



Aeronautical Information Services
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IAIP AMDT 01- 28 JAN 2021

THIS AMENDMENT ***SHOULD NOT*** BE INSERTED INTO THE AIP UNTIL 28 JAN 2021, HOWEVER, PLEASE REVIEW THE CONTENTS BEFORE THE EFFECTIVE DATE.

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

INSERT:

| | |
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| GEN 0 | |
| 0.2-1 | 28 JAN 2021 |
| 0.4-1 | 28 JAN 2021 |
| GEN 1 | |
| 1.2-1 | 28 JAN 2021 |
| GEN 2 | |
| 2.1-2 | 28 JAN 2021 |
| 2.4-1 | 28 JAN 2021 |
| GEN 3 | |
| 3.1-1 | 28 JAN 2021 |
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| 3.1-3 | 28 JAN 2021 |
| 3.1-4 | 28 JAN 2021 |
| 3.2-1 | 28 JAN 2021 |
| 3.2-2 | 28 JAN 2021 |
| ENR 1 | |
| 1.10-1 | 28 JAN 2021 |
| 1.10-2 | 28 JAN 2021 |
| 1.10-3 | 28 JAN 2021 |
| 1.11-1 | 28 JAN 2021 |

DESTROY:

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| GEN 0 | |
| 0.2-1 | 02 DEC 2020 |
| 0.4-1 | 02 DEC 2020 |
| GEN 1 | |
| 1.2-1 | 02 DEC 2020 |
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| 2.4-1 | 15 NOV 2012 |
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| 3.2-2 | 08 DEC 2016 |
| ENR 1 | |
| 1.10-1 | 08 DEC 2016 |
| 1.10-2 | 20 AUG 2015 |
| 1.10-3 | 15 NOV 2012 |
| 1.11-1 | 20 AUG 2015 |

GEN 0.2 RECORD OF AIP AMENDMENTS

| AIP AMENDMENTS | | | |
|----------------|-------------------------|----------------------|--------------------|
| <i>NR/Year</i> | <i>Publication date</i> | <i>Date inserted</i> | <i>Inserted by</i> |
| 01/2001 | 05/03/01 | 05/03/01 | WE |
| 02/2001 | 25/06/01 | 25/06/01 | WE |
| 03/2001 | 01/09/01 | 01/09/01 | WE |
| 04/2001 | 27/12/01 | 27/12/01 | WE |
| 05/2002 | 19/08/02 | 19/08/02 | WE |
| 06/2003 | 20/02/03 | 20/02/03 | WE |
| 07/2003 | 27/12/03 | 27/12/03 | WE |
| 08/2005 | 17/02/05 | 17/02/05 | WE |
| 09/2005 | 22/07/05 | 22/07/05 | WE |
| 10/2006 | 31/01/06 | 31/01/06 | WE |
| 11/2006 | 28/09/06 | 28/09/06 | WE |
| 12/2006 | 26/10/06 | 26/10/06 | WE |
| 13/2009 | 27/08/09 | 27/08/09 | WE |
| 14/2010 | 13/01/11 | 13/01/11 | WE |
| 15/2012 | 26/07/12 | 26/07/12 | WE |
| 16/2012 | 15/11/12 | 15/11/12 | WE |
| 17/2013 | 07/02/13 | 07/02/13 | WE |
| 18/2013 | 22/08/13 | 22/09/13 | WE |
| 19/2014 | 06/02/14 | 06/02/14 | RMH |
| 20/2014 | 03/04/14 | 03/04/14 | RMH |
| 21/2014 | 21/08/14 | 21/08/14 | RMH |
| 22/2015 | 20/08/15 | 20/08/15 | FS |
| 23/2015 | 15/10/15 | 15/10/15 | FS |
| 24/2016 | 08/12/16 | 08/12/16 | GP |

| AIP AMENDMENTS | | | |
|----------------|-------------------------|----------------------|--------------------|
| <i>NR/Year</i> | <i>Publication date</i> | <i>Date inserted</i> | <i>Inserted by</i> |
| 25/2017 | 02/03/17 | 31/03/17 | GP |
| 26/2017 | 31/03/17 | 26/05/17 | GP |
| 27/2017 | 07/12/17 | 04/01/18 | GP |
| 01/2018 | 01/02/18 | 07/03/18 | GP |
| 02/2018 | 26/04/18 | 30/08/18 | GP |
| 01/2019 | 28/02/19 | 28/03/19 | GP |
| 01/2020 | 28/03/20 | 23/04/20 | GP |
| 02/2020 | 09/09/20 | 08/10/20 | GP |
| 03/2020 | 08/11/20 | 02/12/20 | GP |
| 01/2021 | 31/12/20 | 28/01/21 | |
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| 0.1-3 | 28 MAR 19 | 2.3-3 | 27 AUG 09 | 0.6-3 | 01 JAN 01 |
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| 0.3-1 | 12 NOV 15 | 2.3-7 | 27 AUG 09 | 1.2-2 | 01 JAN 01 |
| 0.4-1 | 28 JAN 2021 | 2.4-1 | 28 JAN 2021 | 1.3-1 | 01 JAN 01 |
| 0.4-2 | 02 DEC 2020 | 2.5-1 | 08 DEC 16 | 1.3-2 | 01 JAN 01 |
| 0.4-3 | 02 DEC 2020 | 2.6-1 | 01 JAN 01 | 1.4-1 | 01 JAN 01 |
| 0.5-1 | 01 JAN 01 | 2.6-2 | 01 JAN 01 | 1.4-2 | 01 JAN 01 |
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| 1.1-2 | 04 JAN 18 | 3.1-5 | 15 NOV 12 | 1.9-1 | 01 JAN 01 |
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| 1.2-2 | 06 FEB 14 | 3.2-2 | 28 JAN 2021 | 1.10-2 | 28 JAN 2021 |
| 1.2-3 | 08 OCT 2020 | 3.2-3 | 20 AUG 15 | 1.10-3 | 28 JAN 2021 |
| 1.3-1 | 28 FEB 06 | 3.2-4 | 02 DEC 2020 | 1.10-4 | 01 JAN 01 |
| 1.3-2 | 01 JAN 01 | 3.2-5 | 01 JAN 01 | 1.11-1 | 28 JAN 2021 |
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| 2.2-8 | 01 JAN 01 | | | | |
| 2.2-9 | 01 JAN 01 | | | | |

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: civil.aviation@caacayman.com

Website: www.caacayman.com

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

4. Aircraft nationality and registration marks

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

5. Public holidays 2021

| Date | Holiday |
|------------------------|----------------------|
| Friday, 1 January | New Year's Day |
| Monday, 25 January | National Heroes' Day |
| Wednesday, 17 February | Ash Wednesday |
| Friday, 2 April | Good Friday |
| Monday, 5 April | Easter Monday |
| Monday, 17 May | Discovery Day |
| Wednesday, 26 May | Election Day |
| Monday, 14 June | Queen's Birthday |
| Monday, 5 July | Constitution Day |
| Monday, 15 November | Remembrance Day |
| Monday, 27 December | Christmas Day |
| Tuesday, 28 December | Boxing Day |

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

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk () cannot be used in the address component of AFS messages.*

| 1. ENCODE | | 2. DECODE | |
|--------------------------------------|------------------|------------------|--------------------------------------|
| <i>Location</i> | <i>Indicator</i> | <i>Indicator</i> | <i>Location</i> |
| Charles Kirkconnell Intl/Cayman Brac | MWCB | MWCB | Charles Kirkconnell Intl/Cayman Brac |
| Owen Roberts Intl/Grand Cayman | MWCR | MWCR | Owen Roberts Intl/Grand Cayman |
| Ritz Carlton Heliport/Grand Cayman | MWCC* | MWCC* | Ritz Carlton Heliport/Grand Cayman |
| Camana Bay Heliport/Grand Cayman | MWCD* | MWCD* | Camana Bay Heliport/Grand Cayman |
| FrankSound Airfield/Grand Cayman | MWCF* | MWCF* | FrankSound Airfield/Grand Cayman |
| GeorgeTown Heliport/GrandCayman | MWCG* | MWCG* | GeorgeTown Heliport/Grand Cayman |
| Edward Bodden Airfield/Little Cayman | MWCL* | MWCL* | Edward Bodden Airfield/Little Cayman |
| Windmill Hill Heliport/Grand Cayman | MWCW* | MWCW* | Windmill Heliport/Grand Cayman |

GEN 3. SERVICES**GEN 3.1 AERONAUTICAL INFORMATION SERVICES****1. Responsible service**

1.1 The Aeronautical Information Service, which forms part of the Cayman Islands Airports Authority ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under 2. below. It consists of AIS Headquarters and AIS units established at certain aerodromes as listed under GEN 3.1-4 below.

1.2 AIS Headquarters

Aeronautical Information Service Manager
Cayman Islands Airports Authority
P.O. Box 10098 APO
Grand Cayman
Cayman Islands

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYOYX
EMAIL: laurie.farrington@caymanairports.com
Website: www.caymanairports.com

1.3 International NOTAM office (NOF)

Kingston NOTAM Office
Jamaica Civil Aviation Authority
4 Winchester Road
Kingston 10
Jamaica, W.I.

TEL: 876 960 3948
FAX: 876 920 0194
AFS: MKJKYNYX
Email: aisnmia@jcaa.gov.jm
Website: www.jcaa.gov.jm/

The service is provided in accordance with the provisions contained in ICAO Annex 15 – Aeronautical Information Services.

Owen Roberts International Airport
Operational Hours: 12:00-02:00 UTC

Charles Kirkconnell International Airport
Operational Hours: 12:00-00:00 UTC

2. Area or responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of the Cayman Islands and for the airspace over the high seas encompassed by the Cayman Islands Terminal Control Area. Additionally, the Aeronautical Information Service is responsible for flight planning and the collection of aeronautical fees from client who are not billed monthly by the Cayman Islands Airport Authority.

3. Aeronautical Publication

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package (IAIP) consisting of the following elements:

- Aeronautical Information Publication (AIP);
- AIP Amendments (AIP AMDT);
- AIP Supplement to the AIP (AIP SUP)
- NOTAM and limited Pre-Flight Information Bulletins (PIB)
- Checklists and list of valid NOTAM

AIP, AIP AMDT, AIP SUP AND AIC are available on the Cayman Islands Airport Authority website. NOTAM are issued via the Aeronautical Fixed Telecommunication Network (AFTN)/Aeronautical Message Handling System (AMHS) and the related monthly checklists are issued via the email by Jamaica NOTAM Office (NOF) while limited PIB are made available on request at the aerodrome AIS units.

3.2 *Aeronautical Information Publication (AIP)*

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The Cayman Islands AIP is published in 1 volume.

The AIP is published in loose-leaf form in English only for use in international and domestic operations, whether the flight is a commercial or a private one.

3.3 *Amendment service to the AIP (AIP AMDT)*

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

- Regular AIP Amendment (AIP AMDT), issued on the first day of each month and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and
- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym — AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits is a part of the serial number of the amendment, e.g. AIP AMDT 1/96; AIRAC AIP AMDT 1/96.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.4 *Supplement to the AIP (AIP SUP)*

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP. AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. i.e. AIP SUP 1/96; AIRAC AIP SUP 1/96. AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. i.e. AIP SUP 1/96; AIRAC AIP SUP 1/96.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language summary of NOTAM in force.

3.5 *NOTAM and Pre-flight Information Bulletins (PIB)*

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significant uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAMs are originated by the Kingston International NOTAM Office (NOF) and issued for the Cayman Islands TMA and are distributed in series identified by the letter A.

Series A. General rules, en-route navigation and communications facilities, airspace restrictions and activities taking place below FL 245 and information concerning major international aerodromes.

3.6 *Aeronautical Information Circulars (AIC)*

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

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

3.7 Checklist and summary of NOTAM

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

3.8 Sale of publications

The said publication is available free of cost on the Cayman Islands Airports Authority website at www.caymanairports.com.

4. AIRAC System

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

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

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

Schedule of AIRAC effective dates

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

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

1.1 The Cayman Islands Airports Authority provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP; all other aeronautical charts are produced by the Government of the Cayman Islands, Lands and Survey Department. Charts suitable for pre-flight planning and briefing, selected from those listed in the ICAO *Aeronautical Chart Catalogue (Doc 7101)*, are available for reference at aerodrome AIS units. (Their addresses can be found under paragraph 3 below.) The charts are produced in accordance with the provisions contained in ICAO Annex 4 – *Aeronautical Charts*. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by the AIP Amendments and are listed under 84. of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

3.1 Aeronautical Charts contained in this AIP are currently available free of cost on the Cayman Islands Airports Authority website at www.caymanairports.com.

3.2 The Civil Aviation Authority Cayman Islands has copies of the ICAO *Aeronautical Chart Catalogue (Doc 7101)* where all aeronautical charts or chart series produced by this and other countries are listed and known to be generally available to civil aviation.

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

- a) Aerodrome Chart – ICAO;
- b) Aerodrome Obstacle Chart – Type A (for each runway) – ICAO;
- c) Standard Departure Chart – Instrument (SID) – ICAO;
- d) Standard Arrival Chart – Instrument (STAR) – ICAO;
- e) Instrument Approach Chart (for each runway and procedure type) – ICAO;

The charts currently available are listed under section 5. of this subsection.

1.1 General description of each series.

- a) *Aerodrome Chart*. This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand;

It also provides essential operational information at the aerodrome.

- b) *Aerodrome Obstacle Chart - Type A (operating limitations)*. This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information in combination with an Obstacle Chart - ICAO Type C, provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

- c) *Standard Departure Chart - Instrument (SID) ICAO*. This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route -instrument from the takeoff phase to the en-route phase.

- d) *Standard Arrival Chart - Instrument (STAR) ICAO*. This chart is produced whenever a standard arrival route -instrument has been established and cannot be shown with sufficient clarity on the Area Chart – ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route -instrument from the en-route phase to the approach phase.

- e) *Instrument Approach Chart - ICAO*. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart – ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

ENR 1.10 FLIGHT PLANNING
(Restriction, limitation or advisory information)

1. Procedures for the submission of a flight plan

1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

- Any flight or portion thereof to be provided with air traffic services
- Any IFR flight
- Any VFR flight
- Any flight within or into designated area, along designated routes, when so required by appropriate ATC authority to facilitate the provision of flight information or alerting search and rescue services.
- Any flight within or into designated areas or along designated routes, when so required by appropriate ATC authority facilitate co-ordination with appropriate military units or traffic services units in adjacent States in order to avoid the possible need for interception.
- Any flight across international borders.

1.2 *Time of submission*

1.2.1 Except for repetitive flight plans, a flight plan shall be submitted up to 120 hours in advance but no less than 1 hour prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for an early submission for Air Traffic Flow Management (ATFM) purposes.3.3.1.4

1.3 *Place of submission*

All flight plans be submitted in person, by handling agent, via email or AFTN/AMHS at Owen Roberts Airport AIS 1200 UTC- 0200 UTC Tel: (345) 2445827, aisoria@caymanairports.com MWCRYOYX

Charles Kirkconnell Airport AIS 1200 UTC- 0200 UTC Tel: (345) 2445827, aisckia@caymanairports.com MWCBYOYX

1.4 *Contents and form of a flight plan*

ICAO flight plan forms are available at AIS units at Owen Roberts and Charles Kirkconnell Airports.

- a) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

1.6 *Adherence to ATS route structure*

- 1.6.1 No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Cayman Islands ATC authorities.

1.7 *Authorization for special flights*

- 1.7.1 Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above subject to an existence of a formal, inter-government agreement and adequate prior notice being received. Where no such agreement is in place, the flight may be permitted subject to an exemption being issued by the Director -General of Civil Aviation on behalf of the Governor. A formal request in writing for an exemption must be received by the Director-General at least one week before the intended day of the operation via email, civil.aviation@caacayman.com

1.8 *Maximum cruising levels for short-range flights*

- 1.8.1 Traffic from the Cayman Islands TMA with destination in the Cayman Islands TMA should file MAX FL 240.

2. Repetitive Flight Plan System

2.1 *General*

- 2.1.1 The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-RAC, (Doc 4444) 16th edition.

- 2.1.2 RPLs are to be submitted to the AIS Units at Owen Roberts and/or Charles Kirkconnell airports at least two weeks in advance of the first intended flight. They shall be submitted:

- In person
- Via email: aisoria@caymanairports.com and/or aisckia@caymanairports.com

- 2.1.3 RPL lists shall be replaced in their entirety by new lists prior to seasonal schedule changes.

2.2 *Delay, Incidental changes and cancellations of RPL*

2.2.1 When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the AIS unit serving the departure aerodrome shall be notified immediately. Delays relating to departures from Owen Roberts or Charles Kirkconnell Intl. Shall be notified to the relevant AIS unit listed in 1.3 above.

2.2.2 Incidental changes to and cancellations of RPL relating to departures from Owen Roberts or Charles Kirkconnell Intl. Shall be notified as early as possible and not later than 30 minutes before departure to the appropriate Aeronautical Information Service address listed in 1.3 above.

Note: Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

2. Changes to the submitted flight plan

3.1 All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1.— If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2.— If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

3.2 Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate AIS unit shall be informed immediately.

3.3 Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

3.4 *Arrival report (closing a flight plan)*

3.4.1 A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

- 1.1 Flight movement messages relating to traffic into or via the Cayman Islands TMA shall be addressed as stated below in order to warrant correct relay and delivery.

Note.— Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO Doc 4444, ATM/501, Chapter 11, 11.4.2.2. refers).

| <i>Category of flight (IFR, VFR or both)</i> | <i>Route (into or via FIR and/or TMA)</i> | <i>Message address</i> |
|--|---|------------------------|
| 1 | 2 | 3 |
| IFR flights | - into Cayman Islands TMA - via Cayman Islands TMA | MWCRZTZX MWCRZTZX |
| VFR flights | Charles Kirkconnell Airport Owen Roberts Airport | MWCBZTZX MWCRZTZX |
| All flights | Charles Kirkconnell Airport Owen Roberts Airport | MWCBZTZX MWCRZTZX |