

AIP
AERONAUTICAL INFORMATION PUBLICATION
CAYMAN ISLANDS

PART 3
AERODROMES (AD)

PART 3 – AERODROMES (AD)**AD 0.****AD 0.1 PREFACE – Not applicable****AD 0.2 RECORD OF AIP AMENDMENTS – Not applicable****AD 0.3 RECORD OF AIP SUPPLEMENTS – Not applicable****AD 0.4 CHECKLIST OF AIP PAGES – Not applicable****AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP – Not applicable****AD 0.6 TABLE OF CONTENTS TO PART 3***Page***AD 1. AERODROMES**

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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:

- a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Cayman Islands Airports Authority (hereinafter referred to as “CIAA”) in the AIP or AIC.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CIAA at any aerodrome under the control of the CIAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CIAA for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the CIAA on demand.

- b) The CIAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c) If payment of such fees and charges is not made to the CIAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CIAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.
- d) Neither the CIAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome under the control of the CIAA or is in the course of landing at or taking off from any such aerodrome

1. Applicable ICAO documents

The standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

2. Friction measuring device used and friction level below which the runway is declared slippery when it is wet

A Grip Tester is used to measure the runway friction level. Measurements and calibrations are accomplished in accordance with the instructions given by the manufacturer for proper use of the equipment and conducted using the UK CAA and ICAO standard test conditions. If friction levels fall below the ICAO minimums, the runway will be declared slippery when wet and a NOTAM issued until corrective action has been taken.

Where water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place. The following terms and associated descriptions will be used to report the runway condition:

| | | |
|---------------|---|---|
| Damp | - | the surface shows a change of color due to moisture. |
| Wet | - | the surface is soaked but there is no standing water. |
| Water patches | - | significant patches of standing water are visible. |
| Flooded | - | extensive standing water is visible. |

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES**1. Rescue and fire fighting services**

At aerodromes approved for scheduled and/or non-scheduled traffic with airplanes carrying passengers, Rescue and Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Information about whether there is service and what the extent of that service is, given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with airplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Aerodrome Category For Rescue and Fire Fighting

| Aerodrome Category | Aeroplane Overall Length | Maximum Fuselage Width |
|--------------------|-----------------------------------|------------------------|
| 1 | 0 m up to but not including 9 m | 2 m |
| 2 | 9 m up to but not including 12 m | 2 m |
| 3 | 12 m up to but not including 18 m | 3 m |
| 4 | 18 m up to but not including 24 m | 4 m |
| 5 | 24 m up to but not including 28 m | 4 m |
| 6 | 28 m up to but not including 39 m | 5 m |
| 7 | 39 m up to but not including 49 m | 5 m |
| 8 | 49 m up to but not including 61 m | 7 m |
| 9 | 61 m up to but not including 76 m | 7 m |
| 10 | 76 m up to but not including 90 m | 8 m |

AD 1.3 INDEX TO AERODROMES

| <i>Aerodrome name Location indicator</i> | <i>Type of traffic permitted to use the aerodrome</i> | | | <i>Reference to AD Section And remarks</i> |
|--|---|----------------|---|--|
| | <i>International – National (INTL-NTL)</i> | <i>IFR-VFR</i> | <i>S = Scheduled NS = Non-scheduled P = Private</i> | |
| 1 | 2 | 3 | 4 | 5 |
| Aerodromes | | | | |
| CharlesKirkconnell MWCB | INTL-NTL | IFR-VFR | S – NS – P | AD 2-MWCB |
| Owen Roberts MWCR | INTL-NTL | IFR-VFR | S – NS - P | AD 2-MWCR |
| * The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages. | | | | |

AERODROMES – INDEX CHART

TO BE DEVELOPED

AD 1.4 GROUPING OF AERODROMES

The criteria applied by the Cayman Islands in grouping aerodromes for the provision of information in this AIP are as follows:

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigrations, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

National Aerodrome.

An aerodrome available only for domestic air traffic.

AD 2. AERODROMES**MWCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

MWCB – CHARLES KIRKCONNELL/International

MWCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 194113.14N 795258.10 W 089°/ 910 M from THR 09 |
| 2 | Direction and distance from the city | SW, 6 KM from STAKE BAY |
| 3 | Elevation/Reference temperature | 1.3M(4FT)/ 33C |
| 4 | MAG VAR Annual change | 6.3°W(2016) increasing |
| 5 | AD Administration, address, telephone, fax, AFS | Airport Manager 25 Airport Road P.O. Box 58 Cayman Brac KY2-2001 CAYMAN ISLANDS Tel: (345) 948 1222 Fax: (345) 948 1583 |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | Nil |

MWCB AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|---|
| 1 | AD Administration | MON-FRI: 1330-2200 UTC (0830-1700) LST SAT, SUN + HOL: NIL |
| 2 | Customs | MON-FRI: 1330-2130 UTC (0830-1630) LST SAT: 1330-1830 UTC (0830-1230) LST SUN, HOL: Available on request and subject to a service charge. |
| 3 | Immigration | MON-FRI: 1200-0000 UTC (0700-1900) LST SAT, SUN + HOL: 1200-0000 UTC (0700-1900) LST |
| 4 | Health and sanitation | 1200-0000 UTC (0700-1900) LST |
| 5 | AIS Briefing Office | 1200-0000 UTC (0700-1900) LST |
| 6 | ATS Reporting Office (ARO) | 1200-0000 UTC (0700-1900) LST |
| 7 | MET Briefing Office | 1200-0000 UTC (0700-1900) LST |
| 8 | ATS | 1200-0000 UTC (0700-1900) LST |
| 9 | Fueling | 1200-1530 1830-2330 UTC (0700-1030) (1330-1830) LST Available on request outside of these hours and subject to a service charge. |
| 10 | Handling | On Request from Agent |
| 11 | Security | H24 |
| 12 | Remarks | Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1500 (10:00 AM) UTC. |
| 13 | AD Reference Code | 4C |

MWCB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|-----------------------------|---------------------------|
| 1 | Cargo-handling facilities | Trucks 1.5-3.5 tonnes. |
| 2 | Fuel/oil types | Jet A1, no oil available. |
| 3 | Fueling facilities/capacity | 1Jet A1 trucks 5 000 Gal, |

| | | |
|---|---|---|
| 4 | Hangar space for visiting aircraft | None. |
| 5 | Repair facilities for visiting aircraft | None. |
| 6 | Remarks | Handling services available within AD HR or by arrangement with the AD. |

MWCB AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | Near the AD and Island-wide. |
| 2 | Restaurants | Snack Bar at AD and Restaurant Island-wide. |
| 3 | Transportation | Taxis from the AD. |
| 4 | Medical facilities | First aid at AD. Hospital in Stake Bay. |
| 5 | Bank and Post Office | Post Office drop box located at AD. |
| 6 | Tourist Office | Office near AD Tel: (345) 948 1649 Fax: (345) 948 1629 Cell: 526 1649 |
| 7 | Remarks | Nil |

MWCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|-------------------------------|--|
| 1 | AD category for fire fighting | Within AD HR: CAT 4, CAT 7 available on request. |
| 2 | Rescue equipment | 1 boat with 125 person's life-raft capacity. |
| 3 | Remarks | Outside AD HR, firefighting service to be requested. |

MWCB 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|------------------------------------|----------------|
| 1 | <i>Types of clearing equipment</i> | Not applicable |
| 2 | <i>Clearance priorities</i> | Not applicable |
| 3 | <i>Remarks</i> | Nil |

MWCB 2.8 APRONS, TAXIWAYS AND CHECK/POSITION LOCATION DATA

| | | |
|---|--|--|
| 1 | Apron surface and strength | Surface: Asphalt and Concrete Strength: 72/F/A/W/T |
| 2 | Taxiway width, surface and strength | Width: 25 M Surface: Asphalt Strength: 77/F/A/W/T Centerline points: 194118.90 795248.05 |
| 3 | ACL location and elevation | To be Developed |
| 4 | VOR checkpoints Aircraft stands | Nil 1A: 194121.37 N795248.00W 1: 194121.31 N795247.54W 1B 194121.46 N795247.05W 2A: 194121.55 N795246.04W 2: 194121.48 N795245.60W 2B: 194121.64 N795245.10W |
| 5 | Remarks | Nil. |

MWCB 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | <i>Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands</i> | TWY and RWY signs at holding position. |
| 2 | <i>RWY and TWY markings and LGT</i> | RWY: Designation, THR, TDZ, center line, runway edge/end, marked and lighted as appropriate. TWY: Center line, holding position at TWY/RWY intersection marked. Edge lights available. |
| 3 | <i>Stop bars</i> | Nil |
| 4 | <i>Remarks</i> | Nil |

MWCB AD 2.10 AERODROME OBSTACLES

| <i>In approach/TKOF areas</i> | | | <i>In circling area and at AD</i> | | <i>Remarks</i> |
|-------------------------------|---|--------------------|---|--------------------|----------------|
| 1 | | | 2 | | 3 |
| <i>RWY/Area affected</i> | <i>Obstacle type Elevation Markings/LGT</i> | <i>Coordinates</i> | <i>Obstacles Elevation Markings/LGT</i> | <i>Coordinates</i> | Nil |
| a | b | c | a | b | |
| 09/APCH | Nil | Nil | AWS Mast | 194113.43N | |
| 27/TKOF | Nil | Nil | 11 M/37 FT | 7953323.72W | |
| | | | Nil | | |
| 27/APCH | Nil | | Windsock Mast | 194132.21N | |
| 09/TKOF | Nil | | 13 M/40 FT | 795323.00W | |
| | Electricity Pole | 194117.63N | Nil | | |
| | 12 M/37 FT | 795203.61W | Antenna | 194135.36N | |
| | Nil | | 42 M/138 FT | 795244.15W | |
| | | | LGTD | | |
| | Electricity Pole | 194115.76N | NDB Mast | 194123.75N | |
| | 13 M/41 FT | 795202.04W | 41 M/135 FT | 795123.47W | |
| | Nil | | LGTD | | |
| | NDB Mast | 194123.75N | Antenna | 194321.76N | |
| | 42 M/135 FT | 795123.47W | 85 M/288 FT | 794750.17W | |
| | LGTD | | LGTD | | |
| | | | Antenna | 194251.46N | |
| | | | 65M/214 FT | 794727.74W | |
| | | | LGTD | | |
| | | | Antenna | 194246.61N | |
| | | | 65 M/214 FT | 794752.37W | |
| | | | LGTD | | |

MWCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|--|
| 1 | <i>Associated MET Office</i> | Cayman Islands Airports Authority AIS/MET |
| 2 | <i>Hours of service</i> | 1200 – 0000 UTC |
| 3 | <i>Office responsibility for TAF preparation</i> <i>Period of validity</i> | National Weather Service 24 HR – 1212,1818UTC |
| 4 | <i>Type of landing forecast</i> <i>Interval of issuance</i> | TAF 6 HR |
| 5 | <i>Briefing/consultation provided</i> | Personal consultation and climatology via telephone provided by CINWS in Grand Cayman |
| 6 | <i>Flight documentation</i> <i>Language(s) used</i> | Charts, abbreviated plain language text English |
| 7 | <i>Charts and other information available for briefing or consultation</i> | Provided by CINWS. |
| 8 | <i>Supplementary equipment available for providing information</i> | Radar and Satellite imagery available via internet(CINWS website) Telephone, |
| 9 | <i>ATS units provided with information</i> | Charles Kirkconnell TWR, Owen Roberts TWR, & Cayman Approach. |
| 10 | <i>Additional information (limitation of service, etc.)</i> | <ol style="list-style-type: none"> 1. Wind Data within the Meteorological observations are instrumentation threshold of RWY 09. 2. 1818 TAF will be cancelled at 0000 UTC. TAF distribution is resumed at 1100 UTC daily. 3. CINWS monitors the observations and carries out quarterly checks onsite QC checks. |

MWCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and Surface of RWY and SWY | THR coordinates | | THR elevation and Highest elevation of TDZ of Non- Precision APP RWY |
|---------------------------|--|--------------------------|---|--------------------------|-------------|---|
| 1 | 2 | 3 | 4 | 5 | | 6 |
| 09 | 084 ⁰ GEO 089 ⁰ MAG | 1 829x 45 | 44/F/A/W/T Asphalt | 194110.42N 795329.42W | | THR 0.45 M/1.48 FT * see note 1 below |
| 27 | 264 ⁰ GEO 269 ⁰ MAG | 1 829 x 45 | 44/F/A/W/T Asphalt | 194115.86N 795226.78W | | THR 0.85 M/2.80 FT * see note 1 below |
| Slope of RWY-SWY | SWY Dimensions (M) | CWY Dimensions (M) | Strip Dimensions (M) | OFZ (M) | RESA (M) | Remarks |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Nil | Nil | 150 | 1949 x 150 | Nil | 90 x 90 | |
| Nil | Nil | 150 | 1949 x 150* | Nil | 90 x 90 | |

*Note: 1 * Geoid Undulation data will be provided once new Geoid model becomes available.*

***Declared Distances is calculated in accordance with Annex 14 Volume 1 Attachment A.*

MWCB AD 2.13 DECLARED DISTANCES

| <i>RWY Designator</i> | <i>TORA (M)</i> | <i>TODA (M)</i> | <i>ASDA (M)</i> | <i>LDA (M)</i> | <i>Remarks</i> |
|-----------------------|-----------------|-----------------|-----------------|----------------|----------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1829 | 1979 | 1829 | 1829 | Nil |
| 27 | 1829 | 1979 | 1829 | 1829 | Nil |

MWCB AD 2.14 APPROACH AND RUNWAY LIGHTING

| <i>RWY Designator</i> | <i>APCH LGT Type LEN INTST</i> | <i>THR LGT Color WBAR</i> | <i>PAPI</i> | <i>TDZ LGT LEN</i> | <i>RWY Center Line LGT Length, spacing, Color, INTST</i> | <i>RWY Edge LGT LEN, spacing Color INTST</i> | <i>RWY End LGT Color WBAR</i> | <i>SWY LGT LEN (M) Color</i> | <i>Remarks</i> |
|-----------------------|--------------------------------|---------------------------|---------------------------------|--------------------|--|--|-------------------------------|------------------------------|----------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 09 | REILS LIM | Green - | PAPI Left/3 ⁰ (2 FT) | Nil | Nil | 1 829 White, LIH | Red - | Nil | Nil |
| 27 | REILS LIM | Green - | PAPI Left/3 ⁰ (3 FT) | Nil | Nil | 1 829 White, LIH | Red - | Nil | Nil |

MWCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | <i>ABN/IBN location, characteristics and hours of operation</i> | ABN: ATC Tower, FLG W G EV 2 SEC/IBN: Nil 1200 – 0000 UTC |
| 2 | <i>LDI location and LGT</i> <i>Anemometer location and LGT</i> | LDI: Nil Anemometer: 1000 M from THR 09 |
| 3 | <i>TWY edge and center line lighting</i> | Edge: All TWY Center line: Nil |
| 4 | <i>Secondary power supply/switch-over time</i> | Secondary power supply to all lighting at AD. Switch-over time: 15 SEC |
| 5 | <i>Remarks</i> | Nil |

MWCB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|-----------------|
| 1 | <i>Coordinates TLOF or THR of FATO</i> | To be developed |
| 2 | <i>TLOF and/or FATO elevation M/FT</i> | To be developed |
| 3 | <i>TLOF and FATO area dimensions, surface, strength, marking</i> | To be developed |
| 4 | <i>True and MAG BRG of FATO</i> | To be developed |
| 5 | <i>Declared distance available</i> | To be developed |
| 6 | <i>APP and FATO lighting</i> | To be developed |
| 7 | <i>Remarks</i> | Nil |

MWCB AD 2.17 ATS AIRSPACE

| | | |
|---|--|--|
| 1 | <i>Designated and lateral limits</i> | CHARLES KIRKCONNELL CTR A circle, radius 10 NM center at 194113.14N 795278.10W |
| 2 | <i>Vertical limits</i> | SFC to 1 500 MSL |
| 3 | <i>Airspace classification</i> | D |
| 4 | <i>ATS unit call sign</i> <i>Language (s)</i> | BRAC TOWER English |
| 5 | <i>Transition altitude</i> | 17 000 FT MSL |
| 6 | <i>Remarks</i> | Nil |

MWCB AD 2.18 ATS COMMUNICATION FACILITIES

| <i>Service Designation</i> | <i>Call sign</i> | <i>Frequency</i> | <i>Hours of operation</i> | <i>Remarks</i> |
|----------------------------|------------------|----------------------------|------------------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| APP | Cayman Approach | 120.200 MHz 121.500 MHz | 1200 – 0200 UTC 1200 – 0200 UTC | Primary frequency Emergency frequency |
| TWR | Brac Tower | 118.400 MHz 121.500 MHz | 1200 – 0000 UTC 1200 – 0000 UTC | Primary frequency Emergency frequency |

MWCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| <i>Type of aid</i> | <i>ID</i> | <i>Frequency</i> | <i>Hours of operation</i> | <i>Site of Transmitting Antenna Coordinates</i> | <i>Elevation of DME transmitting Antenna</i> | <i>Remarks</i> |
|--------------------|-----------|------------------|---------------------------|---|--|----------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | CBC | 415 | H24 | 194123.75N 795123.47W | Nil | Range 25NM |

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

1.1 At Charles Kirkconnell Airport local regulations are in accordance with the Civil Aviation, Air Navigation (Overseas Territories) Order 2001; ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the procedures for Air Navigation Services – Rules of the Air and Air Traffic Services, 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 General of Civil Aviation
Unit 2 Grand Harbour
P.O. Box 10277
Grand Cayman KY 1-1003
CAYMAN ISLANDS

TEL: 345 949 7811

FAX: 345 949 0761

EMAIL: richard.smith@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.

2.2 ATC will issue a taxi clearance from the parking area to an appropriate runway for departing traffic. 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 The view of threshold runway 09/27 from the Air Traffic Control Tower is obscured due to the location of natural obstacles (trees) along the north shoulder of the runway. This hazard is mitigated through Closed Circuit TV cameras allowing flight observation in the affected areas. Aircraft operators should use extreme caution during taxi, take-off and landing.

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:

RWY 09 – right hand circuit only, unless traffic dictates otherwise.

RWY 27 – left hand circuit only, unless traffic dictates otherwise.

6.2 VFR training flights are NOT permitted at night.

See also AD 2.21 – Noise Abatement Procedures

7. Non-scheduled flight – limitations

7.1 Non-scheduled public air traffic wishing to operate outside the published airport operational hours, is permitted only after prior approval from the Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

7.2 Any request for approval of traffic shall contain the following information:

- a) Owner/operator
- b) Type of aircraft/helicopter, registration/call sign
- c) Date, arrival time/departure time, destination(s).

7.3 Furthermore, other details relevant to the evaluation of the request shall be given as required.

8. Removal of disabled aircraft from runway

8.1 When an aircraft is disabled on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

MWCB AD 2.21 NOISE ABATEMENT PROCEDURES**1. General provisions**

- 1.1 In case of special meteorological conditions such as CBs, significant wind variations, etc. in the approach and take-off sectors, the ATS can, at its discretion or on request from the pilot-in-command, deviate from the provisions below, if deemed necessary for safety reasons.
- 1.2 Deviations are permitted in connection with:
- a) Take-off and landing for vital flights, such as ambulance and transplantation flights, and the like.
 - b) Take-off and landing in connection with rescue operations.
 - c) Take-off and landing in connection with security control of the airport area.
 - d) Landing in such cases where the aircraft during flight has experienced reduced airworthiness, and the pilot-in-command judges it necessary to land.
 - e) Landing where the pilot-in-command declares an emergency situation.
 - f) Training flights conducting simulated force landings.

2. Restrictions

- 2.1 The restrictions below are for jet aircraft with low bypass ratio engines, irrespective of weight. Flights below 1500 FT, within 2000 FT of the coastline are prohibited, except for take-off and landing.

2.1.1 Landing restriction RWY 09

Nil

2.1.2 Take-off restrictions RWY 09

- a) Take-off must be commenced from RWY 09, unless the prevailing winds dictate the use of RWY 27. Climb on runway heading until 3 000 ft before proceeding on course, between 0000 and 1200 UTC.
- b) Take-off to 1 000 ft above aerodrome elevation (*Figure 1*):
 - take-off power/thrust
 - take-off flap
 - climb at $V_2 + 10$ to 20 kt

At 1 000 ft:

- maintain a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (VZF) retracting flaps on schedule;
- thereafter reduce thrust consistent with the following:

- 1) reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine out climb gradient; and

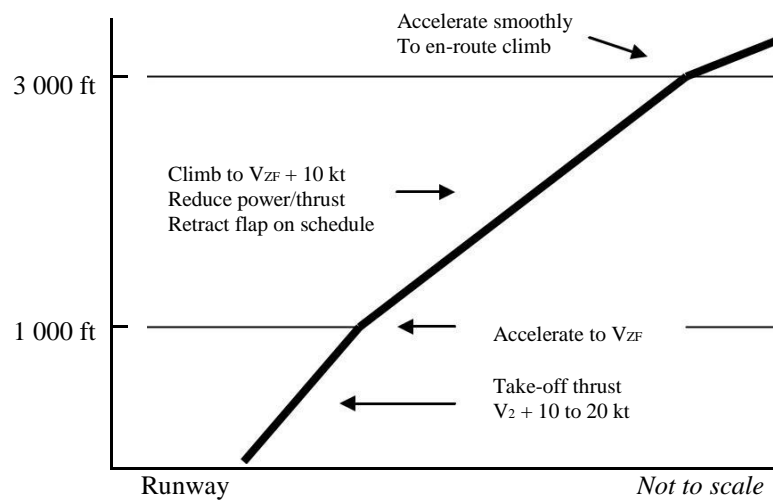
thereafter, from 1 000 ft to 3 000 ft:

- continue climb at not greater than $V_{ZF} + 10$

kt. At 3 000 ft:

- accelerate smoothly to en-route climb speed.

Figure 1



2.1.3 Landing restriction RWY 27

Nil.

2.1.4 Take-off restriction RWY 27

- a) As in 2.1.2 b) above.

3. Training flights

- 3.1 Training flights operating in the aerodrome traffic circuit are required to make right hand circuits for RWY 09 and left hand circuits for RWY 27, unless otherwise instructed by ATC.

4. Reporting

- 4.1 ATC shall notify the Director of Civil Aviation of every operation deviating from the above-mentioned provisions.

- 1.1 The Director General of Civil Aviation will make further investigations based on reports from ATC.

MWCB AD 2.22 FLIGHT PROCEDURES**1. General**

- 1.1 Unless special permission has been obtained from Cayman Approach or BracTower as appropriate, flight within the Charles Kirkconnell CTR shall be in accordance with the Visual Flight Rules and Instrument Flight Rules of ICAO Annex 2.

2. Procedures for IFR flights within Charles Kirkconnell CTR

- 2.1 The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airway's, reporting points.

3. Speed limitations

- 3.1 IFR and VFR aircraft operations in excess of 250 knots IAS, below 10 500 feet, is not permitted within the Cayman Islands TMA and Charles Kirkconnell CTR.

4. Communication failure

- 4.1 In the event of communication failure, the pilot shall act in accordance with the communication failure procedures listed below. For the Charles Kirkconnell CTR, information concerning the associated navigation aids and the routing is given on page ENR 3.1-1 and 4.1-1

4.1.1 Air-ground

- a) When an aircraft fails to establish contact with Brac tower on 118.4 MHz, it shall attempt to establish contact on another frequency appropriate to the route. If this attempt fails, the aircraft shall attempt to establish communication with other aircraft on 118.4 MHz.
- b) If the above attempts fail the aircraft shall transmit its message twice to Brac tower on 118.4 MHz, preceded by the phrase "TRANSMITTING BLIND".

4.1.2 Receiver failure

- a) When an aircraft is unable to establish communication due to receiver failure, it shall transmit reports at the scheduled times, or positions, on 118.4 MHz, preceded by the phrase "TRANSMITTING BLIND DUE TO RECEIVER FAILURE". The aircraft shall transmit the intended message, following this by a complete repetition. During this procedure, the aircraft shall also advise the time of its next intended transmission.
- b) In addition to complying with 4.1.2 a), aircraft shall transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight of the aircraft.
- c) When an aircraft is unable to establish communication due to airborne equipment failure it shall, when so equipped, select SSR code 7600 to indicate radio failure.

4.1.3 Ground-to-air

- a) When Brac tower is unable to establish contact with an aircraft on 118.4 MHz, it shall request
- b) Cayman Approach to render assistance by calling the aircraft and relaying traffic, if necessary;

- c) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.
- 4.2 In addition, the aircraft, when forming part of the aerodrome traffic, shall keep a watch for such instructions as may be issued by visual signals.
- 4.2.1 If in visual meteorological conditions, the aircraft shall:
- a) continue to fly in visual meteorological conditions; and
 - b) land.
- 4.2.2 If in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with 4.2.1, the aircraft shall:
- a) maintain the last assigned speed and level for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
 - b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with c) below, hold over this aid until commencement of descent;
 - c) commence descent from the navigation aid specified in b) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
 - d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
 - e) land if possible, within thirty minutes after the estimated time of arrival specified in c) or the last acknowledged expected approach time, whichever is later.

5. Procedures for VFR flights within the Charles Kirkconnell CTR

- a) A flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on 118.4 MHz, before flight takes place in the Control Zone.

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

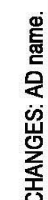
TEL: 345 949 7811
FAX: 345 949 0761
EMAIL: mor@caacayman.com
Website: www.caacayman.com

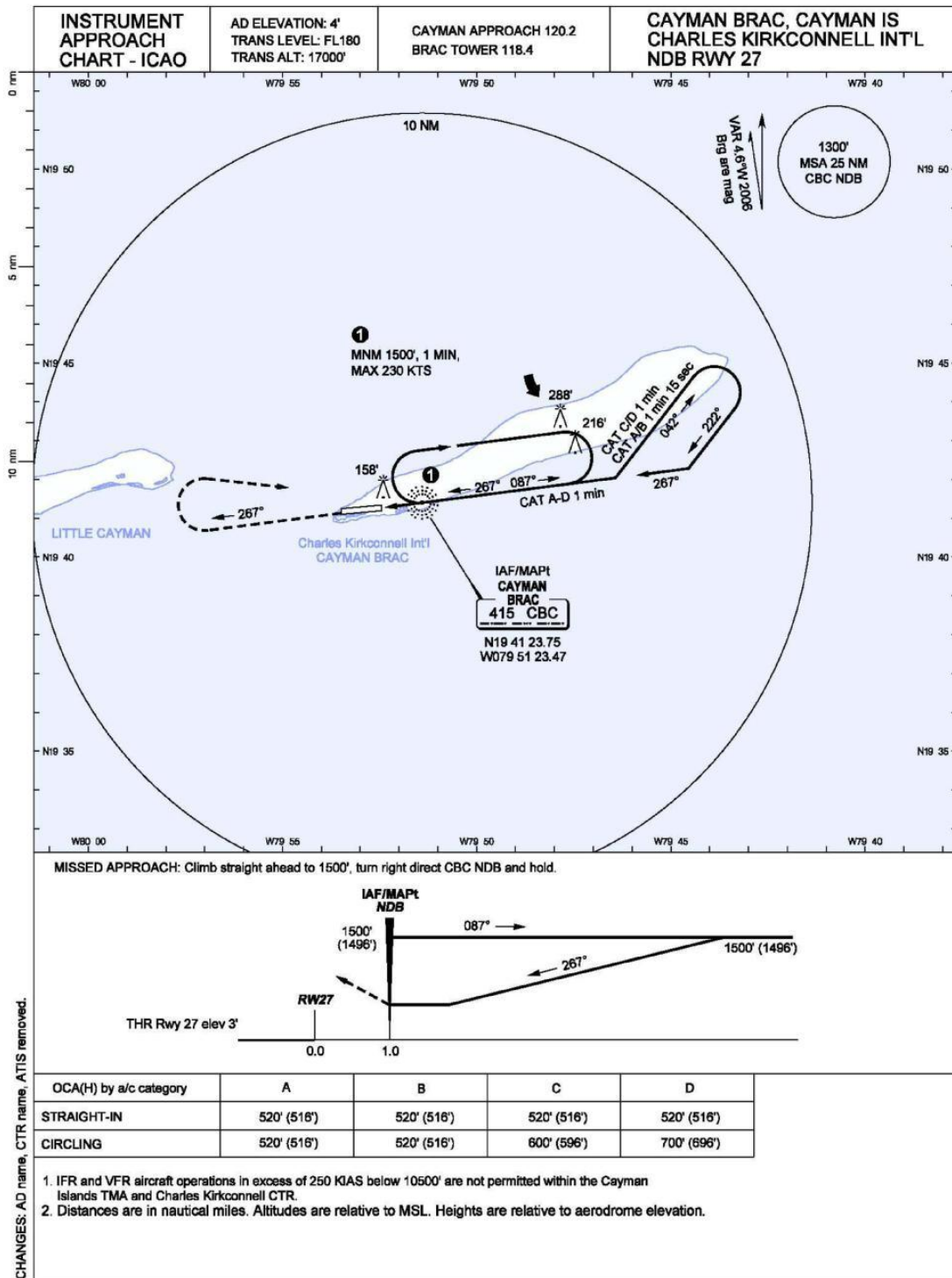
2.2.2 Any supplementary information on the circumstances under which the incident took place should also be included.

MWCB AD 2.24 CHARTS RELATED TO AN AERODROME

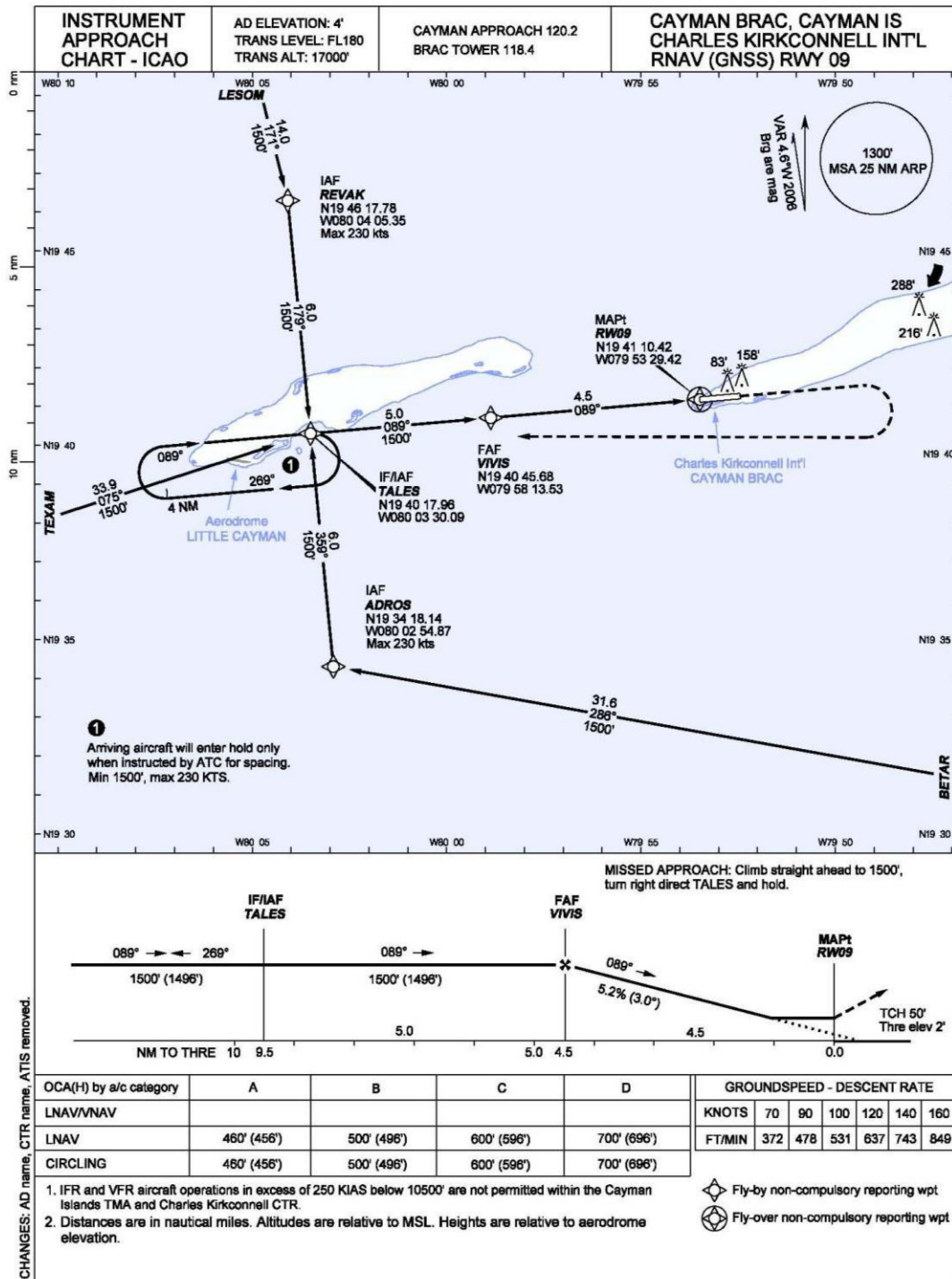
| | |
|--|--------------|
| Aerodrome Chart | MWCB AD 2-16 |
| Aerodrome Obstacle Chart – ICAO Type A (for each runway) | MWCB AD 2-17 |
| NDB Instrument Approach Chart | MWCB AD 2-18 |
| RNAV (GPS) Instrument Approach Chart – Runway 09 | MWCB AD 2-19 |
| RNAV (GPS) Instrument Approach Chart – Runway 27 | MWCB AD 2-20 |
| Standard Arrival Chart | MWCB AD 2-21 |
| Standard Departure Chart | MWCB AD 2-22 |
| Visual Approach Chart | MWCB AD 2-23 |
| Area Chart | MWCB AD 2-24 |
| Bird Concentration | MWCB AD 2-25 |



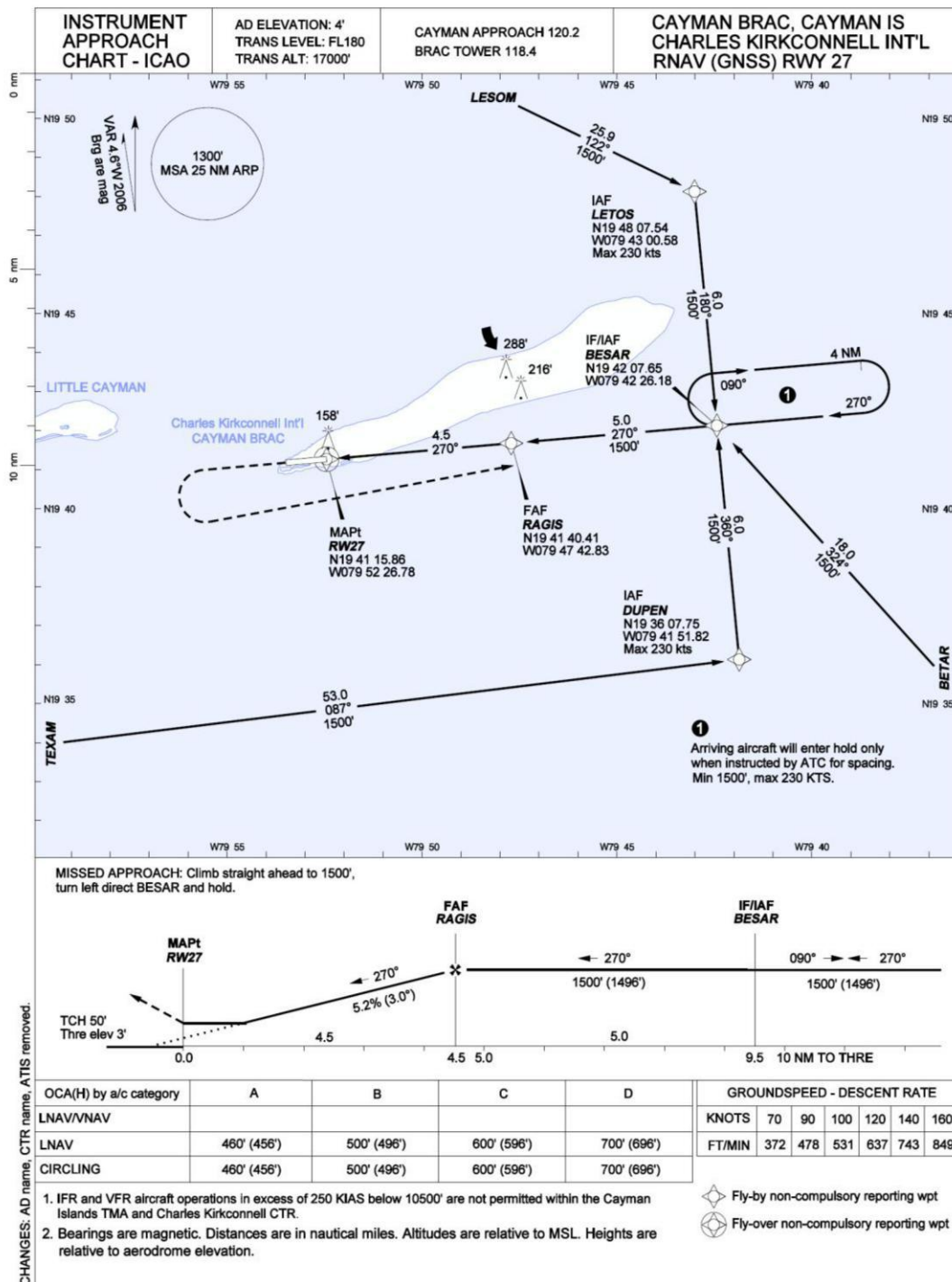




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STANDARD ARRIVAL CHART - INSTRUMENT - RUNWAY 09

CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

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STANDARD DEPARTURE CHART - INSTRUMENT - RUNWAY 27

CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

VISUAL APPROACH CHART
CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

AREA CHART
CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

BIRD CONCENTRATION IN THE VICINITY OF THE AERODROME

CHARLES KIRKCONNELL/INTL

TO BE DEVELOPED

AD 2. AERODROMES**MWCR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

MWCR – OWEN ROBERTS/International

MWCR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|--|
| 1 | <i>ARP coordinates and site at AD</i> | 191734.00N 812127.97W 080 ⁰ /910 M from THR 08 |
| 2 | <i>Direction and distance from the city</i> | ESE, 2 KM from George Town |
| 3 | <i>Elevation/Reference temperature</i> | 2.4 M (8 FT)/34C |
| 4 | <i>MAG VAR/Annual change</i> | 4.8 ⁰ W (2016) increasing |
| 5 | <i>AD Administration, address, telephone, fax, telex, AFS</i> | Chief Executive Officer 298 Owen Roberts Drive P.O. Box 10098 Grand Cayman KY1-1001 Cayman Islands Tel: (345) 943 7070 Fax: (345) 943 7071 |
| 6 | <i>Types of traffic permitted (IFR/VFR)</i> | IFR/VFR |
| 7 | <i>Remarks</i> | Nil |

MWCR AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|--|
| 1 | AD Administration | MON-FRI: 1330-2200 UTC (0830-1700 LST) SAT, SUN + HOL: NIL |
| 2 | Customs and Immigration | MON-FRI: 1200-0200 UTC (0700-2100 LST) SAT, SUN + HOL: 1200-0200 UTC (0700-2100 LST) |
| 3 | Health and sanitation | 1200- 0200 UTC (0700-2100 LST) |
| 4 | AIS Briefing Office | 1200- 0200 UTC (0700-2100 LST) |
| 5 | ATS Reporting Office (ARO) | 1200- 0200 UTC (0700-2100 LST) |
| 6 | MET Briefing Office | 1200- 0300 UTC (0700-2200 LST) |
| 7 | ATS | 1200- 0200 UTC (0700-2100 LST) |
| 8 | Fueling | 1200- 0200 UTC (0700-2100 LST) |
| 9 | Handling | 1200- 0200 UTC (0700-2100 LST) |
| 10 | Security | H24 |
| 11 | Remarks | Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1500 (10:00 AM) UTC. |
| 12 | AD Reference Code | 4D |

MWCR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | Trucks 1.5-3.5 tonnes. |
| 2 | Fuel/oil types | Jet A1, AVGAS 100 LL, oil, all types normally available. |
| 3 | Fueling facilities/capacity | 3 Jet A1 trucks 20 000 Gal, 1 AVGAS 100 LL truck 750 Gal, AVGAS Cabinet. |
| 4 | Hangar space for visiting aircraft | By arrangement with the AD. |
| 5 | Repair facilities for visiting aircraft | By arrangement with the AD. |
| 6 | Remarks | Handling services available within AD HR or by arrangement with the AD. |

MWCR AD 2.5 PASSENGER FACILITIES

| | | |
|---|-----------------------------|--|
| 1 | <i>Hotels</i> | Near the AD and Island-wide. |
| 2 | <i>Restaurants</i> | Restaurant at AD and Island-wide. |
| 3 | <i>Transportation</i> | Buses, taxis and car hire from the AD. |
| 4 | <i>Medical facilities</i> | First aid at AD. Hospital in George Town. |
| 5 | <i>Bank and Post Office</i> | At AD. Open within AD HR. Post Office located near AD. |
| 6 | <i>Tourist Office</i> | Office in George Town. Tel: (345) 949 0623 Fax: (345) 949 4053 |
| 7 | <i>Remarks</i> | Nil |

MWCR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|-------------------------------|---|
| 1 | AD category for fire fighting | Within AD HR: CAT 7 CAT 9 available on request. |
| 2 | Rescue equipment | 1 boat with 300 persons life-raft capacity. |
| 3 | Remarks | Outside AD HR, fire fighting service to be requested. |

MWCR 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|------------------------------------|----------------|
| 1 | <i>Types of clearing equipment</i> | Not applicable |
| 2 | <i>Clearance priorities</i> | Not applicable |
| 3 | <i>Remarks</i> | Nil |

MWCR 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | Surface: Asphalt and Concrete Strength: 43/F/B/W/T |
| 2 | Taxiway width, surface and strength | Width: A:23M B:23M C:28M D:23M Surface: Asphalt Strength: 'A' 85/F/A/W/T 'B' 78/F/A/W/T 'C' 30/F/A/W/T 'D' 35/F/A/W/T Centerline points--Completed in next WGS-84 survey |
| 3 | ACL location and elevation | To be Developed |
| 4 | VOR checkpoints | TWY A: N19 17 32.91 W081 21 47.16– RDL 074, 0.5 NM TWY C: N19 17 38.08 W081 21 29.47– RDL 075, 0.8 NM |
| | VOR checkpoint Frequency | 115.600MHz |
| | Aircraft stands | 1: 191741.95 N812131.92W 4:191742.93N 812127.74W 1A: 191742.03N 812131.62W 5:191743.25N 812126.39W 2: 191742.24 N812130.56W 6:191743.57N 812125.03W 2A: 191742.47N 812129.78W 7:191743.91N 812123.69W 3: 191742.62 N812129.08W 8:191744.27N 812122.21W |
| | Remarks | Nil. |

MWCR 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|--|--|
| 1 | Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands | TWY and RWY signs at all holding positions. Parking position signs and markings at Main Terminal Apron. |
| 2 | RWY and TWY markings and LGT | RWY: Designation, THR, TDZ, center line markings, runway edge/end marked and lighted as appropriate. TWY: Edge and centerline lights taxiway C&D only. Edge lights TWY A&B. Holding position at all TWY/RWY intersections marked. |
| 3 | Stop bars | Nil |
| 4 | Remarks | Nil |

MWCR AD 2.10 AERODROME OBSTACLES

| <i>In approach/TKOF areas</i> | | | <i>In circling area and at AD</i> | | <i>Remarks</i> |
|-------------------------------|---|--------------------------|---|--------------------------|----------------|
| 1 | | | 2 | | 3 |
| <i>RWY/Area affected</i> | <i>Obstacle type Elevation Markings/LGT</i> | <i>Coordinates</i> | <i>Obstacles Elevation Markings/LGT</i> | <i>Coordinates</i> | |
| a | b | c | a | b | |
| 08/APCH 26/TKOF | VOR 11 M/38 FT LGTD | 191721.78N 812219.36W | Windsock Mast 8 M/ 27 FT | 191730.65N 812154.18W | |
| | Electricity Pole 11 M/36 FT LGTD | 191723.15N 812225.49W | Windsock Mast 7 M/ 24 FT | 191736.30N 812106.23W | |
| | Electricity Pole 12 M/39 FT LGTD | 191724.44N 812226.65W | Anemometer Mast 11 M/ 35 FT | 191735.86N 812106.02W | |
| | Electricity Pole 14 M/45 FT LGT | 191716.01N 812226.01W | Anemometer Mast 8 M/ 28 FT | 191731.65N 812150.44W | |
| 26/APCH 08/TKOF | | | AWOS Mast 11 M/ 38 FT | 191731.13N 812154.30W | |
| | | | ATC Tower 20 M/66 FT LGTD | 191738.75N 812142.89W | |
| | | | Radar Antenna 29 M/95 FT LGTD | 191750.65N 812107.12W | |
| | | | Stadium 43M/140 FT LGTD | 191645.60N 812257.15W | |
| | | | Antenna 84M/277 FT LGTD | 191651.95N 811802.33W | |
| | | | Antenna 93 M/304 FT LGTD | 191718.84N 811557.36W | |
| | | | Antenna 96 M/315 FT LGTD | 191757.33N 812226.11W | |

MWCR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|--|
| 1 | Associated MET Office | Cayman Islands National Weather Service (CINWS) |
| 2 | Hours of service | 1000 – 0300 UTC |
| 3 | Office responsibility for TAF preparation Period of validity | Cayman Islands National Weather Service 24 HR – 0606,1212,1818,0024 UTC |
| 4 | Type of landing forecast Interval of issuance | TAF 6 HR |
| 5 | Briefing/consultation provided | Personal consultation and climatology |
| 6 | Flight documentation Language (s) used | Charts, abbreviated plain language text English |
| 7 | Charts and other information available for briefing or consultation | Wind /Temp charts for various flight levels, upper sounding charts, SFC Charts, SIGWX |
| 8 | Supplementary equipment available for providing information | Radar, Satellite receiving station, Internet Telephone &Fax, |
| 9 | ATS units provided with information | Brac TWR, Owen Roberts TWR Cayman APP |
| 10 | Additional information (limitation of service, etc.) | <ol style="list-style-type: none"> 1.) There is a contractual agreement with Cayman Airways for the provision of meteorological observation to be provided for 0400 and 0500 UTC on Sunday only. This agreement could be terminated at the discretion Cayman Airways. 2.) Wind Data within the meteorological observations are based on landing zone of RWY 08. Wind measurement is also available for landing zone of RWY 26 and can be obtained from Owen Roberts TWR 3.) 0024 TAF will be cancelled at 0300 UTC on Mon-Sat with the TAF being cancelled at 0500 UTC on Sundays. TAF will be cancelled at 0500 UTC. TAF distribution is resumed at 1100 UTC |

MWCR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and Surface of RWY and SWY | THR coordinates | THR elevation and Highest elevation of TDZ of Non-Precision APP RWY | |
|---------------------------|--|--------------------------|---|--------------------------|--|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | |
| 08 | 076 ⁰ GEO 080 ⁰ MAG | 2135 x 46 | 26/F/B/W/T Asphalt Grooved | 191725.56N 812203.46W | THR 2.4 M/8 FT * see note | |
| 26 | 256 ⁰ GEO 260 ⁰ MAG | 2135 x 46 | 26/F/B/W/T Asphalt Grooved | 191742.45N 812052.49W | THR 1.7 M/5 FT * see note | |
| Slope of RWY-SWY | SWY Dimensions (M) | CWY Dimensions (M) | Strip Dimensions (M) | OFZ | RESA | Remarks |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Nil | Nil | 150 x 150 | 2 255 x 150 | Nil | 90 x 90 | |
| Nil | Nil | 150x 150 | 2 255 x 150 | Nil | NIL | |

* Geoid Undulation data will be provided once new Geoid model becomes available.

Note: Declared Distances is calculated in accordance with Annex 14 Volume 1 Attachment A.

MWCR AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|-----------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08 | 2011 | 2285 | 2135 | 2135 | *see note below |
| 26 | 2135 | 2285 | 2135 | 2011 | |

*90m x90m RESA commences 60m east of RWY 26 Threshold.

MWCR AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT Type LEN INTST | THR LGT Color WBAR | PAPI | TDZ LGT LEN | RWY Center Line LGT Length, spacing, Color, INTST | RWY Edge LGT LEN, spacing Color INTST | RWY End LGT Color WBAR | SWY LGT LEN (M) Color | Remarks |
|----------------|-------------------------|--------------------|---------------------------------|-------------|---|---------------------------------------|------------------------|-----------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 08 | ODALS REILS 600 M LIM | Green - | PAPI Left/3 ⁰ (8 FT) | Nil | Nil | 2 136 200ft White, LIH | Red - | Nil | Nil |
| 26 | REILS | Green - | PAPI Left/3 ⁰ (5 FT) | Nil | Nil | 2 134 200ft White, LIH | Red - | Nil | Nil |

MWCR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: ATC Tower, FLG W G EV 2 SEC/IBN: Nil 1200 – 0200 UTC |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: Nil Anemometer: 375 M from THR 08 & LGT |
| 3 | TWY edge and center line lighting | Edge: All TWY Center line: TWY C and D |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at AD. Switch-over time: 15 SEC |
| 5 | Remarks | Nil |

MWCR AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|-----------------|
| 1 | Coordinates TLOF or THR of FATO | To be developed |
| 2 | TLOF and/or FATO elevation M/FT | To be developed |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | To be developed |
| 4 | True and MAG BRG of FATO | To be developed |
| 5 | Declared distance available | To be developed |
| 6 | APP and FATO lighting | To be developed |
| 7 | Remarks | Nil |

MWCR 2.17 ATS AIRSPACE

| | | |
|---|--|--|
| 1 | <i>Designated and lateral limits</i> | OWEN ROBERTS CTR A circle, radius 10 NM centered at 191732.77N 812133.08W |
| 2 | <i>Vertical limits</i> | SFC to 1500 MSL |
| 3 | <i>Airspace classification</i> | D |
| 4 | <i>ATS unit call sign</i> <i>Language (s)</i> | Owen Roberts Tower English |
| 5 | <i>Transition altitude</i> | 1 7000 FT MSL |
| 6 | <i>Remarks</i> | Nil |

MWCR AD 2.18 ATS COMMUNICATION FACILITIES

| <i>Service Designation</i> | <i>Call sign</i> | <i>Frequency</i> | <i>Hours of operation</i> | <i>Remarks</i> |
|----------------------------|--------------------|----------------------------|---------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| APP | Cayman Approach | 120.200 MHz 121.500 MHz | 1200 – 0200 UTC | Primary frequency Emergency frequency |
| TWR | Owen Roberts Tower | 118.000 MHz 121.900 MHz | 1200 – 0200 UTC | Primary frequency Secondary frequency |
| ATIS | | 132.350 MHz | 1200 – 0200 UTC | Primary frequency |

MWCR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| <i>Type of aid</i> | <i>ID</i> | <i>Frequency</i> | <i>Hours of operation</i> | <i>Site of Transmitting Antenna Coordinates</i> | <i>Elevation of DME transmitting Antenna</i> | <i>Remarks</i> |
|-------------------------------|-----------|------------------|---------------------------|---|--|----------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| VOR/DME (4 ⁰ W) | GCM | 115.600 MHz | H24 | 191721.89N 812218.87W | 2.4 M/8 FT | Nil |

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:

See also MWCR AD 2.21 – Noise Abatement Procedures

6.2 VFR training flights are NOT permitted at night.

7. Non-scheduled flight – limitations

7.1 Non-scheduled public air traffic wishing to operate outside the published airport operational hours, is permitted only after prior approval from the Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

7.2 Any request for approval of traffic shall contain the following information:

- a) Owner/operator
- b) Type of aircraft/helicopter, registration/call sign
- c) Date, arrival time/departure time, destination(s).

7.3 Furthermore, other details relevant to the evaluation of the request shall be given as required.

8. Removal of disabled aircraft from runway

8.1 When an aircraft is disabled on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

MWCR AD 2.21 NOISE ABATEMENT PROCEDURES**1. General provisions**

- 1.1 In case of special meteorological conditions such as CBs, significant wind variations, etc. in the approach and take-off sectors, the ATS can, at its discretion or on request from the pilot-in-command, deviate from the provisions below, if deemed necessary for safety reasons.
- 1.2 Deviations are permitted in connection with:
- a) Take-off and landing for vital flights, such as ambulance and transplantation flights, and the like.
 - b) Take-off and landing in connection with rescue operations.
 - c) Take-off and landing in connection with security control of the airport area.
 - d) Landing in such cases where the aircraft during flight has experienced reduced airworthiness, and the pilot-in-command judges it necessary to land.
 - e) Landing where the pilot-in-command declares an emergency situation.
 - f) Training flights conducting simulated force landings.

2. Restrictions

- 2.1 The restrictions below are for jet aircraft with low bypass ratio engines, irrespective of weight. Flights below 1500 FT, within 2000 FT of the coastline are prohibited, except for take-off and landing.

2.1.1 Landing restriction RWY 08

- a) Turns to final shall not be made over George Town and aircraft shall be established on final approach course prior to crossing the coastline.

2.1.2 Take-off restrictions RWY 08

- a) Take-off must be commenced from RWY 08, unless the prevailing winds dictate the use of RWY 26. Climb on runway heading until 3 000 ft before proceeding on course, between 0000 and 1200 UTC.
- b) Take-off to 1 000 ft above aerodrome elevation (*Figure 1*):
 - take-off power/thrust
 - take-off flap
 - climb at $V_2 + 10$ to 20 kt

At 1 000 ft:

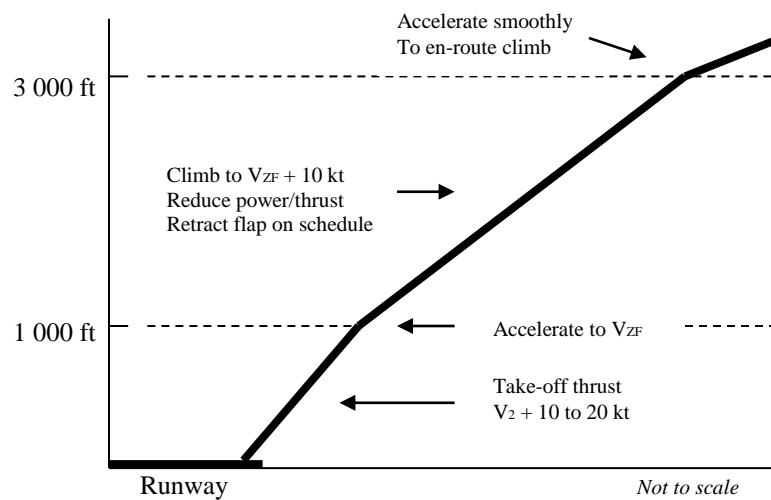
- maintain a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (V_{ZF}) retracting flaps on schedule;
- thereafter reduce thrust consistent with the following:

- 1) reduce power/thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine out climb gradient; and
 - thereafter, from 1 000 ft to 3 000 ft:
 - continue climb at not greater than $V_{ZF} + 10$ kt.

At 3 000 ft:

- accelerate smoothly to en-route climb speed.

Figure 1



1.1.1 Landing restriction RWY 26

Nil.

1.1.2 Take-off restriction RWY 26

- a) As in 2.1.2 b) above.

2. Training flights

- 2.1 Training flights operating in the aerodrome traffic circuit are required to make right hand circuits for RWY 08 and left hand circuits for RWY 26, unless otherwise instructed by ATC.

3. Reporting

(To be developed)

MWCR AD 2.22 FLIGHT PROCEDURES**1. General**

- 1.1 Unless special permission has been obtained from Cayman Approach or Owen Roberts Tower as appropriate, flight within the Cayman TMA or Owen Roberts CTR shall be in accordance with the Visual Flight Rules and Instrument Flight Rules of ICAO Annex 2.

2. Procedures for IFR flights within Cayman TMA

- 2.1 The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

3. Speed Limitations

- 3.1 IFR and VFR aircraft operations in excess of 250 knots IAS, below 10 500 feet, is not permitted within the Cayman TMA and Owen Roberts CTR.

4. Communication failure

- 4.1 In the event of communication failure, the pilot shall act in accordance with the communication failure procedures listed below. For the Owen Roberts CTR, information concerning the associated navigation aids and the routing is given on page ENR 3.1-1 and 4.1-1

4.1.1 Air-ground

- a) When an aircraft fails to establish contact with Cayman Approach on 120.2 MHz or Owen Roberts tower on 118.0 MHz, it shall attempt to establish contact on another frequency appropriate to the route. If this attempt fails, the aircraft shall attempt to establish communication with other aircraft on 120.2 MHz or 118.0 MHz.
- b) If the above attempts fail the aircraft shall transmit its message twice to Cayman Approach on 120.2 MHz, preceded by the phrase "TRANSMITTING BLIND".

4.1.2 Receiver failure

- a) When an aircraft is unable to establish communication due to receiver failure, it shall transmit reports at the scheduled times, or positions, on 120.2 MHz, preceded by the phrase "TRANSMITTING BLIND DUE TO RECEIVER FAILURE". The aircraft shall transmit the intended message, following this by a complete repetition. During this procedure, the aircraft shall also advise the time of its next intended transmission.
- b) In addition to complying with 4.1.2 a), aircraft shall transmit information regarding the intention of the pilot-in-command with respect to the continuation of the flight of the aircraft.
- c) When an aircraft is unable to establish communication due to airborne equipment failure it shall, when so equipped, select SSR code 7600 to indicate radio failure.

4.1.3 Ground-to-air

- a) When Cayman Approach or Owen Roberts tower is unable to establish contact with an aircraft on 120.2 MHz or 118.0 MHz, as appropriate, it shall request Brac tower to render assistance by calling the aircraft and relaying traffic, if necessary;
 - b) request aircraft on the route to attempt to establish communication with the aircraft and relay traffic, if necessary.
- 4.1 In addition, the aircraft, when forming part of the aerodrome traffic, shall keep a watch for such instructions as may be issued by visual signals.
- 4.1.1 If in visual meteorological conditions, the aircraft shall:
- a) continue to fly in visual meteorological conditions; and
 - b) land.
- 4.1.2 If in instrument meteorological conditions or when conditions are such that it does not appear feasible to complete the flight in accordance with 4.2.1, the aircraft shall:
- a) maintain the last assigned speed and level for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
 - b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with c) below, hold over this aid until commencement of descent;
 - c) commence descent from the navigation aid specified in b) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
 - d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
 - e) land if possible, within thirty minutes after the estimated time of arrival specified in c) or the last acknowledged expected approach time, whichever is later.

5. Procedures for VFR flights within the Cayman Islands TMA

- 5.1 Provided traffic conditions so permit, ATC clearance for VFR flights will be given under conditions described below:
- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.
 - b) ATC clearance shall be obtained immediately before entering the area concerned.
 - c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
 - d) Deviation from the ATC clearance may only be made when prior permission has been obtained.

- e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- f) Two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency is on page AD 2-32.

Note. - ATC clearance is intended only to provide separation between IFR AND VFR flights.

Procedures for VFR flights within Owen Roberts CTR

- a) A flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the Control Zone.

VFR routes within Owen Roberts CTR

Arrival and departure routes for VFR traffic are established as depicted on the Visual Approach Chart.

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:

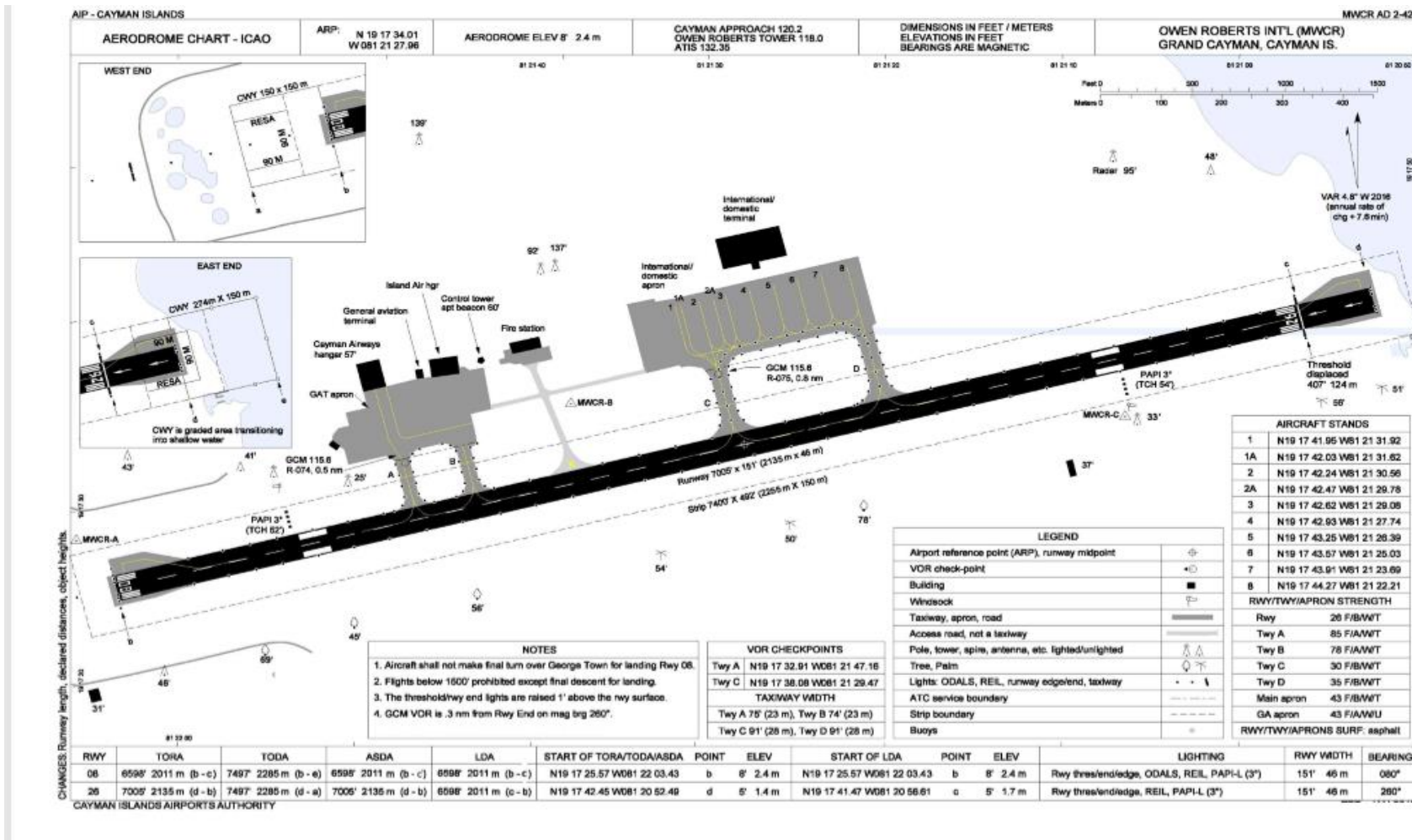
Director of Air Navigation Services
Unit 2 Cayman Grand Harbour
P.O. Box 10277
Grand Cayman KY1-1003
CAYMAN ISLANDS

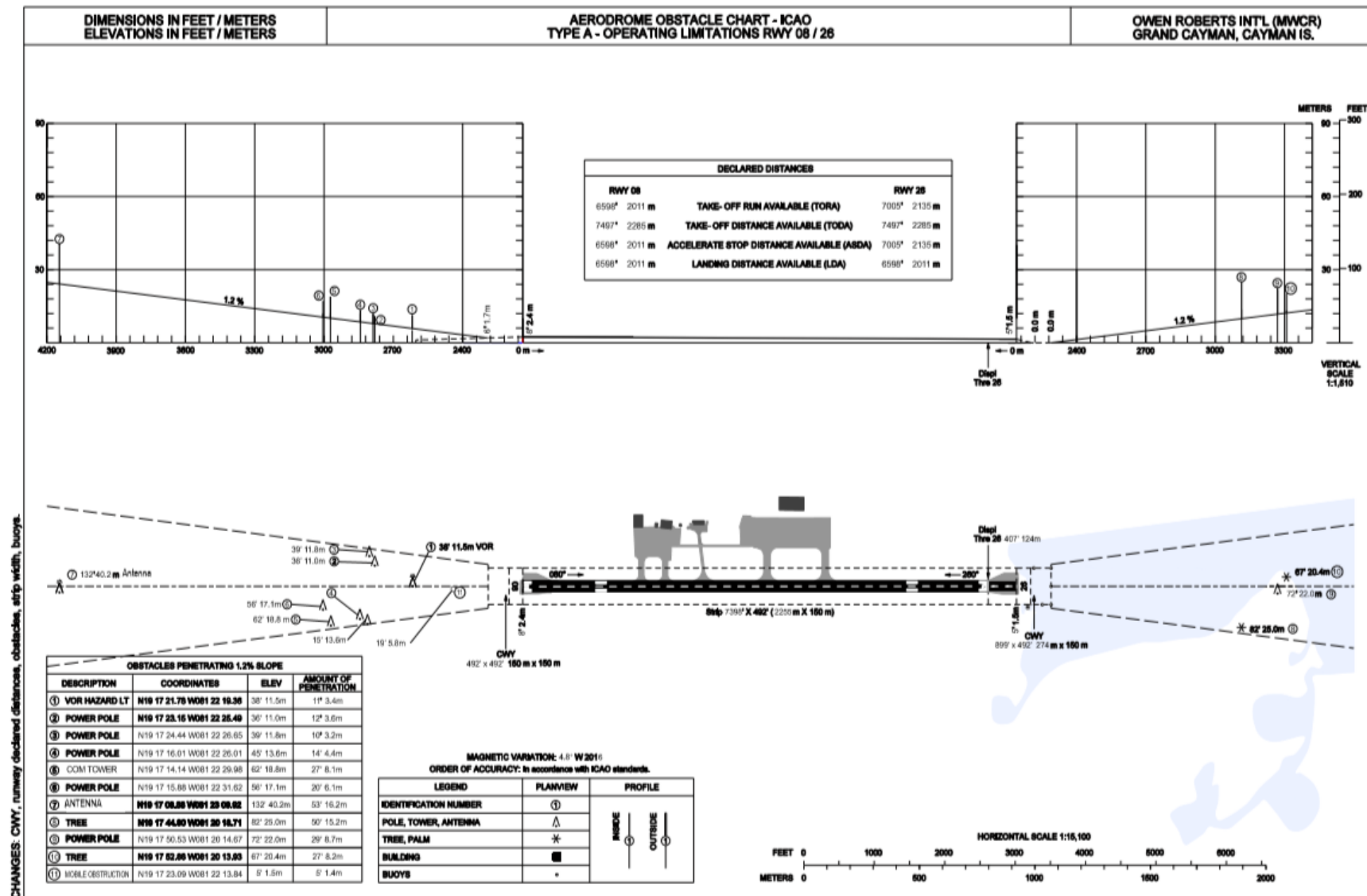
TEL: 345 949 7811
FAX: 345 949 0761
Email: mor@caacayman.com
Website: www.caacayman.com

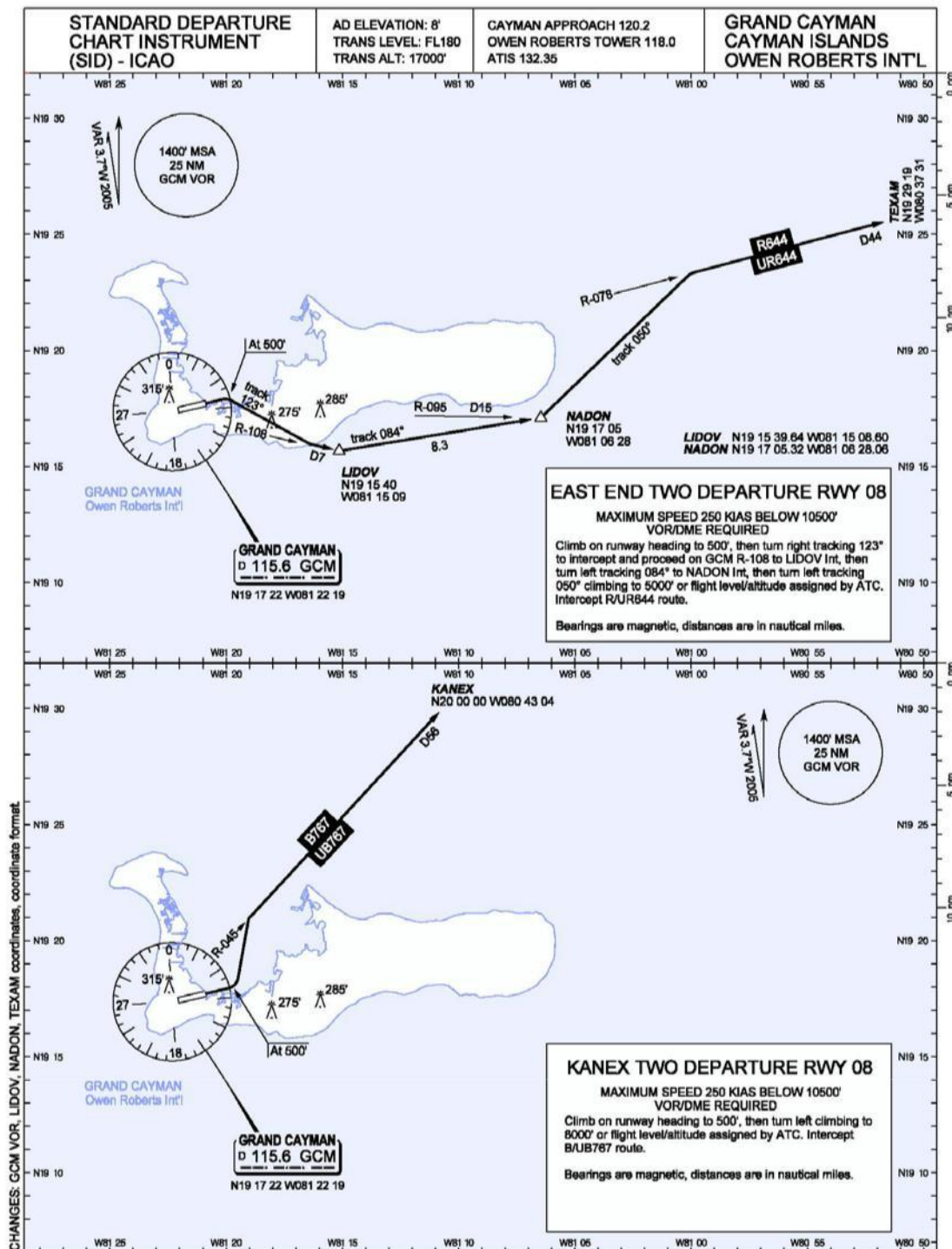
2.2.2 Any supplementary information on the circumstances under which the incident took place should be included.

MWCR AD 2.24 CHARTS RELATED TO AN AERODROME

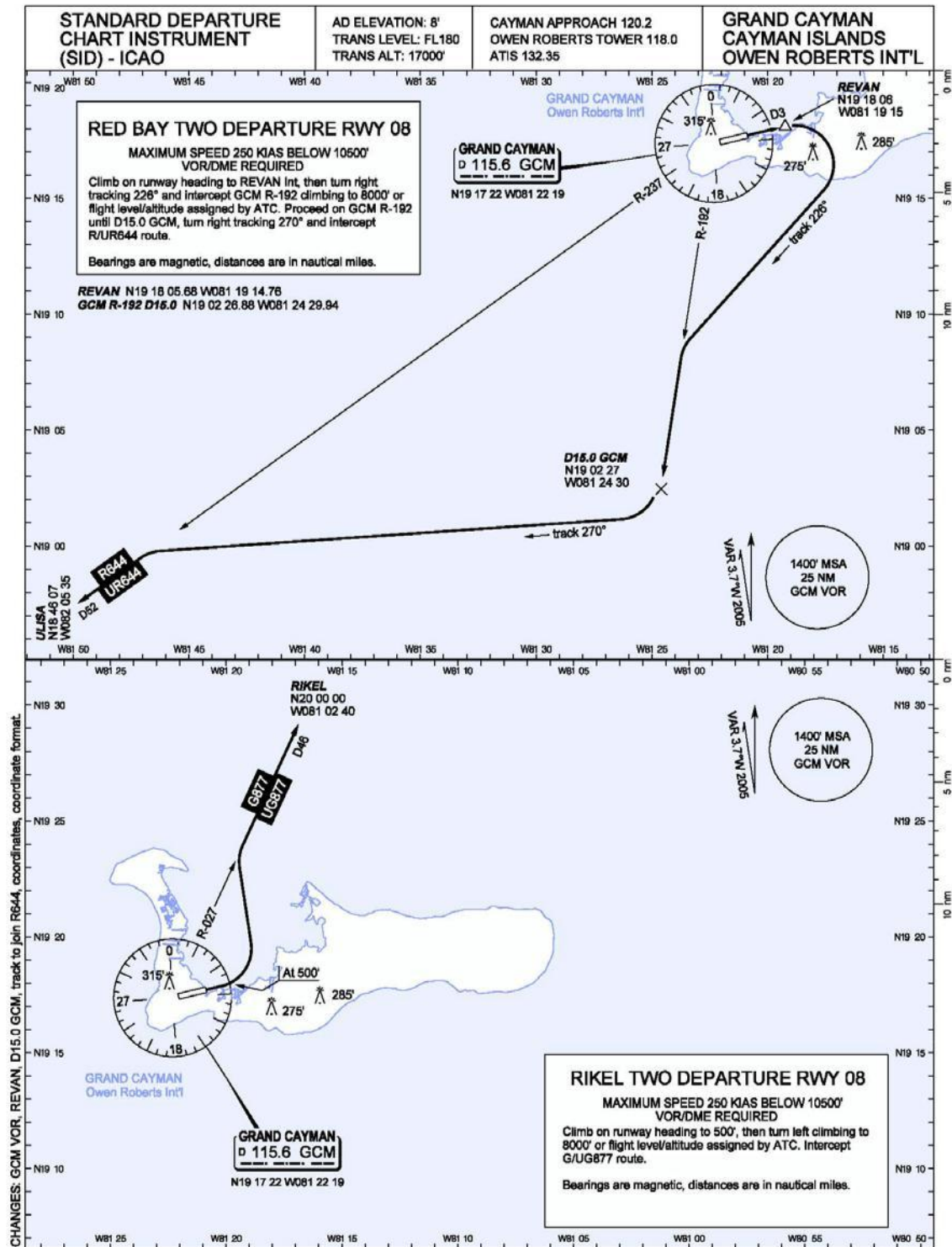
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|--|--------------|
| Aerodrome Chart | MWCR AD 2-42 |
| Aerodrome Obstacle Chart – ICAO Type A (for each runway) | MWCR AD 2-43 |
| Standard Departure Charts- (RWY08) | MWCR AD 2-44 |
| EAST END TWO | |
| KANEX TWO | MWCR AD 2-45 |
| MAMBI TWO | |
| NARLO TWO | MWCR AD 2-46 |
| RED BAY TWO | |
| RIKEL TWO | MWCR AD 2-47 |
| STING RAY TWO | |
| TEXAM TWO | MWCR AD 2-48 |
| TURTUGA TWO | |
| ULISA TWO | |
| Standard Departure Charts (RWY26) | |
| KANEX TWO | MWCR AD2-49 |
| MAMBI TWO | |
| NALRO TWO | MWCR AD2-50 |
| SEAVIEW TWO | |
| TEXAM TWO | MWCR AD2-51 |
| ULISA TWO | |
| ATUVI TWO | MWCR AD2-52 |
| Standard Arrival Charts | |
| GORAN THREE | MWCR AD2-53 |
| GORAN THREE | MWCR AD2-54 |
| VOR/DME Instrument Approach Chart-(RWY 08) | MWCR AD 2-55 |
| VOR Instrument Approach Chart-(RWY 08) | MWCR AD 2-56 |
| VOR/DME Instrument Approach Chart-(RWY 26) | MWCR AD 2-57 |
| VOR Instrument Approach Chart-(RWY 26) | MWCR AD 2-58 |
| Visual Approach Charts | |
| NORTH SIDE VISUAL APPROACH –(RWY 08) | MWCR AD 2-60 |
| SOUTH SIDE VISUAL APPROACH –(RWY 08) | |
| RNAV (GPS) Instrument Approach Chart –(RWY 08) | MWCR AD2-61 |
| RNAV (GPS) Instrument Approach Chart-(RWY 26) | MWCR AD 2-62 |



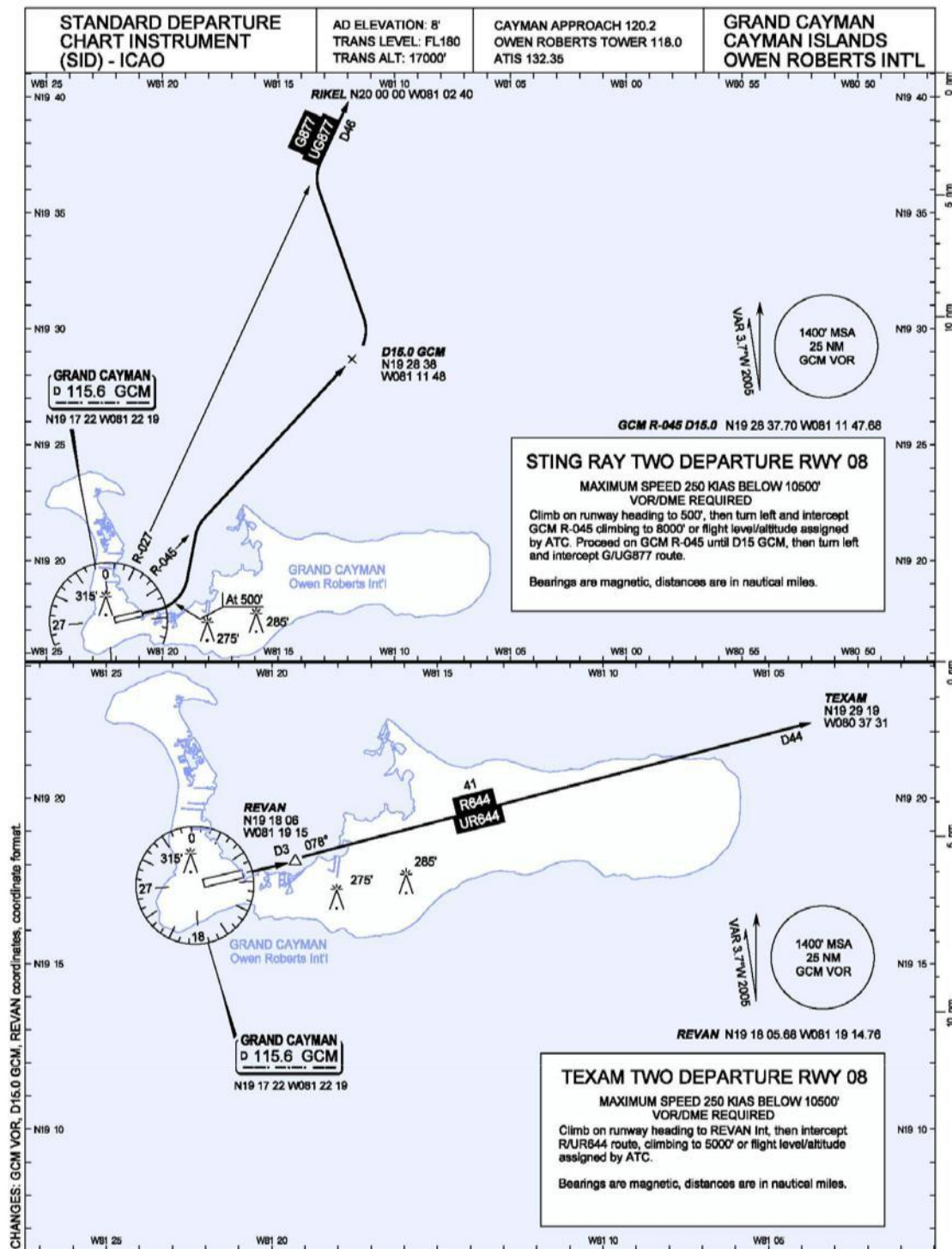




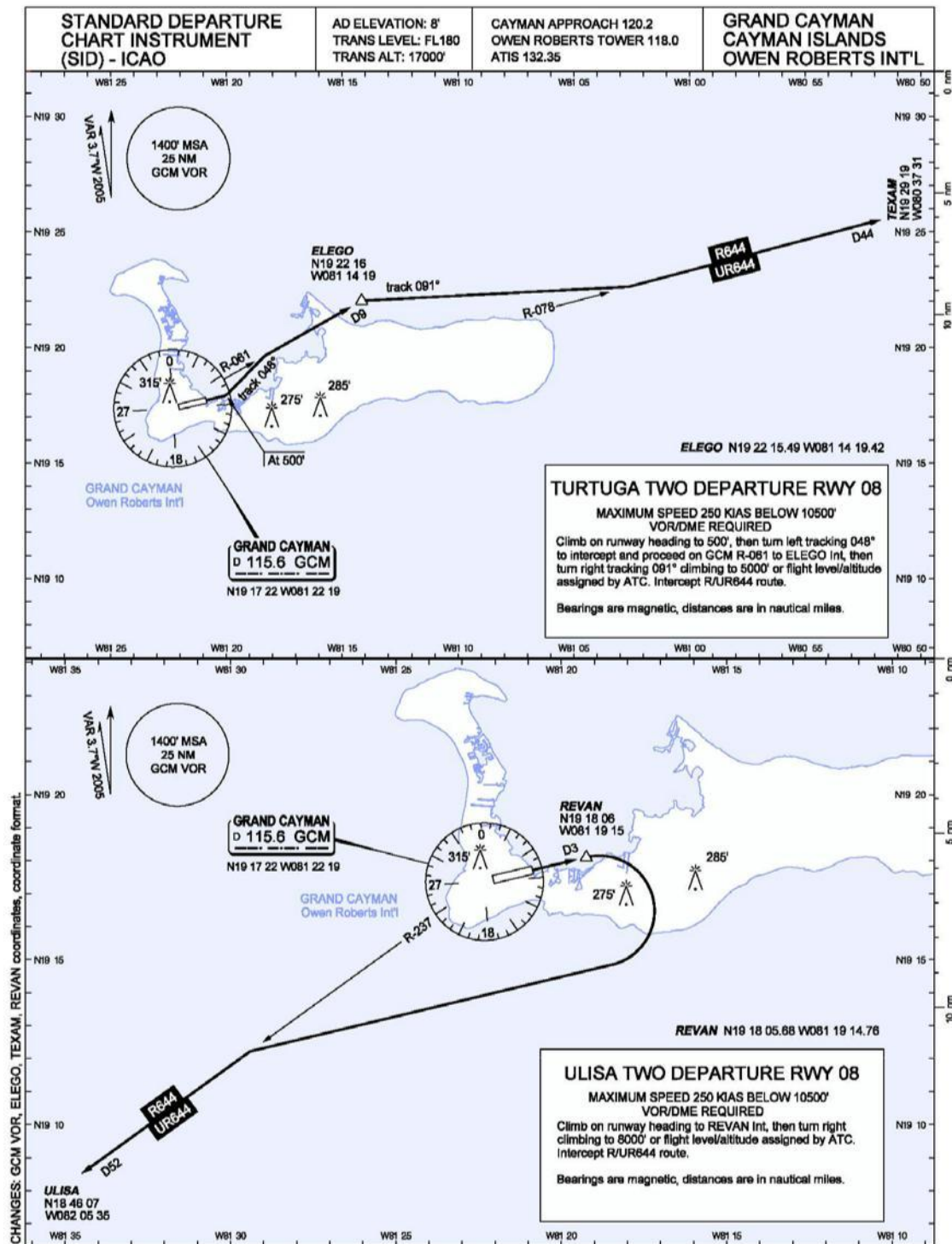
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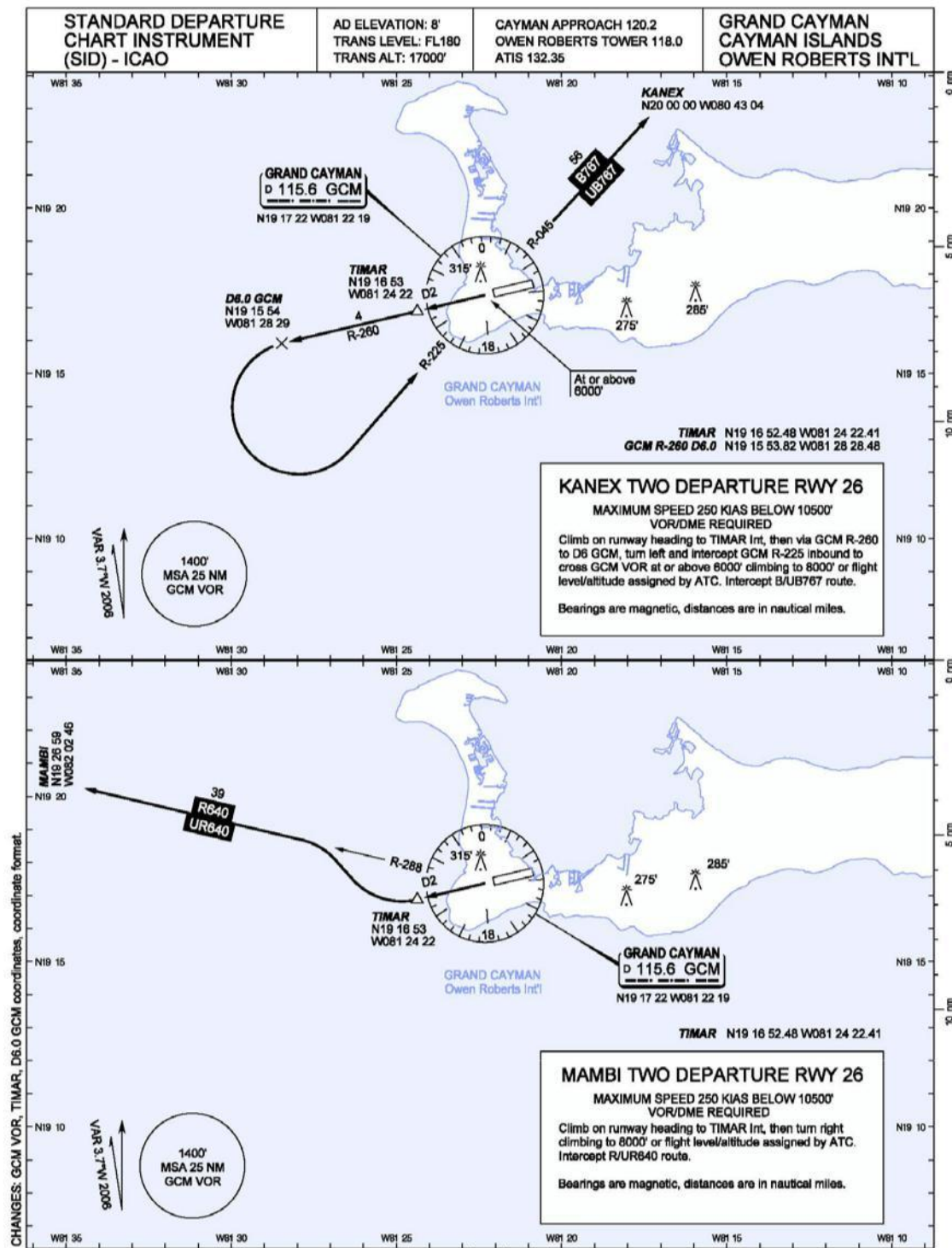
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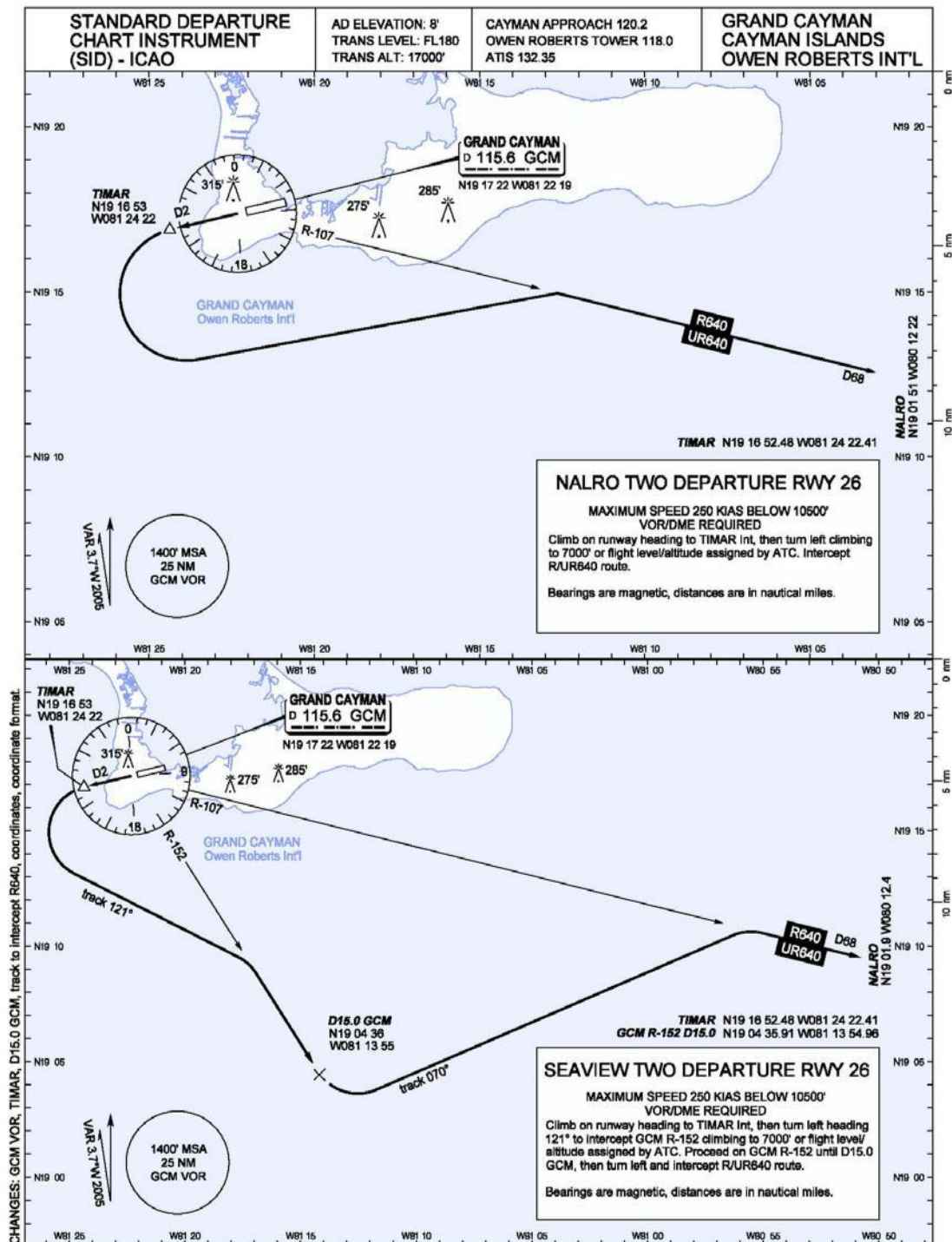
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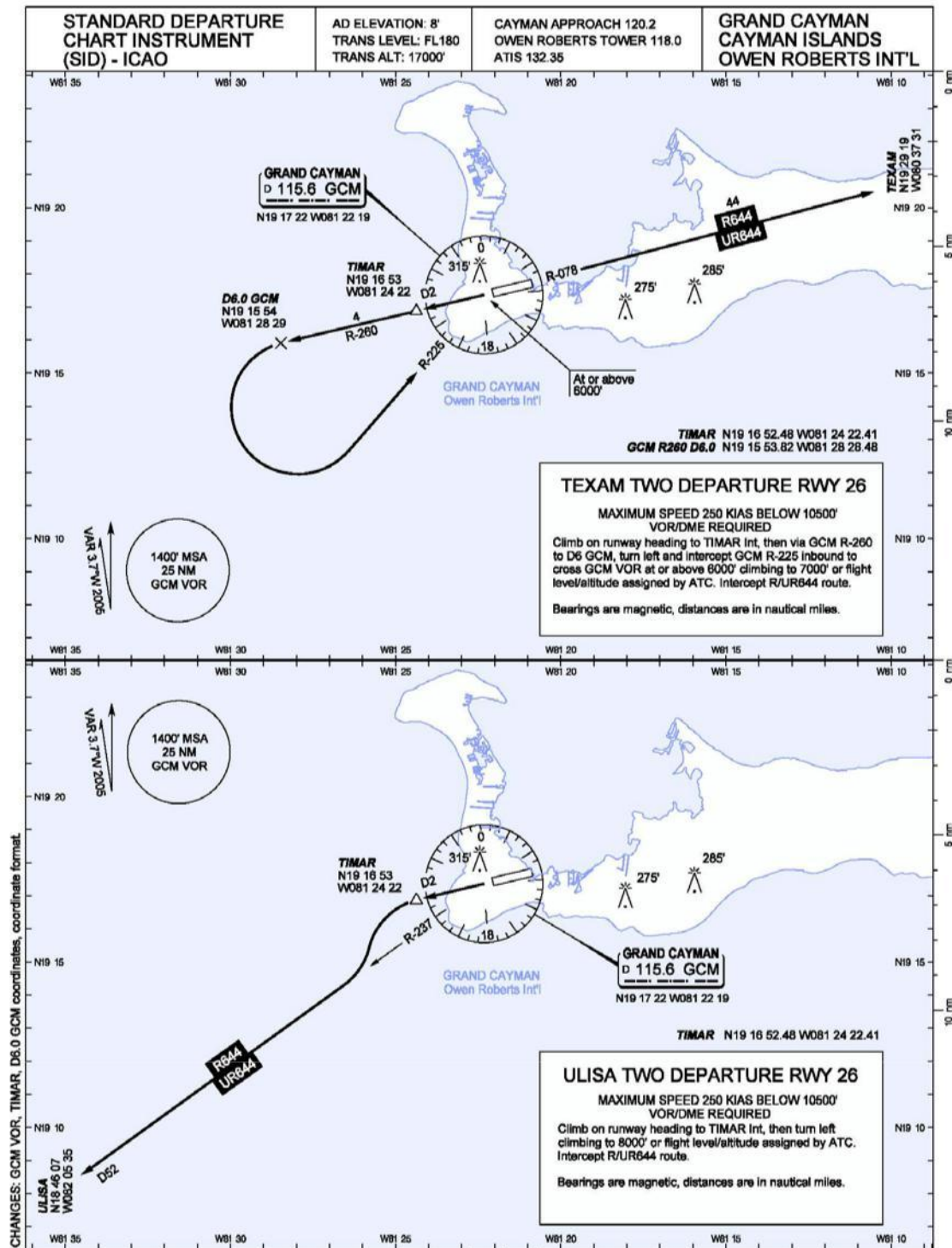
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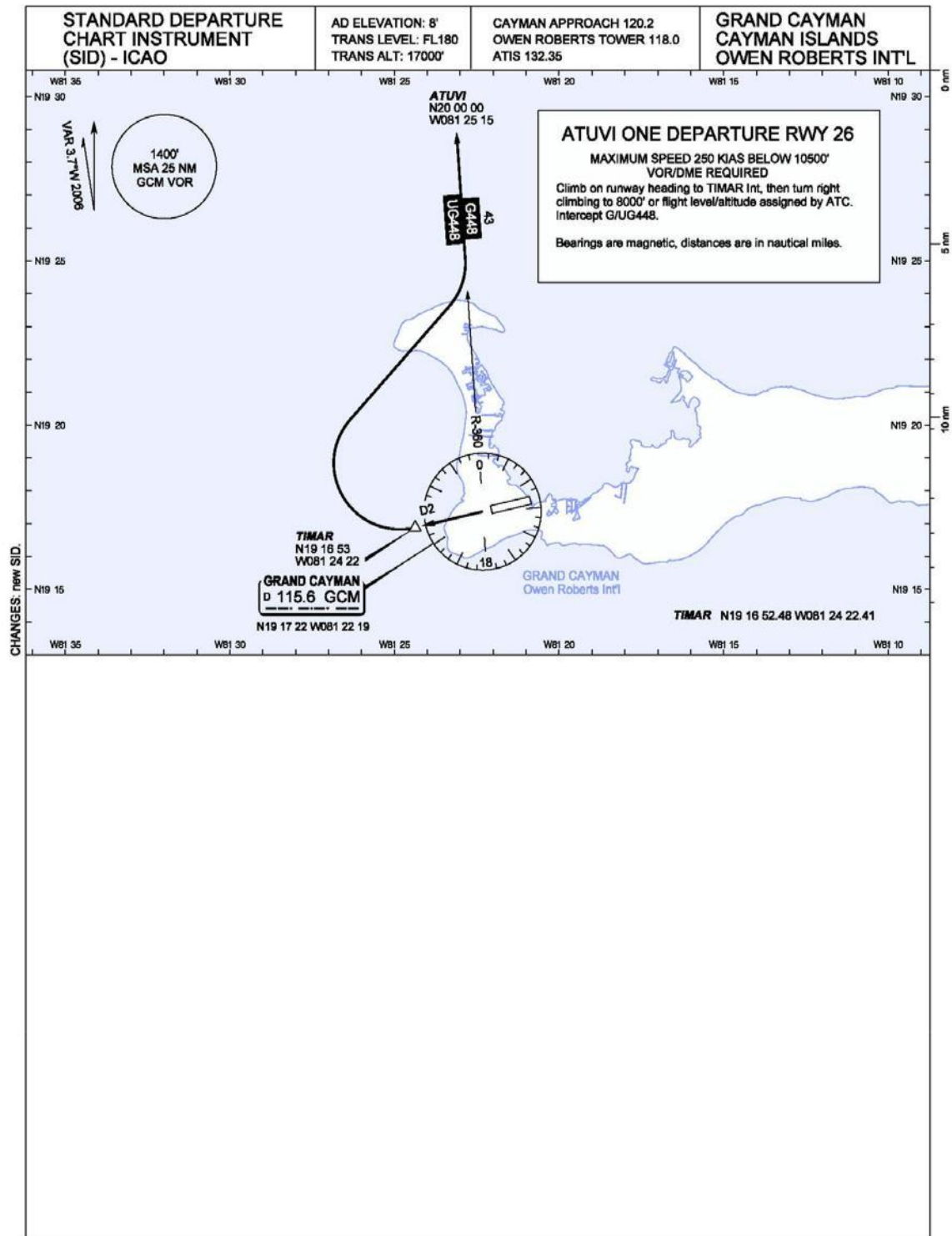
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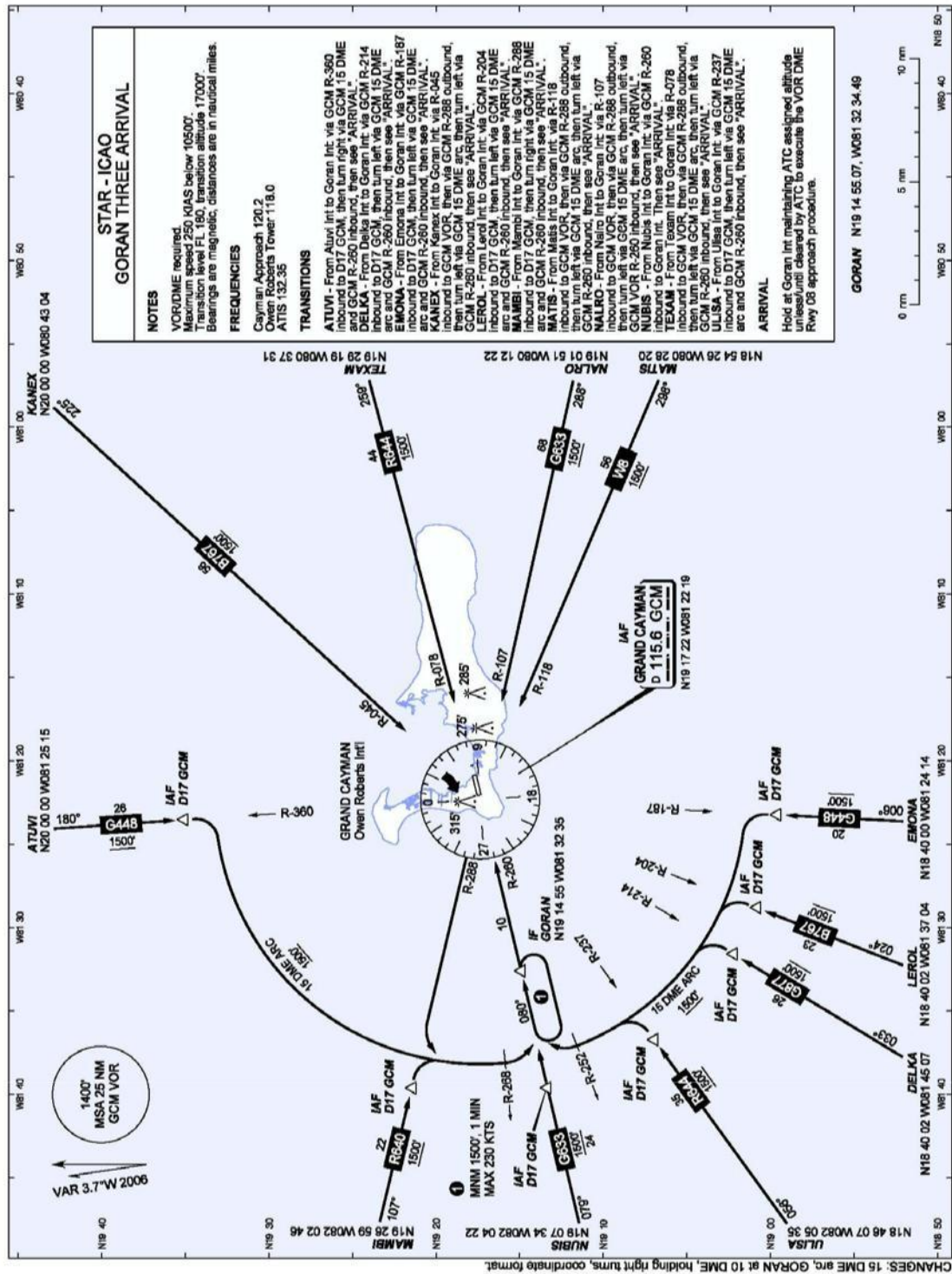
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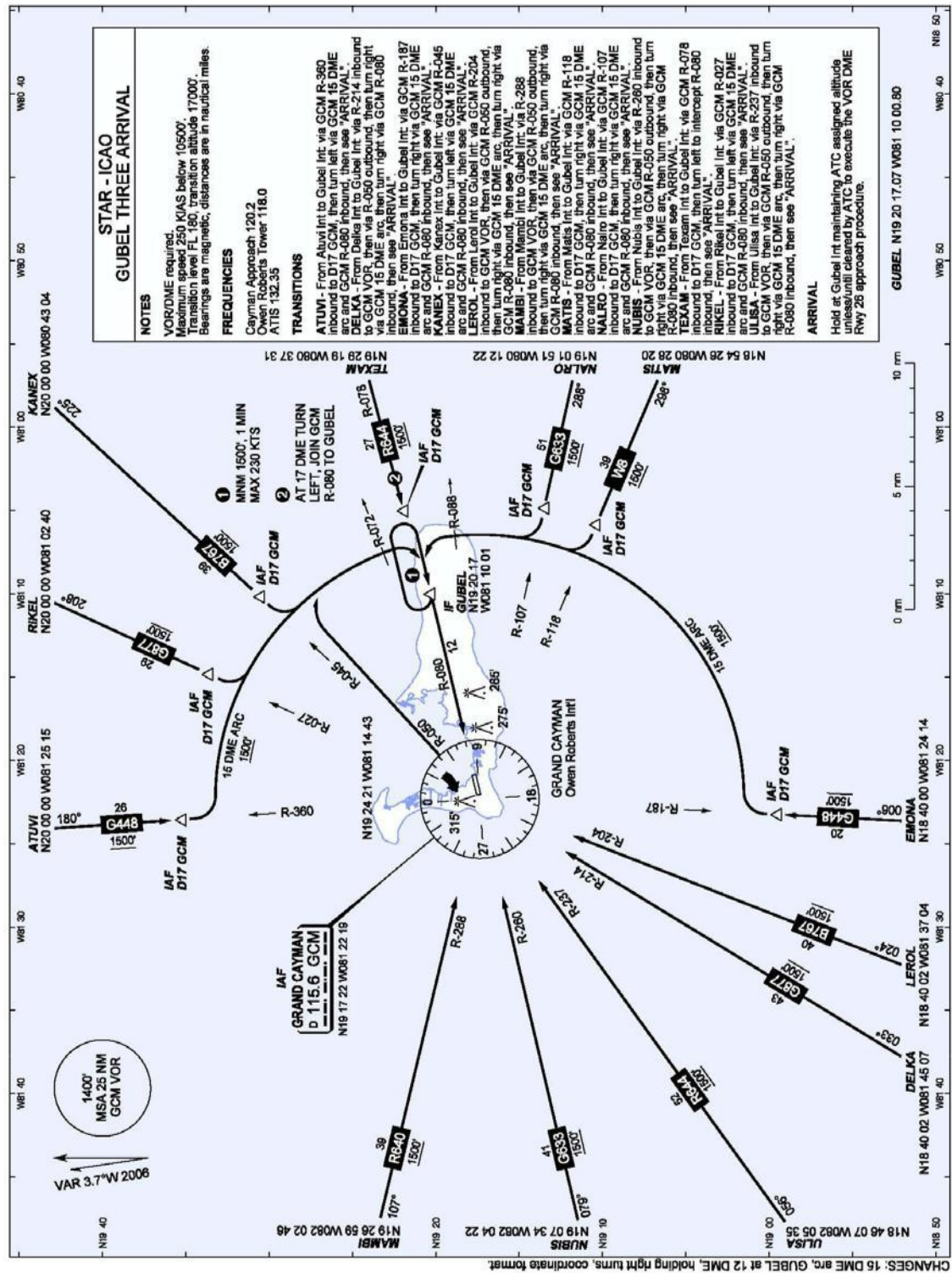
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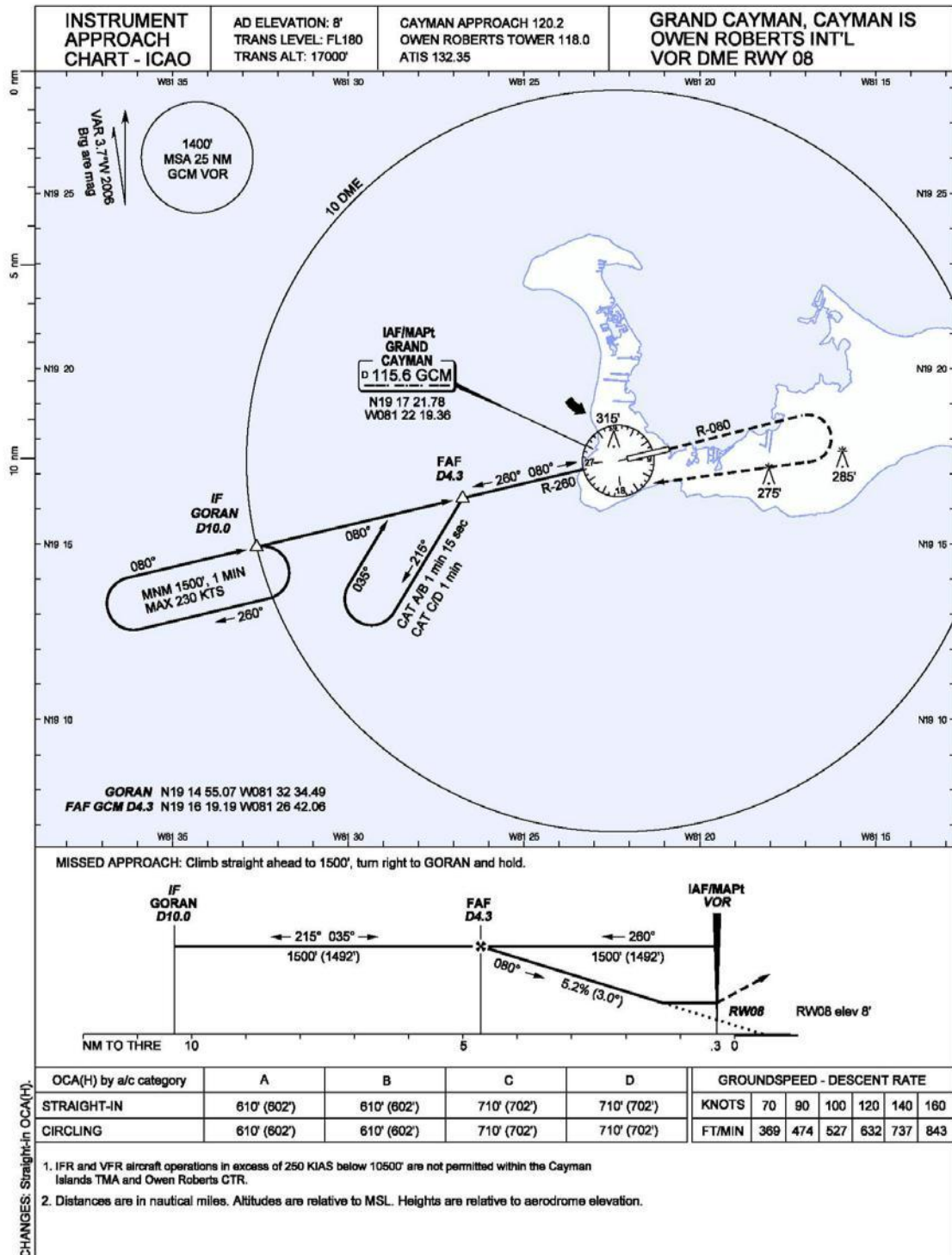
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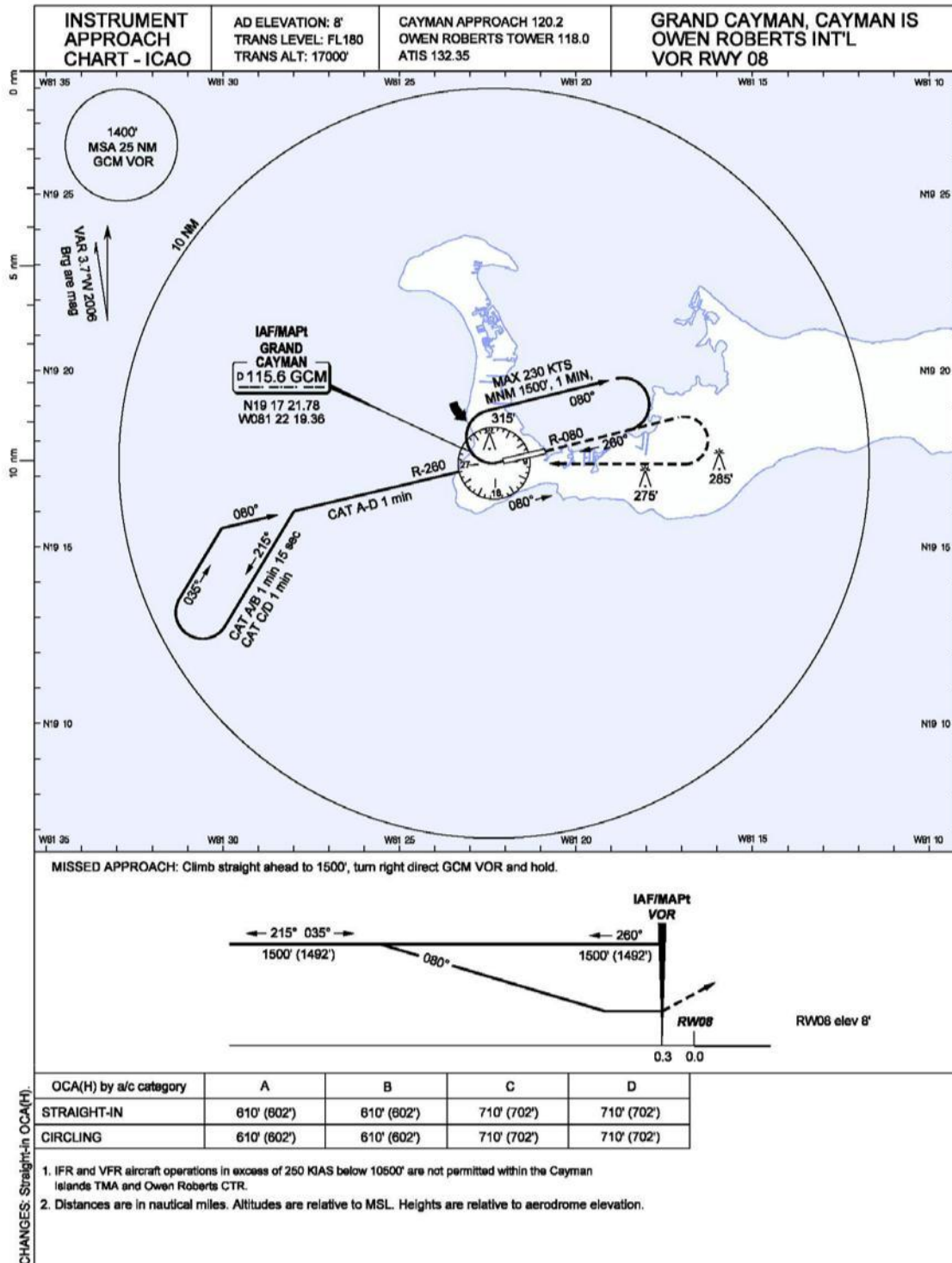
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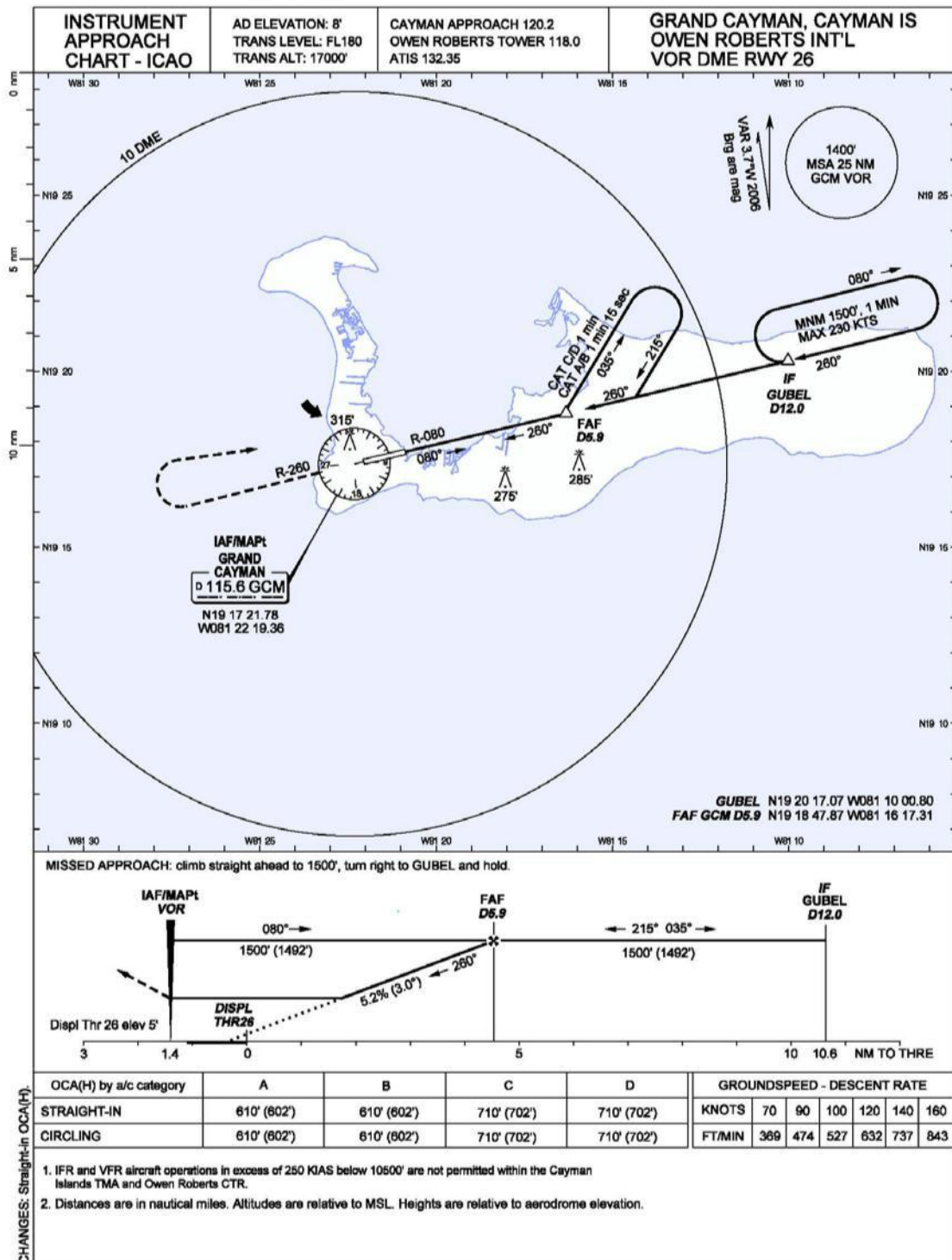
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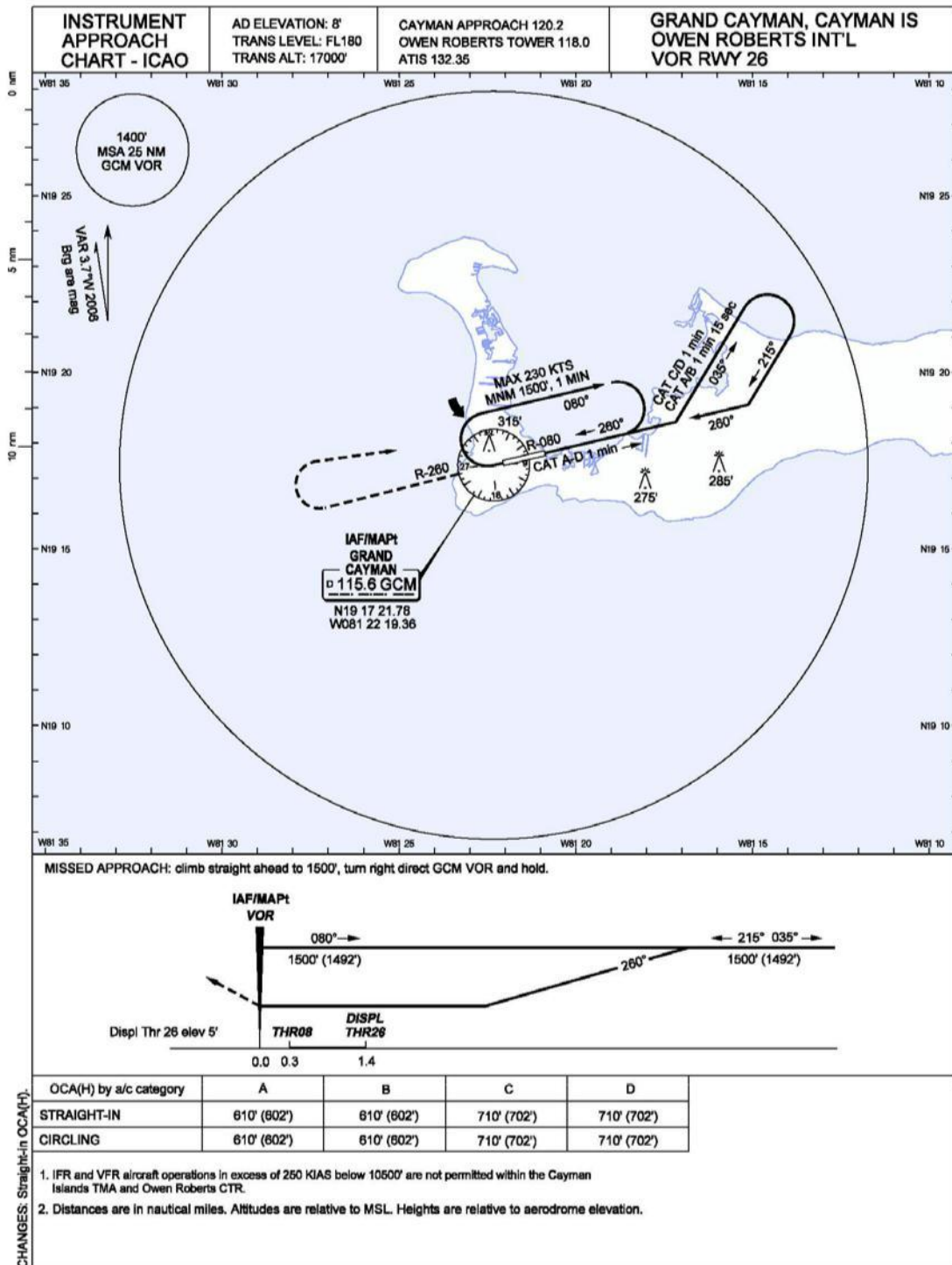
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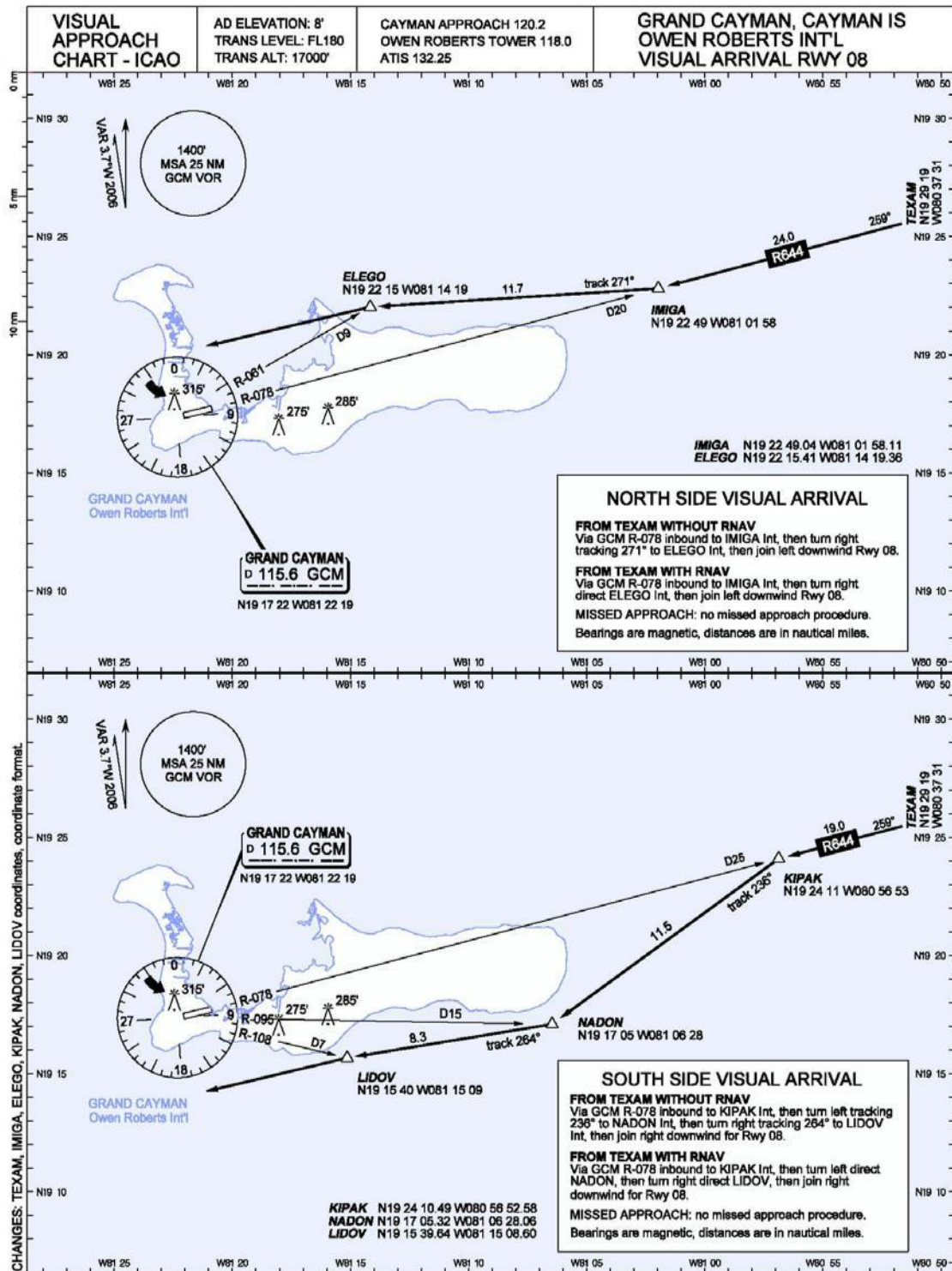


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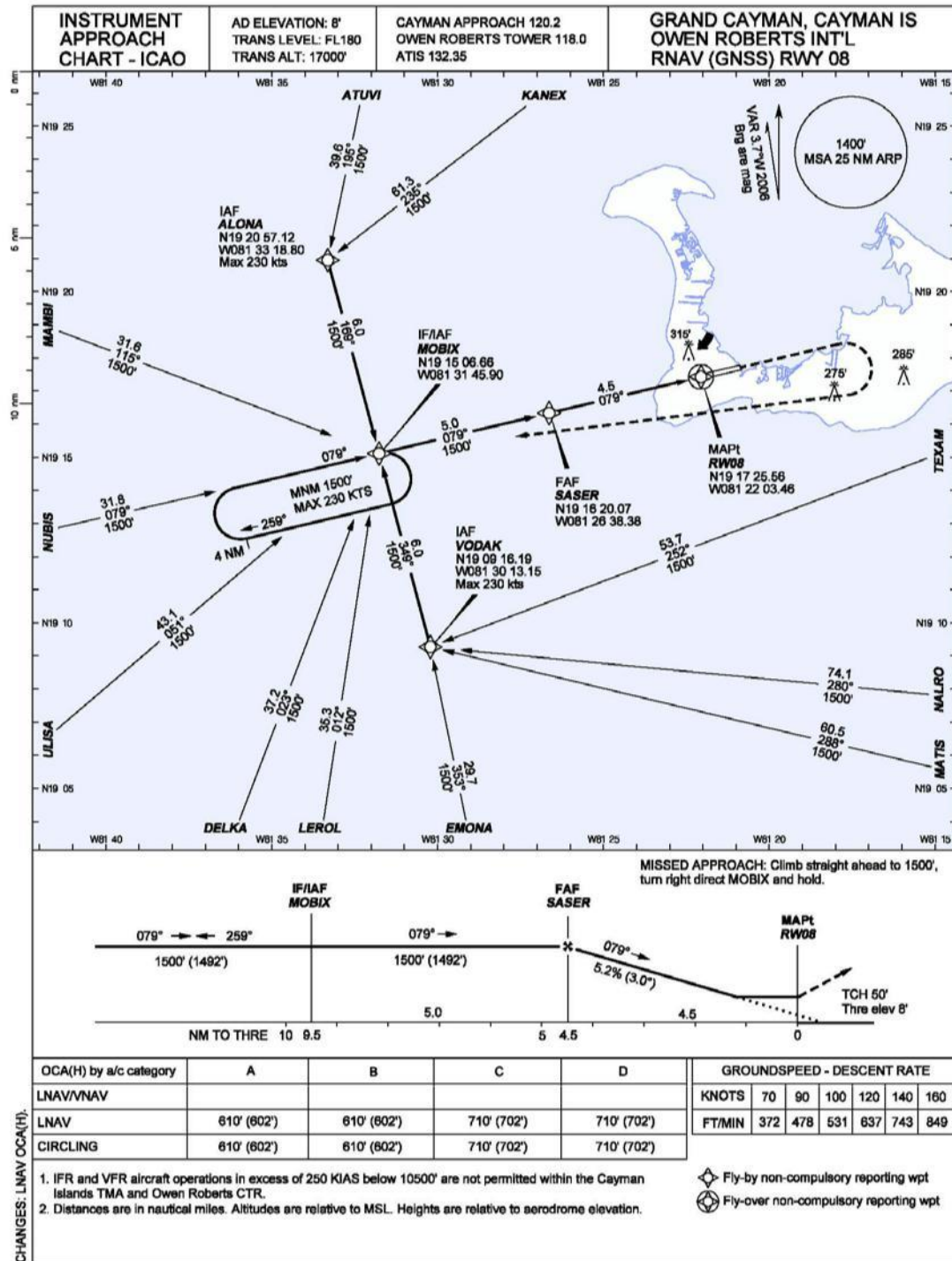


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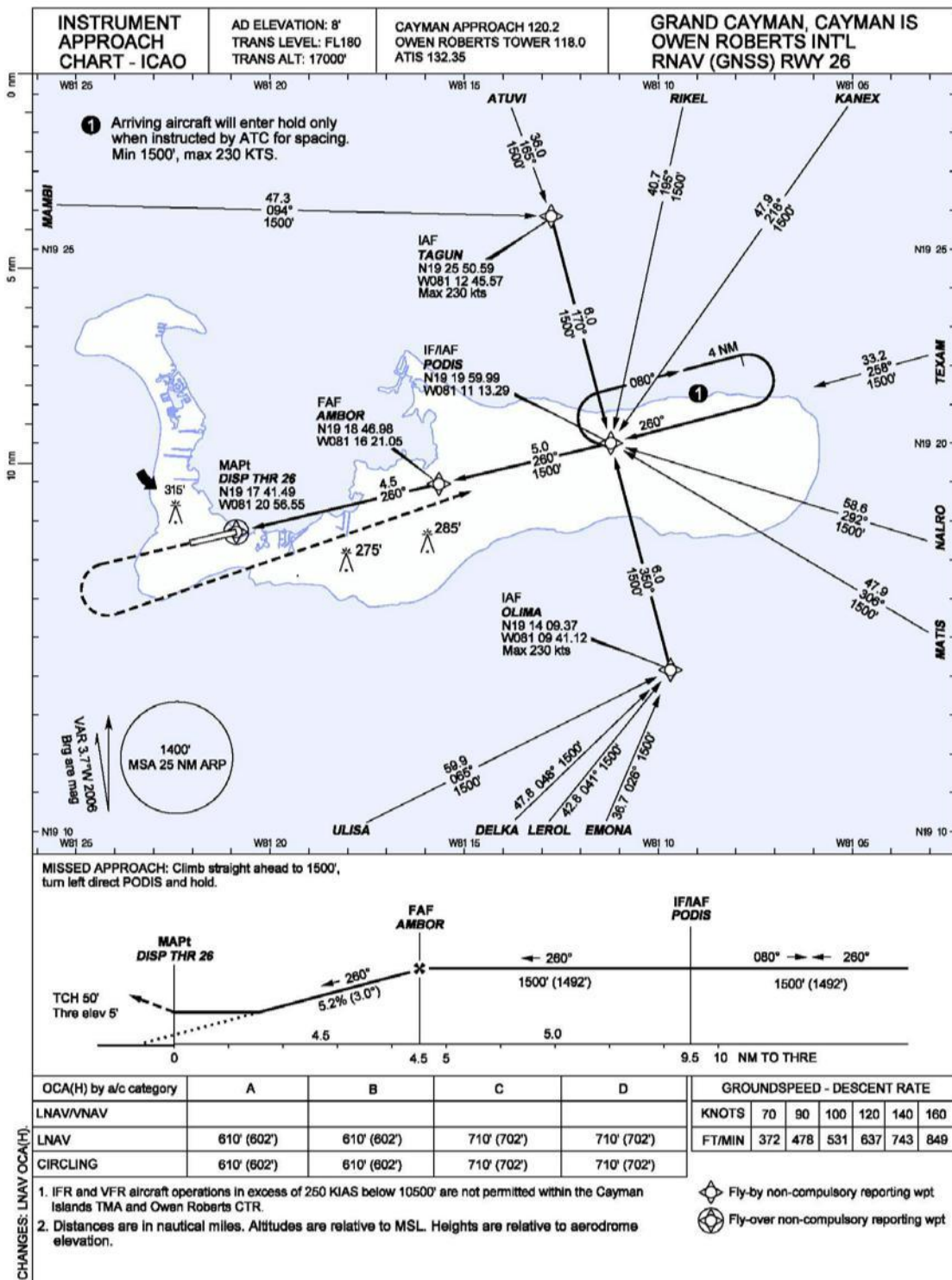
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