fees for all domestic and international flights operating at the Charles Kirkconnell International Airport are waived.

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:

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.

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 operational hours of the airport as posted. **Aircraft taking off and landing before sunrise and after sunset should be discouraged.**

2. Reporting of bird strike2.1 *General*

2.1.1 To achieve more comprehensive statistics of bird strikes, the Civil Aviation Authority collects information on a regular basis. All pilots on flights 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 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 has been produced and may be obtained from the Civil Aviation Authority (see contact details below). 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.

Director General of Civil Aviation (Regulation)
Civil Aviation Authority
P.O. Box 10277
Grand Cayman KY1-1003
Cayman Islands

TEL: 345 949 7811

FAX: 345 949 0761

EMAIL: alastair.robertson@caacayman.com

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

MWCR AD 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. They comprise of removal of standing water, better methods of drainage and the elimination of ground cover.

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

2.1.1 To achieve more comprehensive statistics of bird strikes, the Civil Aviation Authority is collecting information. All pilots on flights within the Cayman Islands TMA are therefore requested to report to the Civil Aviation Authority all cases of bird strike or incidents where damage to the aircraft 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 has been produced and may be obtained from the Civil Aviation Authority (see contact details below). 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.

Director of Air Navigation Services (Regulation)
Unit 2 Cayman Grand Harbour
P.O. Box 10277
Grand Cayman KY1-1003
CAYMAN ISLANDS

TEL: 345 949 7811
FAX: 345 949 0761
Email: alastair.robertson@caacayman.com

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