



AERONAUTICAL INFORMATION PUBLICATION

CAYMAN ISLANDS

AIP
AERONAUTICAL INFORMATION PUBLICATION
CAYMAN ISLANDS

PART 1
GENERAL (GEN)

AIP

AERONAUTICAL INFORMATION PUBLICATION

CAYMAN ISLANDS

SECOND EDITION – 2001

CONSULT NOTAM FOR LATEST INFORMATION

AERONAUTICAL INFORMATION SERVICE
CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS

PART 1–GENERAL (GEN)**GEN 0.****GEN 0.1 PREFACE****1. Publishing authority**

The Civil Aviation Authority of the Cayman Islands has a statutory obligation to ensure that aeronautical information services are provided in the Cayman Islands. The Cayman Islands Airports Authority has been delegated authority by the CAA to provide AIS within the Cayman Islands area of responsibility.

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation and the *Aeronautical Information Services Manual* (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the *Aeronautical Chart Manual* (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval**3.1 The AIP structure**

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principle AIP structure is shown in graphic form on page GEN 0.1-4.

The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 – General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. – Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. *National regulations and requirements* – Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. *Tables and codes* – Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. *Services* – Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. *Charges for aerodromes and air navigation services* – Aerodrome charges; and Air navigation services charges.

3.1.2 Part 2 – En-route (ENR)

Part 2 consist of seven sections containing information as briefly described hereafter.

ENR 0. – Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General rules and procedures – General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2 . Air traffic services airspace – Detailed description of Terminal control areas (TMA); and Other regulated airspace.

ENR 3. ATS routes – Detailed description of Lower ATS routes; Area navigation routes; Helicopter routes; and En-route holding.

Note.– Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 – Aerodromes.

ENR 4. Radio navigation aids/systems – Radio navigation aids – en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights – en-route.

ENR 5. Navigation warnings – Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles – en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts – En-route Chart – ICAO and index charts.

3.1.3 Part 3 – Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. – Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the table of contents to Part 3.

AD 1. Aerodromes – Introduction – Aerodrome/heliport availability; Rescue and fire fighting services; Index to aerodromes and heliports; and Grouping of aerodromes.

AD 2. Aerodromes – Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

3.1 Regular amendment interval

Regular amendments to the AIP will be issued once every three months. The publication dates will be on the first day of February, May, August and November of each year.

4. Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Aeronautical Information Service Manager
Cayman Islands Airports Authority
P.O. Box 10098
Grand Cayman KY1-1001
Cayman Islands

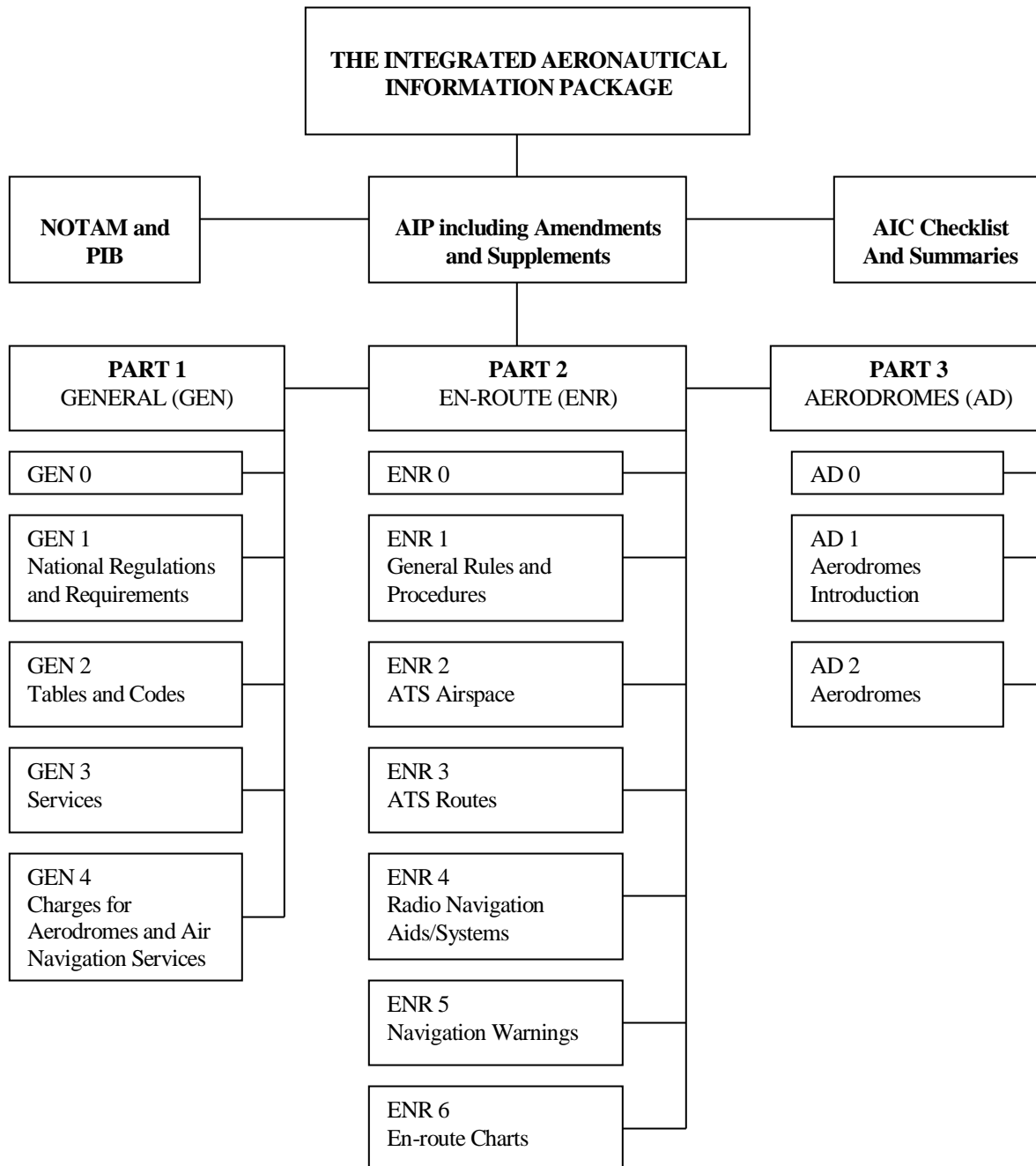
TEL: 345 943 7070

FAX: 345 943 7071

EXT: 244-5861

EMAIL: laurie.farrington@caymanairports.com

Website: www.caymanairports.com



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26 MAY 2017
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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS**GEN 1.1 DESIGNATED AUTHORITIES**

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

1. Civil Aviation

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

TEL: 345 949 7811

FAX: 345 949 0761

AFS: NIL

EMAIL: richard.smith@caacayman.com

Website: www.caacayman.com

2. Meteorology

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

TEL: 345 945 5773

FAX: 345 946 7523

AFS: MWCRYMYX

EMAIL: john.tibbetts@gov.ky

Website: www.weather.gov.ky

3. Customs

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

TEL: 345 949 4579

FAX: 345 945 1573

AFS: NIL

Website: www.customs.gov.ky

4. Immigration

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

TEL: 345 949 8344

FAX: 345 949 8486

AFS: NIL

Website: www.immigration.gov.ky

5. Health

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

TEL: 345 949 8600

FAX: 345 949 2998

AFS: NIL

Website: www.hsa.ky

6. En-route and Aerodrome charges

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

TEL: 345 943 7070

FAX: 345 943 7071

AFS: MWCRYAYX

EMAIL: albert.anderson@caymanairports.com

Website: www.caymanairports.com

7. Agricultural Health Inspection Services (AHIS)

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

TEL: 345 949 3090/ 345 946 2967

FAX: 345 945 2251

AFS: NIL

Email: ciagricultureimports@gov.ky

Website: doa.gov.ky

8. Aircraft accident investigation

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

TEL: 345 949 7811

FAX: 345 949 0761

AFS: NIL

EMAIL: richard.smith@caacayman.com

Website: www.caacayman.com

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

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

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

2. Scheduled flights**2.1 General**

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

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

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

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

2.2 Documentary requirements for clearance of aircraft

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

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

2.2.2 Aircraft documents required (arrival/departure)

Required by	General declaration	Passenger manifest	Cargo manifest
Immigration	1	1	Nil
Customs	1	1	1
Health	1	Nil	Nil

Notes. –

- a) *One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.*
- b) *If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.*

3. Non-scheduled flights**3.1 Procedures**

3.1.1 If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the territory of the Cayman Islands, it is not necessary for the operator to obtain prior permission.

3.1.2 If an operator intends to perform a (series of) non-scheduled flight(s) into the Cayman Islands for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Director General of Civil Aviation, Unit 2 Cayman Grand Harbour, P.O. Box 10277, Grand Cayman KY1-1003, Cayman Islands, Tel; 1 345 949 7811, Fax: 1 345 949 0761, Email: permits@caacayman.com for permission to carry out such operations not less than twenty-four hours in advance of the intended landing. The application must include the following information in the order shown hereunder:

- a) name of operator;
- b) type of aircraft and registration marks/IATA designator code;
- c) period of time for which the operating permit is required;
- d) place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e) purpose of flight and number of passengers and/or nature and amount of freight;
- f) name, address and business of charterer, if any; and;
- g) total number of flights.

3.1.3 Fees for operating permits will be invoiced by and are payable to the CAACI separate and apart from airport charges.

3.1.4 Subsequent to grant of operating permit, the operator should contact the Cayman Islands Airports Authority to obtain approval for landing times.

3.2 Documentary requirements for clearance of aircraft

3.2.1 Same requirements as for scheduled flights.

4. Private flights

4.1 Advance notification of arrival

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

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

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

4.2 Documentary requirements for clearance of aircraft

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

5. Public health measures applied to aircraft

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

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

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW**1. Customs requirements**

- 1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities.
- 1.2 No customs formalities are normally required on departure.

2. Immigration requirements

2.1 No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

2.2 A person entering the Cayman Islands for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at British consulates abroad. Temporary visitors must be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity, such as expired passports, national registration cards or alien resident permits, are acceptable in lieu of a valid passport:

- a) United States;
- b) Canada.

No entrance visas are required from temporary visitors, with the exception of the nationals of the following States:

- | | |
|--------------------|-----------------|
| a) Albania; | j) Hungary; |
| b) Bulgaria; | k) Jamaica; |
| c) China; | l) Nigeria; |
| d) Colombia; | m) North Korea; |
| e) Cuba; | n) Peru; |
| f) Czechoslovakia; | o) Poland; |
| g) El Salvador; | p) Romania; |
| h) Honduras; | q) Taiwan; |
| i) Guatemala; | r) Vietnam. |

2.3 For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of the Cayman Islands, the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into the Cayman Islands. This provision is also applicable if the crewmember enters the Cayman Islands by other means of transport for the purpose of joining an aircraft.

3. Public health requirements

3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

3.2 On departure, no health formalities are required.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO**1. Customs requirements concerning cargo and other articles**

1.1 The following documents are required for the clearance of goods through customs:

- a) suppliers invoice;
- b) airway bill;
- c) customs declaration form;
- d) wholesome certificate (for meats);
- e) sanitary certificate (for fruits and vegetables) ;
- f) customs receipt; and
- g) the authority to deliver document.

No advance notification is required but the documents must accompany the shipment.

1.1.1 All air cargo shipments are free of consular formalities and charges.

1.2 As regards air cargo simply being transshipped from one flight to another flight at the same airport under customs supervision, a completed transshipment form shall be submitted to customs.

1.3 No clearance documents are required with respect to goods retained on board an aircraft for on-carriage to a destination outside the Cayman Islands.

1.4 Upon exportation, the following documents are required for the clearance of shipments to be exported by air:

- a) export documentation;
- b) bill of lading; and
- c) suppliers invoice.

2. Agricultural Requirements**2.1 Import**

Import permits issued by the Department of Agriculture are required to bring plant and animal shipments into the Cayman Islands. In addition, the following should accompany the shipment:

- a) a phyto-sanitary certificate for the importation of plants and plant products,
- b) an animal health certificate for the importation animals,
- c) Sanitary/Certificate of wholesomeness for the importation of animal products-meats and seafood

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

Personal allowance: A travelling passenger is allowed up to 5kgs (11lbs) of meat products and 20lbs of seafood without an import permit providing that the product does not originate from a restricted country and/or area within a country. This allowance is for personal consumption and the product MUST be retained in the original packaging from the outlet indicating proof of purchase and inspection by the authorities in the country of export.

2.2 Export:

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

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

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

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

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

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

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

2. Airborne Collision Avoidance Systems (ACAS II)

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

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

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. The following is a list of civil aviation legislation, air navigation regulations, etc., in force in the Cayman Islands. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from the addresses listed on page GEN 3.1-1.

1.1 *Air Navigation (Overseas Territories) Order, 2007*

Regulations in respect of civil aviation, in general.

1.2 *Aircraft Landing and Parking (Fees) Regulation*

Regulations in respect of applicable, en-route, landing and parking fee charges.

1.3 *Air Navigation (Fees) Regulations*

Regulations in respect of civil aviation air navigation charges.

1.4 *Civil Aviation Authority Law*

Regulations in respect of the Civil Aviation Authority mandate.

1.5 *Airports Authority law*

Regulations in respect of the Airports Authority mandate.

1.6 *International Agreements/Conventions*

The articles and annexes of the Chicago Convention on International Civil Aviation.

1.7 *Supplementary*

The following Overseas Territories Aviation Requirements (OTAR), UKCAA Civil Aviation Publications (CAP), Joint Aviation Requirements (JARs) and other publications supplement the Air Navigation (Overseas Territories) Order, as amended, listed in 1.1 above.

1.6.1 *Personnel Licensing*

Reference	Title	Date
OTAR 65	Air Traffic Service Personnel Licenses and Ratings	Issue 5-2015
OTAR 66	Aircraft Maintenance Personnel Licensing	April 2011
OTAR 67	Medical Standards and Recognition of Medical Examiners	Issue 4 -2014
CAP 455	Airworthiness Notices	September 2009
CAP 505	Objective Testing for the Professional Pilot's Licenses	March 1997
CAP 670 (Part D)	ATS Safety Requirements - Part D Human Resources (Air Traffic Controller Licensing)	May 2014
CAP 696	JAR FCL Examinations; Loading Manual	July 2006
CAP 697	JAR FCL Examinations; Flight Planning Manual	September 2006
CAP 698	JAR FCL Examinations; Performance Manual	September 2006

1.6.2 *Aircraft Operations*

Reference	Title	Date
AIP	Aeronautical Information Publication – Cayman Islands	
CAP 360	Air Operators' Certificates - Part One,	March 2006
CAP 360	Air Operators' Certificates - Part Two	March 2006
CAP 371	The Avoidance of Fatigue in Air Crews	January 2006
CAP 382	Mandatory Occurrence Reporting Scheme - Information and Guidance	October 2009
CAP 413	Radiotelephony Manual	December 2009
CAP 414	The Aerial Application Certificate	May 2006
CAP 455	Airworthiness Notices	September 2009
CAP 507	Aerodrome Operating Minima for Private Pilots	February 2008
CAP 512	Ground De-icing of Aircraft	July 2006
CAP 516	Ground Proximity Warning System Guidance Material	With Drawn
CAP 523	The Display of Nationality and Registration Marks on Aircraft: Guidance for Owners	February 2002
CAP 549	Master Minimum Equipment List (MMEL)	December 2008
CAP 579	Airborne Collision Avoidance Systems (ACAS)	August 2007
CAP 668	Dangerous Goods: Operator Responsibilities	September 2004
CAP 669	Transport of Dangerous Goods by Air: Training Programme	April 1997
CAP 676	Guidelines for the Design and Presentation of Emergency and Abnormal Checklists	August 2006
JAR MMEL/ MEL	Master Minimum Equipment List/Minimum Equipment List	
JAR OPS Part1	Commercial Air Transportation (Aeroplanes)	

1.6.3 *Aircraft Airworthiness – Certificate and Maintenance*

Reference	Title	Date
CAP 360	Air Operators' Certificates - Part Two	March 2006
CAP 382	Mandatory Occurrence Reporting Scheme - Information and Guidance	March 2011
CAP 411	Light Aircraft Maintenance Schedules - Fixed Wing Aircraft	April 2005
CAP 418	Condition Monitored Maintenance	January 2009
CAP 455	Airworthiness Notices	September 2009
CAP 469	BCAR Section N – Noise	April 2002
CAP 473	CAA Additional Directives	Cancelled
CAP 474	Foreign Airworthiness Directives Vol III	March 2006
CAP 476	Mandatory Aircraft Modifications and Inspections Summary	September 2004
CAP 482	BCAR Section S - Small Light Aeroplanes	October 2009
CAP 520	Light Aircraft Maintenance: General Guidance on Implementation of LAMS	December 2009
CAP 553	BCAR Section A - Airworthiness Procedures where the CAA has Primary Responsibility for Type Approval of the Product	November 2009
CAP 554	BCAR Section B - Airworthiness Procedures where the CAA does not have Primary Responsibility for Type Approval of the Product	February 2008
CAP 562	Civil Aircraft Airworthiness Information and Procedures (CAAIP)	September 2009
JAR 1	Definitions and Abbreviations	
JAR 25	Large Aeroplanes	
JAR 145	Approved Maintenance Organisations	
JAR OPS Part 1 Sub Part M	Commercial Air Transportation (Aeroplanes)	
JAR APU	Auxiliary Power Units	
JAR - TSO	Technical Service Orders	
JAR E	Engines	

1.6.4

Aerodromes and Air Traffic Services

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

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

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

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

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

Chapter 3

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

Chapter 4

4.6

Low flying Prohibitions:

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

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

(3) The low flying prohibitions are as follows-

(a) Engine Failure

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

(b) The 500 feet rule

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

(c) The 1,000 feet rule

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

(d) The land clear rule

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

(e) Flying over open air assemblies

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

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

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

Exemptions from the low flying prohibitions

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

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

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

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

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

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

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

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

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

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

Chapter 4

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

Quadrantal rule and semi –circular rule

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

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

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

Table 1

Flights at Levels below 19,500 feet

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

Table 2

Flights at levels above 19,500 feet

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

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

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

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GEN 2. TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, and HOLIDAYS****1. Units of measurement**

The table of units of measurement shown below are used by aeronautical stations within the Cayman TMA for air and ground operations.

<i>For measurement of</i>	<i>Units used</i>
Distance used in navigation, position reporting, etc. – generally in excess of 2 nautical miles	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including runway visual range	Kilometers or meters
Altimeter setting	Hectopascal/Inches
Temperature	Degrees Celsius/Fahrenheit
Weight	Metric tons or Kilograms
Time	Hours and minutes, beginning at midnight UTC

2. Time system***General***

Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241. Local time in the Cayman Islands is UTC minus five (5) hours.

3. Geodetic reference datum**3.1 *Name/designation of datum***

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

3.2 *Area of application*

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of the Cayman Islands as well as the airspace over the high seas encompassed by the Cayman Islands TMA in accordance with the regional air navigation agreement.

3.3 *Use of an asterisk to identify published geographical coordinates*

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex

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

4. Aircraft nationality and registration marks

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

5. Public holidays 2020

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

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

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS
A

A	Amber
AAA	(or AAB, AAC . . . <i>etc.</i> , in sequence) Amended meteorological message (<i>message type designator</i>)
A/A	Air-to-air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Alto cumulus
ACARS	Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control center <i>or</i> area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
AD	Aerodrome
ADA	Advisory area
ADF	Automatic direction-finding equipment
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIS	Aeronautical information services
ALS	Approach lighting system
ALT	Altitude
AP	Airport
APP	Approach control office <i>or</i> approach control <i>or</i> approach control service
APR	April
AS	Altostratus
ATA	Actual time of arrival
ATC	Air traffic control
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATS	Air traffic service
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or Authorization
AUX	Auxiliary
AVGAS	Aviation gasoline
AWY	Airway

B

B	Blue
BA	Braking action
BCN	Beacon
BCST	Broadcast
BDRY	Boundary
BLDG	Building
BLW	Below
BRG	Bearing

 BTN Between
C

C Degrees Celsius (Centigrade)

CAT Category

CH Channel

CHG Change or Changed

CINWS Cayman Islands National Weather Service

CAA Civil Aviation Authority

CLSD Closed

CM Centimeter

CNL Cancel or cancelled

COM Communications

CONC Concrete

COP Change over point

COR Correct, corrected or correction

CTA Control area

CTR Control zone

CUST Customs

CWY Clearway

D

D... Danger area

DB Decibel

DCT Direct

DEC December

DEG Degrees

DEP Depart or Departure

DEST Destination

DIST Distance

DME Distance measuring equipment

DST Daylight saving time

DTG Date-time group

DUR Duration

DVOR Doppler VOR

E

E East or eastern longitude

EAT Expected approach time

EB Eastbound

ELEV Elevation

ELT Emergency locator transmitter

EMERG Emergency

ENE East north east

EOBT Estimated of f-block time

EQPT Equipment

ESE East south east

EST Estimate

ETA Estimated time of arrival

ETD Estimated time of departure

F

F Fixed

FAC Facilities

FAF Final approach fix

FAP Final approach point

FATO Final approach and take-off area

FAX Facsimile transmission

FCST Forecast

FEB February

FIC Flight information center

FIR Flight information region

FIS Flight information service

FISA	Automated flight information service
FL	Flight level
FLD	Field
FLT	Flight
FLTCK	Flight check
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FSL	Fuel stop landing
FSS	Flight service station

G

G	Green
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GCA	Ground controlled approach
GEN	General
GEO	Geographic <i>or</i> true
GES	Ground earth station
GLD	Glider
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GRASS	Grass landing area
GS	Ground speed

H

H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency (3 000 to 30 000 kHz)
HGT	Height <i>or</i> height above
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HVY	Heavy

I

IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAR	Intersection of air routes
IAS	Indicated airspeed
IBN	Identification beacon
ID	Identifier <i>or</i> identify
IDENT	Identification
IF	Intermediate approach fix
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system

IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
INA	Initial approach
INBD	Inbound
INFO	Information
INOP	Inoperative
INS	Inertial navigation system
INT	Intersection
INTL	International

J

JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

KG	Kilograms
KHz	Kilohertz
KM	Kilometers
KMH	Kilometers per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 kHz)
LGT	Light <i>or</i> lighting
LLZ	Localizer
LM	Locator, middle
LMT	Local mean time
LO	Locator, outer
LONG	Longitude
LORAN	Long range air navigation system
LRG	Long range
LVL	Level

M

M	Mach number
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAX	Maximum
MAY	May
MCA	Minimum crossing altitude
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
METAR	Aviation routine weather report
MF	Medium frequency (300 to 3 000 kHz)
MHz	Megahertz

MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance
MON	Monday
MPS	Meters per second
MRG	Medium range
MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MTU	Metric units

N

N	North <i>or</i> northern latitude
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NDB	Non-directional beacon
NE	North-east
NEB	North-eastbound
NEG	No <i>or</i> negative <i>or</i> permission not granted <i>or</i> that is not correct
NGT	Night
NM	Nautical miles
NNE	North north east
NNW	North north west
NOF	International NOTAM office
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NW	North-west
NW	North-westbound

O

OAC	Oceanic area control center
OAS	Obstacle assessment surface
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCH	Obstacle clearance height
OCS	Obstacle clearance surface
OCT	October
OHD	Overhead
OM	Outer marker
OPR	Operator
OPS	Operations

P

P . . .	Prohibited area
PALS	Precision approach lighting system
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PAX	Passenger(s)
PCN	Pavement classification number
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise

PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
POB	Persons on board
PPR	Prior permission required
PSG	Passing
PSN	Position
PTN	Procedure turn
PWR	Power

Q

QBI	Compulsory IFR flight
QDM	Magnetic heading
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant

R

R	Red
R . . .	Restricted area
RAC	Rules of the air and air traffic services
RAG	Runway arrested gear
RAI	Runway alignment indicator
RB	Rescue boat
RCA	Reach cruising attitude
RCC	Rescue co-ordination center
RCF	Radio communication center
RCH	Reach <i>or</i> reaching
RCL	Runway center line
RCLL	Runway center line light(s)
RCLR	Recleared
RDL	Radial
RDO	Radio
REC	Receive
REDL	Runway edge light(s)
REG	Registration
RENL	Runway end light(s)
REP	Report
REQ	Request
RIF	Reclearance in flight
RL	Report leaving
RLA	Relay to
RLCE	Request level change en-route
RMK	Remark
RNAV	Area navigation
ROC	Rate of climb
ROD	Rate of descent
RPL	Repetitive flight plan
RR	Report reaching
RSC	Rescue sub-center
RSCD	Runway surface condition
RTE	Route
RTF	Radio telephone
RTG	Radio telegraph
RTHL	Runway threshold light(s)
RTS	Return to service
RTZL	Runway touchdown zone light(s)
RV	Rescue vessel
RVR	Runway visual range
RWY	Runway

S

S	South or southern latitude
SALS	Simple approach lighting system
SAR	Search and rescue
SARPS	Standard and recommended practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication
SB	Southbound
SDBY	Standby
SE	South
SEB	South-eastbound
SEC	Seconds
SECT	Sector
SELCAL	Selective calling system
SEP	September
SFC	Surface
SHF	Super high frequency (3 000 to 30 000 MHz)
SID	Standard instrument departure
SKC	Sky clear
SKED	Schedule
SMC	Surface movement control
SMR	Surface movement radar
SPECI	Aviation selected special weather report
SPL	Supplementary flight plan
SRA	Surveillance radar approach
SRG	Short range
SRR	Search and rescue region
SS	Sunset
SSB	Single side band
SSE	South southeast
STA	Straight in approach
STAR	Standard instrument arrival
STN	Station
STOL	Short take-off and landing
STWL	Stopway light(s)
SUN	Sunday
SW	South-west
SWB	South-westbound
SWY	Stopway

T

T	Temperature
TA	Transition altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TDZ	Touchdown zone
TEL	Telephone
TF	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THU	Thursday
TKOF	Take-off
TMA	Terminal control area
TNA	Turn altitude
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TORA	Take-off run available
TP	Turning point
TR	Track

TRA	Temporary reserved airspace
TRL	Transition level
TUE	Tuesday
TVOR	Terminal VOR
TWR	Tower
TWY	Taxiway
TWYL	Taxiway-link
TYP	type of aircraft

U

UAC	Upper area control center
UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency (300 to 3 000 MHz)
UIC	Upper information center
UIR	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC	Co-ordinated Universal Time

V

VA	Volcanic ash
VAC	Visual approach chart
VAN	Runway control van
VAR	Magnetic variation
VASIS	Visual approach slope indicator system
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 to 300 MHz)
VIP	Very important person
VIS	Visibility
VLf	Very low frequency (3 to 30 kHz)
VLR	Very long range
VMC	Visual meteorological conditions
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing

W

W	West <i>or</i> western longitude
W	White
WAC	World Aeronautical Chart ICAO 1:1 000 000
WAFC	World area forecast center
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WED	Wednesday
WEF	With effect from <i>or</i> effective from
WI	Within
WID	Width

WIE	With immediate effect or effective immediately
WILCO	Will comply
WIP	Work in progress
WKN	Weaken or weakening
WNW	West north west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West south west
WT	Weight
WX	Weather

X

X	Cross
XBAR	Crossbar
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone
YR	Your

Z

Z	Coordinated Universal Time (in meteorological messages)
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GEN 2.3 CHART SYMBOLS

TOPOGRAPHY

1	Contours		8	Gravel		12	Highest elevation on chart	Alternative	17456
2	Approximate contours		9	Levee or esker					.17456
3	Relief shown by hachures					13	Spot elevation		.6397 .8975
4	Bluff, cliff or escarpment		10	Unusual land features appropriately labelled		14	Spot elevation (of doubtful accuracy)		.6370±
5	Lava flow					15	Coniferous trees		
6	Sand dunes					16	Other trees		
7	Sand area					17	Palms		
				Active volcano					
			11	Mountain pass					
18	Areas not surveyed for contour information or relief data incomplete							Caution	

HYDROGRAPHY

19	Shore line (reliable)		30	Abandoned canal Note.— Dry canal having landmark value.		38	Reservoir		
20	Shore line (unreliable)		31	Lakes (perennial)		39	Dry lake bed	Alternative	
21	Tidal flats		32	Lakes (non-perennial)		40	Wash	Alternative	
22	Coral reefs and ledges		33	Salt lake		41	Shoals		
23	Large river (perennial)		34	Salt pans (evaporator)		42	Glaciers and ice caps		
24	Small river (perennial)		35	Swamp		43	Danger line (2 m or one fathom line)		
25	Rivers and streams (non-perennial)	Alternative 	36	Rice field		44	Charted isolated rock		
26	Rivers and streams (unsurveyed)					45	Rock awash		
27	Rapids		37	Spring, well or water hole	perennial 	46	Unusual water features appropriately labelled		
28	Falls				intermittent 				
29	Canal								

CULTURE

BUILT-UP AREAS

47	City or large town	
48	Town	
49	Village	
50	Buildings	

HIGHWAYS AND ROADS

57	Dual highway	
58	Primary road	
59	Secondary road	
60	Trail	
61	Road bridge	
62	Road tunnel	

MISCELLANEOUS (Cont.)

69	Pipeline	
70	Oil or gas field	
71	Tank farms	
72	Nuclear power station	
73	Coast guard station	
74	Lookout tower	
75	Mine	
76	Forest ranger station	
77	Race track or stadium	
78	Ruins	
79	Fort	
80	Church	
81	Mosque	
82	Pagoda	
83	Temple	

RAILROADS

51	Railroad (single track)	
52	Railroad (two or more tracks)	
53	Railroad (under construction)	
54	Railroad bridge	
55	Railroad tunnel	
56	Railroad station	

MISCELLANEOUS

63	Boundaries (international)	
64	Outer boundaries	
65	Fence	
66	Telegraph or telephone line (when a landmark)	
67	Dam	
68	Ferry	

AERODROMES

84	Civil	Land	
85	Civil	Water	
86	Military	Land	
87	Military	Water	

88	Joint civil and military	Land	
89	Joint civil and military	Water	
90	Emergency aerodrome or aerodrome with no facilities		
91	Abandoned or closed aerodrome		

92	Sheltered anchorage	
93	Aerodrome for use on charts on which aerodrome classification is not required e.g. Enroute Charts	
94	Heliport Note.— Aerodrome for the exclusive use of helicopters	

95	Note.— Where required by the function of the chart, the runway pattern of the aerodrome may be shown in lieu of the aerodrome symbol, for example:	
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96	<p style="text-align: center;">Name of aerodrome</p> <p style="text-align: center;">Elevation given in the units of measurement (metres or feet) selected for use on the chart</p> <p style="text-align: center;">Length of longest runway in hundreds of metres or feet (whichever unit is selected for use on the chart)</p> <p style="text-align: center;">Minimum lighting — obstacles, boundary or runway lights and lighted wind indicator or landing direction indicator</p> <p style="text-align: center;">Runway hard surfaced, normally all weather</p> <p style="text-align: center;"> </p> <p style="text-align: center;">Note.— A dash (—) is to be inserted where L or H do not apply.</p>
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AERODROME SYMBOLS FOR APPROACH CHARTS

97	Aerodromes affecting the traffic pattern on the aerodrome on which the procedure is based		98	The aerodrome on which the procedure is based	
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RADIO NAVIGATION AIDS*

99	Basic radio navigation aid symbol <i>Note.— This symbol may be used with or without a box to enclose the data.</i>			
100	Non-directional radio beacon	NDB		Electronic
101	VHF omnidirectional radio range	VOR		
102	Distance measuring equipment	DME		
103	Collocated VOR and DME radio navigation aids	VOR/DME		
104	DME distance	Distance in kilometres (nautical miles) to DME —————→ 15 km Identification of radio navigation aid —————→ KAV		
105	VOR radial	Radial bearing from, and identification of, VOR R 090 KAV		
106	UHF tactical air navigation aid	TACAN		

107	Collocated VOR and TACAN radio navigation aids	VORTAC		Electronic
108	Instrument landing system	ILS	<p>PLAN VIEW</p>	<p>Electronic</p>
109	Radio marker beacon	<p>Elliptical</p> <p>Bone Shape</p>		

Note.— Marker beacon may be shown by outline, or stipple, or both.

110	Compass rose To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)		Compass rose to be used as appropriate in combination with the following symbols:	<table><tr><td>VOR</td><td></td></tr><tr><td>VOR/DME</td><td></td></tr><tr><td>TACAN</td><td></td></tr><tr><td>VORTAC</td><td></td></tr></table>	VOR		VOR/DME		TACAN		VORTAC	
VOR												
VOR/DME												
TACAN												
VORTAC												

Note.— Additional points of compass may be added as required.








* Note.— Guidance material on the presentation of radio navigation aid data is given in the ICAO Aeronautical Chart Manual (Doc 8697).

AIR TRAFFIC SERVICES

111	Flight information region	FIR			
112	Aerodrome traffic zone	ATZ			
113	Control area Airway Controlled route	CTA AWY	Alternative 		
114	Uncontrolled route				
115	Advisory airspace	ADA			
116	Control zone	CTR			
117	Air defence identification zone	ADIZ			
118	Advisory route	ADR	Alternative 		
119	Visual flight path			compulsory with radio communication requirement	
				compulsory, without radio communication requirement	
				recommended	
120	Scale-break (on ATS route)		Alternative 		
121	Reporting point	REP		Compulsory	
				On request	
122	Change-over point	COP			
				To be superimposed on the appropriate route symbol at right angles to the route	
123	ATS/MET reporting point	MRP		Compulsory	
				On request	
124	Waypoint WPT			Flyover WPT (also used for start point and end point of a controlled turn)	
				Fly-by WPT	
125	Final approach fix	FAF			

126	Altitudes/flight levels	Altitude/flight level "window"	<u>17 000</u> <u>10 000</u>	<u>FL 220</u> <u>10 000</u>
		"At or above" altitude/flight level	<u>7 000</u>	<u>FL 70</u>
		"At or below" altitude/flight level	<u>5 000</u>	<u>FL 50</u>
		"Mandatory" altitude/flight level	<u>3 000</u>	<u>FL 30</u>
		"Recommended" procedure altitude/flight level	5 000	FL 50
		"Expected" altitude	Expect 5 000	Expect FL 50
Note.— For use only on SID and STAR charts. Not intended for depiction of minimum obstacle clearance altitude.				

AIRSPACE CLASSIFICATIONS

127	Airspace classifications	
		
		
		
		
		
		

128	Alternative	Aeronautical data in abbreviated form to be used in association with airspace classification symbols:				
		<div><div>TMA DONLON</div><div>119.1</div><div>C</div><div>200m</div><div>AGL - FL 245</div></div> <div><div>Type</div><div>Name or call sign</div><div>Radio frequency(ies)</div><div>Airspace classification</div><div>Vertical limits</div></div>				
		<div><div>C</div><div>TMA DONLON</div><div>FL 245</div><div>200m AGL</div><div>119.1</div></div>				

AIRSPACE RESTRICTIONS

129	Restricted airspace (prohibited, restricted or danger area)		Common boundary of two areas	
<i>Note.— The angle and density of rulings may be varied according to scale and the size, shape and orientation of the area.</i>				
130	International boundary closed to passage of aircraft except through air corridor			

OBSTACLES

131	Obstacle		135	Exceptionally high obstacle (optional symbol)	
132	Lighted obstacle		136	Exceptionally high obstacle - lighted (optional symbol)	
133	Group obstacles		<i>Note.— For obstacles having a height of the order of 300 m (1 000 ft) above terrain.</i>		
134	Lighted group obstacles		137	<p>Elevation of top (italics) <i>52</i> (15)</p> <p>Height above specified datum (upright type in parentheses)</p>	

MISCELLANEOUS

138	Prominent transmission line		139	Isogonic line or isogonal		140	Ocean station vessel (normal position)	
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VISUAL AIDS

141	Marine light		<p>Note 1.— Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated.</p> <p>Note 2.— Characteristics are to be indicated as follows:</p> <p>Alt B F Alternating Blue Fixed</p> <p>Fl G Gp Flashing Green Group</p> <p>Occ R SEC Occulting Red Sector</p> <p>sec (U) W Second Unwatched White</p>	142	Aeronautical ground light		143	Lightship	
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SYMBOLS FOR AERODROME/HELIPORT CHARTS

144	Hard surface runway		153	Point light	
145	Pierced steel plank or steel mesh runway				
146	Unpaved runway		154	Obstacle light	
147	Stopway SWY		155	Landing direction indicator (lighted)	
148	Taxiways and parking areas		156	Landing direction indicator (unlighted)	
149	Helicopter alighting area on an aerodrome		157	Stop bar	
150	Aerodrome reference point		158	Runway-holding position Pattern A Pattern B	
151	VOR check-point			<i>Note. – For application, see Annex 14, Volume I 5.2.10.</i>	
152	Runway visual range (RVR) observation site		159	Intermediate holding position <i>Note. – For application, see Annex 14, Volume I 5.2.11.</i>	
			160	Hot spot <i>Note. – Hot spot location to be circled.</i>	

SYMBOLS FOR AERODROME OBSTACLE CHARTS - TYPE A, B AND C

		Plan	Profile			Plan	Profile
161	Tree or shrub			166	Terrain penetrating obstacle plane		
162	Pole, tower, spire, antenna, etc.			167	Escarpment		
163	Building or large structure			168	Stopway SWY		
164	Railroad			169	Clearway CWY		
165	Transmission line or overhead cable						

ADDITIONAL SYMBOLS FOR USE ON PAPER AND ELECTRONIC CHARTS

PLAN VIEW

170	Minimum sector altitude <i>Note. – This symbol may be modified to reflect particular sector shapes.</i>	MSA	
171	Terminal arrival altitude <i>Note. – This symbol may be modified to reflect particular TAA shapes.</i>	TAA	
172	Holding pattern		
173	Missed approach track		

PROFILE

174	Runway	
175	Radio navigation aid (type of aid and its use in the procedure to be annotated on top of the symbol)	
176	Radio marker beacon (type of beacon to be annotated on top of the symbol)	
177	Collocated radio navigation aid and marker beacon (type of aid to be annotated on top of the symbol)	
178	DME fix (distance from DME and the fix use in the procedure to be annotated on top of the symbol)	
179	Collocated DME fix and marker beacon (distance from DME and the type of beacon to be annotated on top of the symbol)	

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

<i>ID</i>	<i>Station name</i>	<i>Facility</i>	<i>Purpose</i>
CBC	Cayman Brac	NDB	AE
GCM	Grand Cayman	VOR/DME	AE

GEN 2.6 CONVERSION TABLES

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 1 M = 3.281 FT	
<i>NM</i>	<i>KM</i>	<i>KM</i>	<i>NM</i>	<i>FT</i>	<i>M</i>	<i>M</i>	<i>FT</i>
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1 312.34
50	92.600	50	27.00	500	152.400	500	1 640.42
60	111.120	60	32.40	600	182.880	600	1 968.50
70	129.640	70	37.80	700	213.360	700	2 296.59
80	148.160	80	43.20	800	243.840	800	2 624.67
90	166.680	90	48.60	900	274.320	900	2 952.76
100	185.200	100	54.00	1 000	304.800	1 000	3 280.84
200	370.400	200	107.99	2 000	609.600	2 000	6 561.68
300	555.600	300	161.99	3 000	914.400	3 000	9 842.52
400	740.800	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926.000	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

 From decimal minutes of an arc to seconds of an arc

<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc

<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

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

1.1

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

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

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

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

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.

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP)
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- Checklists and summaries.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other elements of the package are distributed by airmail.

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 six series identified by the letter A, B, C, D, E, and S.

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

Series B. Information on airspace restrictions, on activities taking place below FL 245 and on other international aerodromes at which IFR flights are permitted.

Series C. Information on other international aerodromes at which only VFR flights are permitted.

Series D. Information on national aerodromes.

Series E. Information on heliports.

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under 5. of this sub-section.

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 AIP ADT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 Sale of publications

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

4. AIRAC System

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

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

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

Schedule of AIRAC effective dates

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

5. Pre-flight information service at aerodromes

Pre-flight information is available at aerodromes as detailed below.

<i>Aerodrome/Heliport</i>	<i>Briefing coverage</i>
Charles Kirkconnell/International	North, Central and South America, the Caribbean and Europe
Owen Roberts/International	North, Central and South America, the Caribbean and Europe

Daily Pre-flight Information Bulletins (PIB) — Route Bulletins and Summaries are available for distribution at Owen Roberts/International and Charles Kirkconnell/International airports AIS units. The aerodrome AIS units are connected to the central NOTAM data bank at KINGSTON/Norman Manley.

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 8. 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 The charts as listed under section 5. of this subsection may be obtained from:

Aeronautical Information Service
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

- 3.2 The Cayman Islands Airports Authority, the Aeronautical Information Service and the sales agents have 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) En-route Chart – ICAO;
 - d) Standard Departure Chart – Instrument (SID) – ICAO;
 - e) Standard Arrival Chart – Instrument (STAR) – ICAO;
 - f) 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.

- c) *Enroute Chart*. This chart is produced for the entire Cayman Islands TMA.

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.

- d) *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.

- e) *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.

- f) *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.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

a) *Visual Approach Chart*. This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are available; or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual approach procedures have been established.

The aeronautical data shown includes information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

5. List of aeronautical charts available

Those chart series listed below form part of the AIP.

Title of series		Name and/or number
ADC	Aerodrome Chart – ICAO	Cayman Brac, Charles Kirkconnell Intl. Grand Cayman, Owen Roberts Intl.
AOC	Aerodrome Obstacle Chart Type A – ICAO	Owen Roberts Intl. Type A Charles Kirkconnell Intl. Type A
ERC	En-route Chart – ICAO	Cayman Islands TMA
IAC	Instrument Approach Chart – ICAO	Cayman Brac, Charles Kirkconnell Intl. Grand Cayman, Owen Roberts Intl.
STAR	Standard Arrival Chart – ICAO	Cayman Brac, Charles Kirkconnell Intl. Grand Cayman, Owen Roberts Intl.
SID	Standard Departure Chart – ICAO	Cayman Brac, Charles Kirkconnell Intl. Grand Cayman, Owen Roberts Intl.
VA	Visual Approach Chart – ICAO	Cayman Brac, Charles Kirkconnell Intl. Grand Cayman, Owen Roberts Intl.

6. Topographical charts

To supplement the aeronautical charts, topographical maps are available from

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

7. CORRECTION TO CHARTS NOT CONTAINED IN THE AIP

“NIL”

GEN 3.3 AIR TRAFFIC SERVICES**1. Responsible service**

The Cayman Islands Airports Authority is responsible for the provision of air traffic services within the area indicated under 2. below.

Air Traffic Control Manager
Cayman Islands Airports Authority
P.O. Box 10098 APO
Grand Cayman
Cayman Islands

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYA YX
EMAIL: erick.bodden@caymanairports.com
Website: www.caymanairports.com

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 — *Rules of the Air*
Annex 11 — *Air Traffic Services*
Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*
Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Air traffic services are provided for the entire territory of the Cayman Islands, including its territorial waters as well as the airspace over the high seas within the Cayman Islands TMA.

3. Types of services

The following types of services are provided:

- Aeronautical Information Service (AIS)
- Aerodrome Control (TWR)
- Approach Control (APP)
- Automatic Terminal Information Service (ATIS) at Owen Roberts International.

4. Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is affected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* (Doc 4444, Air Traffic Management).

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

6. ATS units address list

<i>Unit name</i>	<i>Postal address</i>	<i>Telephone NR email</i>	<i>Fax NR</i>	<i>AFS address</i>	<i>Website</i>
1	2	3	4	5	6
Cayman APP Brac and Owen Roberts TWRs	Air Traffic Control Manager P.O. Box 10098 APO Grand Cayman Cayman Islands	(345) 943 7070 erick.bodden@caymanairports.com	(345) 943 7071	MWCRZTZX	www.caymanairports.com

GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

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

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

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYA YX
EMAIL: sean.bridle@caymanairports.com

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

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

2. Area of responsibility

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

3. Types of service

3.1 *Radio navigation services*

The following types of radio aids to navigation are available:

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

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

3.2 *Mobile/fixed service*

Mobile service

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

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

All flights entering the Cayman Islands TMA are required to establish two-way communications with Cayman Approach at least 10 minutes prior to entry.

Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

- a) they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3,3.3;
- b) they are prepared in the forms specified in ICAO Annex 10;
- c) the text of an individual message does not exceed 200 groups.

3.3 Broadcasting service

Meteorological broadcasts are available for the use of aircraft in flight. Full details are given in subsection GEN 3.5.

3.4 Language used: English

3.5 Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4. Requirements and conditions

The requirements of the Civil Aviation Authority and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of the Cayman Islands.

GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible service

The meteorological services for civil aviation are provided by the Meteorological Section of the Cayman Islands National Weather Service.

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

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

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

Annex3 — *Meteorological Service for International Air Navigation*
Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Meteorological service is provided within the Cayman Islands TMA.

3. Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

<i>Name of station/ Location indicator</i>	<i>Type & frequency of observation/ automatic observing equipment</i>	<i>Types of MET reports & Supplementary Information included</i>	<i>Observation System & Site(s)</i>	<i>Hours of operation</i>	<i>Climatological information</i>
1	2	3	4	5	6
Owen Roberts International MWCR	Hourly plus special observations	METAR, SPECI TAF	Anemometer 375 m FM THR RWY 08 . Thermometer close to anemometer site. Cloud base estimated.	1100 - 0300	Climatological summaries AVBL
Charles Kirkconnell International MWCB	Hourly plus special observations	METAR, SPECI TAF	Anemometer 1200 m FM THR RWY 09 . Thermometer close to anemometer site. Cloud base estimated.	1200 - 0000	Climatological summaries AVBL

4. Types of services

Personal briefing and consultation for flight crewmembers are provided only at Owen Roberts International. For all other aerodromes, consultation is available by telephone.

Limited flight documentation is normally provided for domestic flights. For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

Daily forecast of weather conditions for the Cayman Islands can be obtained by dialing the following telephone numbers:

(345) 947 5773

(345) 949 4528

(345) 244 5829

5. Notification required from operators

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required. Operators should give at least 3 hours notice before the expected time of departure.

6. Aircraft reports

TO BE DEVELOPED

GEN 3.6 SEARCH AND RESCUE

1. Responsible service

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

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

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

The addresses for all partners involved are as follows:

National Emergency Operations Centre (NEOC)

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

Cayman Islands Fire Service

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

Chief Coordinator of SAR Operations

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

Cayman Islands Coast Guard

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

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

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

MRCC KINGSTON

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

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

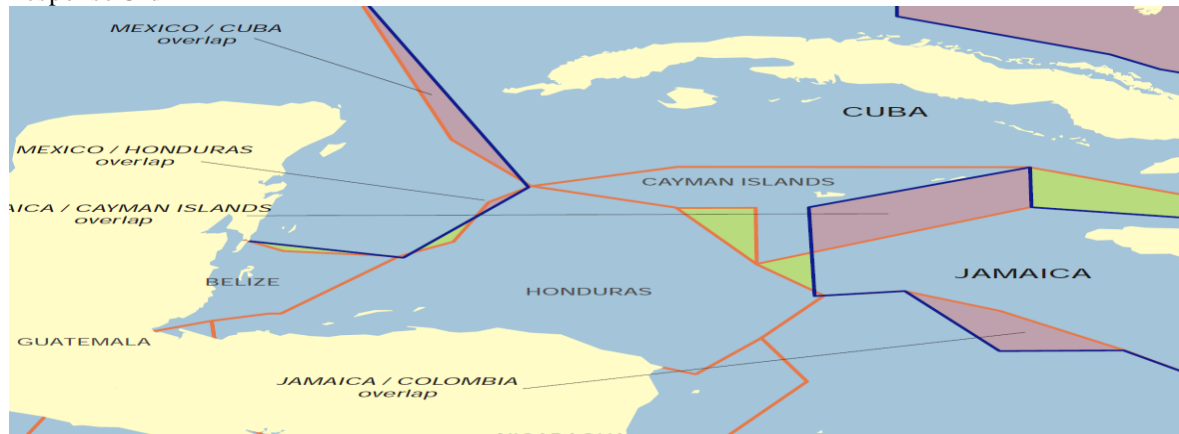
2. Area of responsibility

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

Cayman Islands Coast Guard (CICG)

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

Response Grid

**Cayman Islands Fire Service (CIFS)**

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

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

3. Types of service

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

Table 3.6.3 Search and Rescue Units

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

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

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

4. SAR agreements

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

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

5. Conditions of availability

TO BE DEVELOPED

6. Procedures and signals used

6.1 *Procedures and signals used by aircraft*

- 6.1.1 Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.
- 6.1.2 Ditching reports requested by aircraft about to ditch are given in accordance with the provisions in ICAO Doc 7605 PANS-MET.

6.2 *Communications*

- 6.2.1 Transmission and reception of distress messages within the Cayman Islands TMA are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.
- 6.2.2 For communications during search and rescue operations, the codes and abbreviations published in ICAO *Abbreviations and Codes* (Doc 8400) are used.
- 6.2.3 The frequency 121.5 MHz is guarded continuously during the hours of service at Owen Roberts and Brac Towers.

6.3 *Search and rescue signals*

- 6.3.1 The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, paragraph 5.10.

Ground/air visual signal codes for use by survivors

<i>No.</i>	<i>Message</i>	<i>Code symbol</i>
1	Require assistance	V
2	Require medical assistance	X
3	No or negative	N
4	Yes or affirmative	Y
5	Proceeding in this direction	↑
Instructions for use: <ol style="list-style-type: none"> 1. Make signals not less than 8 FT (2.5 M). 2. Take care to lay out signals exactly as shown. 3. Provide as much color contrast as possible between signals and background. 4. Make every effort to attract attention by other means such as radio, flares, smoke and reflected light. 		

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

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

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

1.2 Surcharges

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

1.3 Exemption

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

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

The first hour is free.

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

2.2-Exemption

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

3. Passenger service

3.1 *Departure Tax*

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

3.1.1 *Exemptions*

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

3.2 *Passenger Facility Charge*

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

3.2.1 *Exemptions*

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

4. Security

4.1 *Security Tax*

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

4.1.1 *Exemptions*

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

5. Noise related items

Nil.

6. Other

6.1 Terminal Charge

Each carrier departing on an international flight is charged CI\$1.00 per passenger. Additionally, aircraft operating between the hours of;

- a) 0200 – 1200 UTC at Owen Roberts International are charged CI\$181.00 per hour.
- b) 0000 – 1200 UTC at Charles Kirkconnell International are charged CI\$83.00 per hour.

7. Exemptions and reductions

Exemptions

- a) Diplomatic aircraft
- b) Test flights
- c) Emergency landings
- d) Training flights approved by the Chief Executive Officer of the Cayman Islands Airports Authority.

Reductions

- a) In the case of an aircraft, the weight of which does not exceed 10 000 lbs., used exclusively for private, pleasure or domestic purposes and remaining in the Cayman Islands continuously for a period of at least thirty days, the owner or operator thereof may opt to pay in lieu a parking fee of \$75.00 on the last day of every such period.

8. Methods of payment

Landing and parking charges levied at daily rates are payable at the time the aerodrome is used or, or in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month.

The owner and user of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made monthly by the Cayman Islands Airport Authority, by forwarding an invoice. Payment is due 30 days after the date of the invoice. If payment is not made by that day (or if the payment day falls on a Saturday, Sunday or holiday, then by the following weekday), the user/owner is bound to pay interest of 1.25 % per month on overdue payments commencing on the day payment of the charge was due.

If payments are not made,

- a) collection can be done by distress,
- b) permission to fly to or from the Cayman Islands territory can be denied, and
- c) permission already granted can be withdrawn.

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4.2 AIR NAVIGATION SERVICES CHARGES**1. Approach control**

- 1.1 Users of OWEN ROBERTS/International and CHARLES KIRKCONNELL/International aerodromes will be charged for the services rendered by the ATC units of the above-mentioned aerodromes.
- 1.2 The charges will be collected by the aerodrome authorities, in addition to the landing fees.
- 1.3 The calculation of the charges will be made on the basis of the landing fees charged for use of these aerodromes.

2. Air navigation facility charges

A charge for the use of navigation aids, including communications, is levied on each aircraft arriving from a foreign country, in accordance with the following, and is payable upon landing.

<i>Category</i>	<i>Charges CI (\$)</i>
General Aviation	5.00
Commercial	
1 to 31 landings	20.00
32 to 64 landings	15.00
65 or more	10.00

3. Exemptions and reductions

The following categories of flights shall be exempted from payment of air navigation facility charges:

- a) test flights made at the request of the Civil Aviation Authority of the Cayman Islands;
- b) technical check flights made by aircraft engaged in commercial aviation, with no remuneration being received for passengers and goods, if such be on board;
- c) flights made for search and rescue purposes;
- d) technical return flights, i.e. take-off with forced return to the aerodrome of departure due to technical disturbances, adverse weather conditions, and the like;
- e) aircraft owned by the Civil Aviation Authority of the Cayman Islands;
- f) Cayman Islands military aircraft;
- g) Foreign military aircraft and aircraft used solely for the transportation of the representatives of foreign States or of United Nations personnel; and
- h) aircraft owned by foreign States assigned to Police and Customs Authorities and navigation aid inspection.

It is a condition for obtaining the exemption mentioned under a), b) and c) that prior notification be made to the Chief Executive Officer of the Cayman Islands Airports Authority.

4. Methods of payment

Air navigation facility charges levied are payable at the time the aerodrome is used or, or in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month.

The owner and user of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made monthly by the Cayman Islands Airports Authority, by forwarding an invoice. Payment is due 30 days after the date of the invoice. If payment is not made by that day (or if the payment day falls on a Saturday, Sunday or holiday, then by the following weekday), the user/owner is bound to pay interest of 1.25 % per month on overdue payments commencing on the day payment of the charge was due.

If payments are not made,

- a) collection can be done by distress,
- b) permission to fly to or from the Cayman Islands territory can be denied, and
- c) permission already granted can be withdrawn.