



Cayman Islands Airports Authority

Aeronautical Information Services

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IAIP AMDT 03-02 DEC 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.

INSERT:**GEN 0**

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| 0.2-1 | 02 DEC 2020 |
| 0.4-1 | 02 DEC 2020 |
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| 0.2-1 | 08 OCT 2020 |
| 0.4-1 | 08 OCT 2020 |
| 0.4-2 | 08 OCT 2020 |
| 0.4.3 | 24 MAY 2018 |

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. General**

1.1 International flights into, from or over the Cayman Islands territory shall be subject to the current Cayman Islands regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from the Cayman Islands territory shall make their first landing at, or final departure from, an international aerodrome (see AIP Cayman Islands, AD 1.3 and AD 2).

2. Scheduled flights**2.1 General**

2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across the Cayman Islands, the following requirements must be met:

- a) the State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The Cayman Islands thru the UK is a party to both Agreements;
- b) the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and the Cayman Islands are contracting parties and must have a permit to operate into or in transit across the Cayman Islands. Applications for such permits shall be submitted to:

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

TEL: 345 949 7811
FAX: 345 949 0761
Email: permits@caacayman.com
Website: www.caacayman.com

2.2 Documentary requirements for clearance of aircraft

2.2.1 Details of the documents required to support an application for the clearance of an aircraft can be found at: <http://www.caacayman.com/operating-permits/>.

Email: mor@caacayman.com
Website: www.caacayman.com

6. Topographical charts

To supplement the aeronautical charts, topographical maps are available from

Chief Surveyor: Michael Whiteman
Lands and Survey Department
Postal Address: PO Box 120 KY1-9000
Telephone Contact: (345)244-3413
Email: michael.whiteman@gov.ky
Website: <https://www.caymanlandinfo.ky/>

GEN 3.6 SEARCH AND RESCUE

1. Responsible service

1.1 The Search and Rescue service in the Cayman Islands is provided by the Cayman Islands Government, in collaboration with the National Emergency Operations Centre (**NEOC**), the newly formed Cayman Islands Coast Guard (**CICG**) and the National Hurricane Response Committee: Emergency Support Team (**EST**) 9 Search and Rescue Operations, chaired by the Chief Fire Officer.

An aircraft incident requiring search and rescue operations be it on land or sea will be declared a Major Incident, whereby the National Emergency Operations Centre (**NEOC**) will be activated mobilizing relevant resources and facilities (**EST 9**, Health Services (**HSA**), **Red Cross**, **CERT Teams**, **RCIPS** etc.)

When **SAR** operations are needed, a rescue Co-ordination Center is established through which communications and activation of the following agencies occur, the **NEOC** will be operated out of the Government Administration Building (GAB).

The addresses for all partners involved are as follows:

National Emergency Operations Centre (NEOC)

1st Floor GAB Room 1038
133 Elgin Avenue
Grand Cayman, Cayman Islands
Cayman Islands

Cayman Islands Fire Service

148 Owen Roberts Drive
P.O. Box 1804, KY 1-1102
George Town, Grand Cayman
Tel: 345 949 2499

Chief Coordinator of SAR Operations

1st Floor GAB Room 1038
133 Elgin Avenue
Grand Cayman, Cayman Islands
Cayman Islands

Cayman Islands Coast Guard

Hirst Road, Newlands
Bodden Town, Grand Cayman
George Town, Grand Cayman
Tel: 345 649 7710

Search and Rescue service within the Cayman Islands TMA is also provided by the Kingston Rescue Co-ordination Center (**RCC**) in Jamaica, in collaboration with the Civil Aviation Authority of the Cayman Islands and the **NEOC**.

The address of the Kingston Rescue Co-ordination Center is as follows:

MRCC KINGSTON

HMJS Cagway
Port Royal.
Kingston, Jamaica
TEL : (876) 967 8193,
FAX: (876) 967 8278,
Email: odojdfcg@gmail.com
AFS: MKJKYCYX

The service is provided in accordance with the provisions contained in ICAO Annex 12 — *Search and Rescue*.

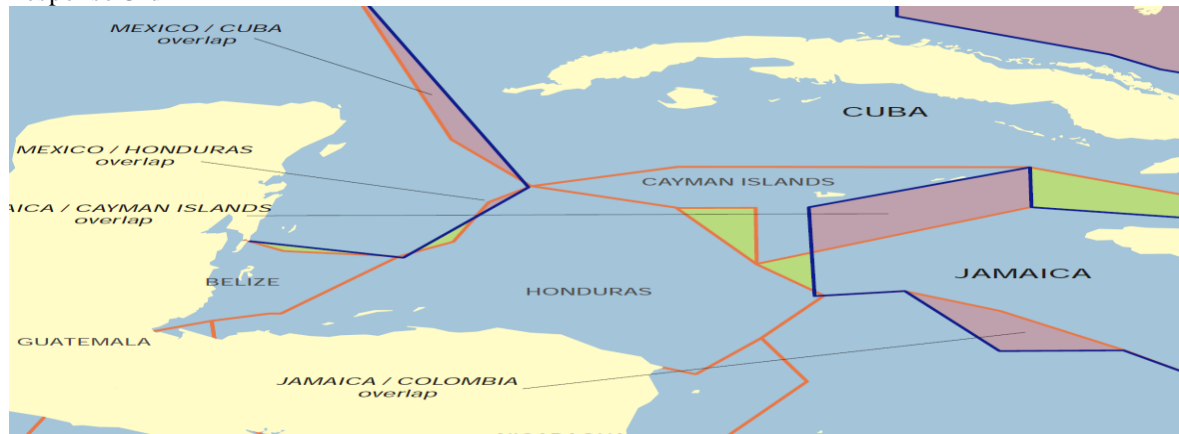
2. Area of responsibility

The National Emergency Operations Centre (**NEOC**) Emergency Support Team (**EST**) 9- Search and Rescue (**SAR**) Operations is the primary response agency for SAR Operations within Cayman Islands TMA.

Cayman Islands Coast Guard (CICG)

CICG has responsibility for the coordination of all open / deep water search and rescue operations in the Cayman Islands and surrounding waters. The remit of the **CICG** goes as far as 200 miles to the west of Grand Cayman, 75 North of the Sister Islands, 100 miles East of the Sister Islands and 100 miles South.

Response Grid

**Cayman Islands Fire Service (CIFS)**

CIFS is the primary point of contact in regards to the land based search and rescue (USAR) capabilities and work in collaboration with both EST 9, CIR and CIGC. With access to predetermined inland grid search maps, CIFS will be equipped to quickly action and carry out structured search operations deploying multiple teams at once if needed.

In addition to land based search and rescue, CIFS also has capability to support water based search and rescue operations. With the mandated Rescue Launch docked at Runway 26 at ORIA and another at the ready at the Fire Station at CKIA, they have SAR responsibility for 1000 metres off of the runway; CIFS also has a thirty (30) foot RIB SAR vessel responsible for SAR up to two (2) nautical miles off shore in Grand Cayman. CIFS also has at its disposal 3 wave runners with the remit of up to one (1) nautical mile off shore in Grand Cayman.

3. Types of service

Details of related rescue units that are available in the Cayman Islands are given in Table 3.6.3.

Table 3.6.3 Search and Rescue Units

| <i>Name</i> | <i>Facilities</i> | <i>Remarks</i> |
|---|---|--|
| Cayman Islands Fire Service | Rescue launch (MWCR) Rescue launch (MWCB) 3-Wave Runners (MWCR) 1-Jamie A 30' RIB (MWCR) | MRG 300 capacity MRG 125 Capacity Intercoastal shallow Rescue Craft |
| Mosquito Research and Control Unit | 2- S2RT | SRG |
| Royal Cayman Islands Police | Patrol Vessel EC-135 Helicopter | LRG MRG |

The Cayman Islands Coast Guard (CICG) have the following assets deployable for SAR.

| | |
|---|---|
| Cayman Guardian, 65' Vessel: Range At Cruise Speed 465 NM. Wave Height 8 FT. Max Wind 40 MPH. Crew 6 | M/V M Luke 38' Intercept Vessel: Range at Cruise Speed, 400 NM. Wave Height, 8ft. Max Wind, 35 MPH. Crew, 4. |
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|--|--|
| Cayman Defender, 38' Vessel: Range at Cruise Speed 190 NM. Wave Height 8FT. Max Winds 35MPH. Crew, 4. | Typhoon 25' General Purpose Patrol Rib. Range at Cruise, 100 NM. Wave Height, 5ft Crew, 2. |
| Niven D. 38' Intercept Vessel. Range at Cruise Speed, 450 NM. Wave Height, 8ft. Max Wind, 35 MPH. Crew, 4. Engine | Wave Runners: Intercoastal patrol, shallow rescue craft. |

4. SAR agreements

In addition, various organizations are also available for search and rescue missions, when required. They include:

- The United States Seventh Coast Guard Centers in Miami, Florida and San Juan, Puerto Rico;
- The United States Navy in Guantanamo Bay, Cuba;
- Ships at sea.

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. Due to roosting and feeding patterns, the risk significantly increase during the periods of dawn and dusk and flights during these times should be avoided.

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

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

2.1.1 In order to accurately assess and mitigate the bird strike threat within The Cayman Islands, the Civil Aviation Authority requires comprehensive statistics of bird strike events. All pilots flying 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 a 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 is available from the following link: <https://www.caacayman.com/wp-content/uploads/forms/Occurrence%20Report%20Form%20Bird%20strikes.pdf>. 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. In the event of a bird strike, pilots are requested to file a report and forward it to:

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

TEL: 345 949 7811
FAX: 345 949 0761
EMAIL: mor@caacayman.com
Website: www.caacayman.com

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

MWCR AD 2.20 LOCAL TRAFFIC REGULATIONS**1. Airport regulations**

1.1 At Owen Roberts Airport local regulations are in accordance with the Civil Aviation, Air Navigation (Overseas Territories) Order 2013(as amended); ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the procedures for Air Navigation Services – Rules of the Air and Air Traffic Services, applicable to aircrafts, and the Regional Supplementary Procedures applicable to the CAR Region.

Information on how to obtain Local Regulations may be requested from the following address:

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

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

2. Taxing to and from stands

2.1 After landing, ATC will instruct arriving aircraft to taxi to parking. A stand number will be allocated by the TWR or a handling agent providing a marshalling service. General aviation aircraft will have to use the designated general aviation parking area, unless otherwise instructed by ATC.

2.2 ATC will issue a taxi clearance from the parking area to an appropriate runway for departing traffic. Departing flights shall contact the TWR to obtain engine start clearance. Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxing. Request for ATC clearance may take place at the earliest, 10 minutes prior to engine start-up.

3. Parking area for small aircraft (General aviation)

3.1 General aviation aircraft shall be guided by ATC to the parking area for small aircraft.

4. Parking area for helicopters

4.1 ATC will guide helicopters to an appropriate parking area.

5. Taxi, take-off and landing – limitations

5.1 Nil.

6. Training flights and technical test flights – use of runway

6.1 Training flights and such technical flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at the aerodrome is restricted as follows:

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. These measures include enhanced drainage and the reduction or the elimination of ground cover.

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

2.1.1 To order to accurately assess and mitigate the bird strike threat Civil Aviation Authority requires comprehensive statistics of bird strike events. All pilots on flying within the Owen Roberts CTR are therefore requested to report to the Civil Aviation Authority all cases of bird strike or incidents where a risk of a bird strike 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 is available from the following link: <https://www.caacayman.com/wp-content/uploads/forms/Occurrence%20Report%20Form%20for%20Bird%20Strikes.pdf>. 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. In the event of a bird strike, pilots are requested to file a report and forward it to:

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

TEL: 345 949 7811
FAX: 345 949 0761
Email: mor@caacayman.com
Website: www.caacayman.com

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