



# AERONAUTICAL INFORMATION PUBLICATION

CAYMAN ISLANDS

AIP

AERONAUTICAL INFORMATION PUBLICATION

CAYMAN ISLANDS

SECOND EDITION – 2001

CONSULT NOTAM FOR LATEST INFORMATION

AERONAUTICAL INFORMATION SERVICE  
CIVIL AVIATION AUTHORITY OF THE CAYMAN ISLANDS

**AIP**  
**AERONAUTICAL INFORMATION PUBLICATION**  
**CAYMAN ISLANDS**

**PART 1**  
**GENERAL (GEN)**

---

**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](mailto:laurie.farrington@caymanairports.com)

Website: [www.caymanairports.com](http://www.caymanairports.com)

## GEN 0.2 RECORD OF AIP AMENDMENTS

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

[illegible]

[illegible]



INTENTIONALLY LEFT BLANK

**CHECKLIST OF PAGES**

| <b>PART 1 GENERAL (GEN)</b> |             | <b>PART 1 GENERAL (GEN)</b> |             | <b>PART 2- EN-ROUTE(ENR)</b> |             |
|-----------------------------|-------------|-----------------------------|-------------|------------------------------|-------------|
| <b>GEN 0</b>                |             | <b>GEN 2 (CONTINUED)</b>    |             | <b>ENR 0</b>                 |             |
| <b>Page</b>                 | <b>Date</b> | <b>Page</b>                 | <b>Date</b> | <b>Page</b>                  | <b>Date</b> |
| 0.1-1                       | 28 FEB 06   | 2.3-1                       | 27 AUG 09   | 0.6-1                        | 01 JAN 01   |
| 0.1-2                       | 28 FEB 06   | 2.3-2                       | 27 AUG 09   | 0.6-2                        | 01 JAN 01   |
| 0.1-3                       | 28 MAR 19   | 2.3-3                       | 27 AUG 09   | 0.6-3                        | 01 JAN 01   |
| 0.1-4                       | 01 JAN 01   | 2.3-4                       | 27 AUG 09   | <b>ENR 1</b>                 |             |
| 0.2-1                       | 25 MAR 2021 | 2.3-5                       | 27 AUG 09   | 1.1-1                        | 01 JAN 01   |
| 0.2-2                       | 26 MAY 17   | 2.3-6                       | 27 AUG 09   | 1.2-1                        | 01 JAN 01   |
| 0.3-1                       | 12 NOV 15   | 2.3-7                       | 27 AUG 09   | 1.2-2                        | 01 JAN 01   |
| 0.4-1                       | 25 MAR 2021 | 2.4-1                       | 28 JAN 2021 | 1.3-1                        | 01 JAN 01   |
| 0.4-2                       | 25 MAR 2021 | 2.5-1                       | 08 DEC 16   | 1.3-2                        | 01 JAN 01   |
| 0.4-3                       | 02 DEC 2020 | 2.6-1                       | 01 JAN 01   | 1.4-1                        | 01 JAN 01   |
| 0.5-1                       | 01 JAN 01   | 2.6-2                       | 01 JAN 01   | 1.4-2                        | 01 JAN 01   |
| 0.6-1                       | 01 JAN 01   | 2.7-1                       | 23 APR 2020 | 1.5-1                        | 06 FEB 14   |
| 0.6-2                       | 01 JAN 01   | <b>GEN 3</b>                |             | 1.6-1                        | 01 JAN 01   |
| 0.6-3                       | 01 JAN 01   | 3.1-1                       | 28 JAN 2021 | 1.7-1                        | 01 JAN 01   |
| 0.6-4                       | 01 JAN 01   | 3.1-2                       | 28 JAN 2021 | 1.7-2                        | 01 JAN 01   |
| <b>GEN 1</b>                |             | 3.1-3                       | 28 JAN 2021 | 1.7-3                        | 01 JAN 01   |
| 1.1-1                       | 25 MAR 2021 | 3.1-4                       | 28 JAN 2021 | 1.8-1                        | 01 JAN 01   |
| 1.1-2                       | 04 JAN 18   | 3.1-5                       | 15 NOV 12   | 1.9-1                        | 01 JAN 01   |
| 1.2-1                       | 25 MAR 2021 | 3.2-1                       | 28 JAN 2021 | 1.10-1                       | 25 MAR 2021 |
| 1.2-2                       | 25 MAR 2021 | 3.2-2                       | 28 JAN 2021 | 1.10-2                       | 25 MAR 2021 |
| 1.2-3                       | 08 OCT 2020 | 3.2-3                       | 20 AUG 15   | 1.10-3                       | 28 JAN 2021 |
| 1.3-1                       | 28 FEB 06   | 3.2-4                       | 02 DEC 2020 | 1.10-4                       | 01 JAN 01   |
| 1.3-2                       | 01 JAN 01   | 3.2-5                       | 01 JAN 01   | 1.11-1                       | 25 MAR 2021 |
| 1.4-1                       | 04 JAN 18   | 3.3-1                       | 28 MAR 19   | 1.11-2                       | 20 AUG 15   |
| 1.5-1                       | 08 OCT 2020 | 3.3-2                       | 28 MAR 19   | 1.12-1                       | 01 JAN 01   |
| 1.6-1                       | 25 MAR 2021 | 3.4-1                       | 08 OCT 2020 | 1.12-2                       | 01 JAN 01   |
| 1.6-2                       | 25 MAR 2021 | 3.4-2                       | 01 JAN 01   | 1.12-3                       | 01 JAN 01   |
| 1.6-3                       | 25 MAR 2021 | 3.5-1                       | 28 MAR 19   | 1.12-4                       | 01 JAN 01   |
| 1.6-4                       | 25 MAR 2021 | 3.5-2                       | 06 FEB 14   | 1.13-1                       | 01 JAN 01   |
| 1.7-1                       | 23 APR 2020 | 3.5-3                       | 06 FEB 14   | 1.14-1                       | 01 JAN 01   |
| 1.7-2                       | 23 APR 2020 | 3.6-1                       | 02 DEC 2020 | 1.14-2                       | 01 JAN 01   |
| 1.7-3                       | 23 APR 2020 | 3.6-2                       | 02 DEC 2020 | 1.14-3                       | 01 JAN 01   |
| 1.7-4                       | 23 APR 2020 | 3.6-3                       | 02 DEC 2020 | 1.14-4                       | 01 JAN 01   |
| 1.8-1                       | 04 JAN 18   | 3.6-4                       | 21 AUG 14   | 1.14-5                       | 01 JAN 01   |
| <b>GEN 2</b>                |             | 3.6-5                       | 21 AUG 14   | 1.14-6                       | 01 JAN 01   |
| 2.1-1                       | 27 AUG 09   | 3.6-6                       | 21 AUG 14   | 1.14-7                       | 01 JAN 01   |
| 2.1-2                       | 28 JAN 2021 | <b>GEN 4</b>                |             | 1.14-8                       | 01 JAN 01   |
| 2.2-1                       | 01 JAN 01   | 4.1-1                       | 08 OCT 2020 | <b>ENR 2</b>                 |             |
| 2.2-2                       | 31 MAR 17   | 4.1-2                       | 23 APR 2020 | 2.1-1                        | 15 NOV 12   |
| 2.2-3                       | 01 JAN 01   | 4.1-3                       | 06 FEB 14   | 2.1-2                        | 15 NOV 12   |
| 2.2-4                       | 01 JAN 01   | 4.1-4                       | 06 FEB 14   | 2.2-1                        | 01 JAN 01   |
| 2.2-5                       | 01 MAR 18   | 4.2-1                       | 08 DEC 16   | <b>ENR 3</b>                 |             |
| 2.2-6                       | 01 JAN 01   | 4.2-2                       | 08 DEC 16   | 3.1-1                        | 28 FEB 06   |
| 2.2-7                       | 01 MAR 18   |                             |             | 3.1-2                        | 28 FEB 06   |
| 2.2-8                       | 01 JAN 01   |                             |             |                              |             |
| 2.2-9                       | 01 JAN 01   |                             |             |                              |             |

| <b>PART 2-ENROUTE (ENR)</b> |             | <b>PART 3 – AERODROMES (AD)</b> |             | <b>PART 3 AERODROMES (AD)</b> |             |
|-----------------------------|-------------|---------------------------------|-------------|-------------------------------|-------------|
| <b>ENR 3 (CONTINUED)</b>    |             | <b>AD 0</b>                     |             | <b>AD 2 (CONTINUED)</b>       |             |
| <b>Page</b>                 | <b>Date</b> | <b>Page</b>                     | <b>Date</b> | <b>Page</b>                   | <b>Date</b> |
| 3.1-3                       | 28 FEB 06   | 0.6-1                           | 15 NOV 12   | AD2-25                        | 15NOV 12    |
| 3.1-4                       | 28 FEB 06   | 0.6-2                           | 01 JAN 01   | AD 2-26                       | 25 MAR 2021 |
| 3.2-1                       | 01 JAN 01   | 0.6-3                           | 01 JAN 01   | AD 2-27                       | 04 JAN 18   |
| 3.3-1                       | 01 JAN 01   | <b>AD 1</b>                     |             | AD 2-28                       | 08 DEC 16   |
| 3.4-1                       | 01 JAN 01   | 1.1-1                           | 08 OCT 20   | AD 2-29                       | 24 MAY 18   |
| 3.4-2                       | 01 JAN 01   | 1.1-2                           | 06 FEB 14   | AD 2-30                       | 26 MAY 17   |
| 3.5-1                       | 08 DEC 16   | 1.2-1                           | 04 JAN 18   | AD 2-31                       | 25 MAR 2021 |
| <b>ENR 4</b>                |             | 1.3-1                           | 15 NOV 12   | AD 2-32                       | 08 DEC16    |
| 4.1-1                       | 04 JAN 18   | 1.3-2                           | 01 JAN 01   | AD 2-33                       | 25 MAR 2021 |
| 4.2-1                       | 01 JAN 01   | 1.3-3                           | 01 JAN 01   | AD 2-34                       | 13 JAN 11   |
| 4.3-1                       | 25 MAR 2021 | <b>AD 2</b>                     |             | AD 2-35                       | 01 JAN 01   |
| 4.4-1                       | 01 JAN 01   | AD 2-1                          | 25 MAR 2021 | AD 2-36                       | 28 FEB 06   |
| <b>ENR 5</b>                |             | AD 2-2                          | 28 MAR 19   | AD 2-37                       | 01 JAN 01   |
| 5.1-1                       | 01 JAN 01   | AD 2-3                          | 26 MAY 17   | AD 2-38                       | 15 NOV 12   |
| 5.2-1                       | 01 JAN 01   | AD 2-4                          | 26 MAY 17   | AD 2-39                       | 01 JAN 01   |
| 5.3-1                       | 01 JAN 01   | AD 2-5                          | 26 MAY 17   | AD 2-40                       | 25 MAR 2021 |
| 5.4-1                       | 01 JAN 01   | AD 2-6                          | 26 MAY 17   | AD 2-41                       | 08 DEC 16   |
| 5.5-1                       | 01 JAN 01   | AD 2-7                          | 25 MAR 2021 | AD 2-42                       | 24 MAY 18   |
| 5.6-1                       | 27 AUG 09   | AD 2-8                          | 13 JAN 11   | AD 2-43                       | 24 MAY 18   |
| 5.6-2                       | 27 AUG 09   | AD 2-9                          | 01 JAN 01   | AD 2-44                       | 26 JUL 12   |
| <b>ENR 6</b>                |             | AD 2-10                         | 01 JAN 01   | AD 2-45                       | 26 JUL 12   |
| 6.1-1                       | 27 AUG 09   | AD 2-11                         | 15 NOV 12   | AD 2-46                       | 26 JUL 12   |
| 6.1-2                       | 27 AUG 09   | AD 2-12                         | 15 NOV 12   | AD 2-46-2                     | 26 JUL 12   |
| 6.2-1                       | 01 JAN 01   | AD 2-13                         | 15 NOV 12   | AD 2-47                       | 26 JUL 12   |
| 6.3-1                       | 01 JAN 01   | AD 2-14                         | 02 DEC 2020 | AD 2-47-2                     | 26 JUL 12   |
| 6.4-1                       | 01 JAN 01   | AD 2-15                         | 25 JUN 01   | AD 2-48                       | 26 JUL 12   |
| 6.5-1                       | 01 JAN 01   | AD 2-16                         | 26 MAY 17   | AD 2-48-2                     | 26 JUL 12   |
| 6.6-1                       | 01 JAN 01   | AD 2-17                         | 26 MAY 17   | AD 2-49                       | 26 JUL 12   |
| 6.7-1                       | 01 JAN 01   | AD 2-18                         | 15 NOV 12   | AD 2-49-2                     | 26 JUL 12   |
| 6.8-1                       | 01 JAN 01   | AD 2-18-2                       | 15 NOV 12   | AD 2-50                       | 26 JUL 12   |
| 6.9-1                       | 01 JAN 01   | AD 2-19                         | 15 NOV 12   | AD 2-50-2                     | 26 JUL 12   |
|                             |             | AD 2-19-2                       | 15 NOV 12   | AD 2-51                       | 26 JUL 12   |
|                             |             | AD 2-20                         | 15 NOV 12   | AD 2-51-2                     | 26 JUL 12   |
|                             |             | AD 2-20-2                       | 15 NOV 12   | AD 2-52                       | 26 JUL 12   |
|                             |             | AD 2-21                         | 15 NOV 12   | AD 2-52-2                     | 26 JUL 12   |
|                             |             | AD 2-21-2                       | 15 NOV 12   | AD 2-53                       | 26 JUL 12   |
|                             |             | AD 2-22                         | 15 NOV 12   | AD 2-53-2                     | 26 JUL 12   |
|                             |             | AD 2-23                         | 15 NOV 12   | AD 2-54                       | 26 JUL 12   |
|                             |             | AD 2-24                         | 15 NOV 12   | AD 2-54-2                     | 26 JUL 12   |

|                               |             |  |  |
|-------------------------------|-------------|--|--|
| <b>PART 3 AERODROMES (AD)</b> |             |  |  |
| <b>AD 2 (CONTINUED)</b>       |             |  |  |
| <b>Page</b>                   | <b>Date</b> |  |  |
| AD 2-55                       | 26 JUL 12   |  |  |
| AD 2-55-2                     | 26 JUL 12   |  |  |
| AD 2-56                       | 26 JUL 12   |  |  |
| AD 2-56-2                     | 26 JUL 12   |  |  |
| AD 2-57                       | 26 JUL 12   |  |  |
| AD 2-57-2                     | 26 JUL 12   |  |  |
| AD 2-58                       | 26 JUL 12   |  |  |
| AD 2-58-2                     | 26 JUL 12   |  |  |
| AD 2-59                       | 08 DEC 16   |  |  |
| AD 2-60                       | 26 JUL 12   |  |  |
| AD 2-60-2                     | 26 JUL 12   |  |  |
| AD 2-61                       | 26 JUL 12   |  |  |
| AD 2-61-2                     | 26 JUL 12   |  |  |
| AD 2-62                       | 26 JUL 12   |  |  |
| AD 2-62-2                     | 26 JUL 12   |  |  |
|                               |             |  |  |
|                               |             |  |  |
|                               |             |  |  |
|                               |             |  |  |
|                               |             |  |  |
|                               |             |  |  |

**GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP**

| <i>AIP page (s)<br/>affected</i> | <i>Amendment text</i> | <i>Introduced by AIP<br/>Amendment NR</i> |
|----------------------------------|-----------------------|---|
|                                  |                       |   |

---

**GEN 0.6 TABLE OF CONTENTS TO PART 1****GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS**

|   |           |
|---|-----------|
| GEN 1.1 Designated authorities.....   | GEN 1.1-1 |
| GEN 1.2 Entry, transit and departure of aircraft.....                                 | GEN 1.2-1 |
| GEN 1.3 Entry, transit and departure of passengers and crew.....                      | GEN 1.3-1 |
| GEN 1.4 Entry, transit and departure of cargo.....                                    | GEN 1.4-1 |
| GEN 1.5 Aircraft instruments, equipment and flight documents.....                     | GEN 1.5-1 |
| GEN 1.6 Summary of national regulations and international agreements/conventions..... | GEN 1.6-1 |
| GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures.....    | GEN 1.7-1 |

**GEN 2. TABLES AND CODES**

|  |           |
|--|-----------|
| GEN 2.1 Measuring system, aircraft markings, holidays..... | GEN 2.1-1 |
| GEN 2.1.1 Units of measurement.....                        | GEN 2.1-1 |
| GEN 2.1.2 Time system.....                                 | GEN 2.1-1 |
| GEN 2.1.3 Geodetic reference datum.....                    | GEN 2.1-1 |
| GEN 2.1.4 Aircraft nationality and registration marks..... | GEN 2.1-2 |
| GEN 2.1.5 Public holidays.....                             | GEN 2.1-2 |
| GEN 2.2 Abbreviations used in AIS publications.....        | GEN 2.2-1 |
| GEN 2.3 Chart symbols.....                                 | GEN 2.3-1 |
| GEN 2.4 Location indicators.....                           | GEN 2.4-1 |
| GEN 2.5 List of radio navigation aids.....                 | GEN 2.5-1 |
| GEN 2.6 Conversion tables.....                             | GEN 2.6-1 |
| GEN 2.7 Sunrise/Sunset tables.....                         | GEN 2.7-1 |

**GEN 3. SERVICES**

|  |           |
|--|-----------|
| GEN 3.1 Aeronautical Information Services..... | GEN 3.1-1 |
| GEN 3.1.1 Responsible service.....             | GEN 3.1-1 |
| GEN 3.1.2 Area of responsibility.....          | GEN 3.1-1 |

---

|   |           |
|---|-----------|
| GEN 3.1.3 Aeronautical publications.....                              | GEN 3.1-1 |
| GEN 3.1.4 AIRAC System .....  | GEN 3.1-4 |
| GEN 3.1.5 Pre-flight information service at aerodrome/heliports ..... | GEN 3.1-5 |
| GEN 3.2 Aeronautical charts .....                                     | GEN 3.2-1 |
| GEN 3.2.1 Responsible service(s) .....                                | GEN 3.2-1 |
| GEN 3.2.2 Maintenance of charts .....                                 | GEN 3.2-1 |
| GEN 3.2.3 Purchase arrangements .....                                 | GEN 3.2-1 |
| GEN 3.2.4 Aeronautical chart series available .....                   | GEN 3.2-1 |
| GEN 3.2.5 List of aeronautical charts available .....                 | GEN 3.2-3 |
| GEN 3.2.6 Topographical charts .....                                  | GEN 3.2-4 |
| GEN 3.2-7 Corrections to charts not contained in the AIP .....        | GEN 3.2-5 |
| GEN 3.3 Air traffic services .....                                    | GEN 3.3-1 |
| GEN 3.3.1 Responsible service .....                                   | GEN 3.3-1 |
| GEN 3.3.2 Area of responsibility .....                                | GEN 3.3-1 |
| GEN 3.3.3 Types of services .....                                     | GEN 3.3-1 |
| GEN 3.3.4 Co-ordination between the operator and ATS .....            | GEN 3.3-1 |
| GEN 3.3.5 Minimum flight altitude .....                               | GEN 3.3-2 |
| GEN 3.3.6 ATS units address list .....                                | GEN 3.3-2 |
| GEN 3.4 Communication services .....                                  | GEN 3.4-1 |
| GEN 3.4.1 Responsible service .....                                   | GEN 3.4-1 |
| GEN 3.4.2 Area of responsibility .....                                | GEN 3.4-1 |
| GEN 3.4.3 Types of services .....                                     | GEN 3.4-1 |
| GEN 3.4.4 Requirements and conditions .....                           | GEN 3.4-2 |
| GEN 3.5 Meteorological services .....                                 | GEN 3.5-1 |
| GEN 3.5.1 Responsible service .....                                   | GEN 3.5-1 |

---

|  |           |
|--|-----------|
| GEN 3.5.2 Area of responsibility .....                               | GEN 3.5-1 |
| GEN 3.5.3 Meteorological observations and reports .....              | GEN 3.5-1 |
| GEN 3.5.4 Types of services .....                                    | GEN 3.5-2 |
| GEN 3.5.5 Notification required from operators .....                 | GEN 3.5-2 |
| GEN 3.5.6 Aircraft reports .....                                     | GEN 3.5-3 |
| GEN 3.6 Search and Rescue .....                                      | GEN 3.6-1 |
| GEN 3.6.1 Responsible service(s) .....                               | GEN 3.6-1 |
| GEN 3.6.2 Area of responsibility .....                               | GEN 3.6-1 |
| GEN 3.6.3 Types of service .....                                     | GEN 3.6-2 |
| GEN 3.6.4 SAR agreements .....                                       | GEN 3.6-3 |
| GEN 3.6.5 Conditions of availability .....                           | GEN 3.6-4 |
| GEN 3.6.6 Procedures and signals used .....                          | GEN 3.6-5 |
| <br><b>GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES</b> |           |
| GEN 4.1 Aerodrome/heliport charges .....                             | GEN 4.1-1 |
| GEN 4.1.1 Landing of aircraft .....                                  | GEN 4.1-1 |
| GEN 4.1.2 Parking, hangarage and long-term storage of aircraft ..... | GEN 4.1-1 |
| GEN 4.1.3 Passenger service .....                                    | GEN 4.1-2 |
| GEN 4.1.4 Security .....   | GEN 4.1-2 |
| GEN 4.1.5 Noise related items .....                                  | GEN 4.1-2 |
| GEN 4.1.6 Other .....  | GEN 4.1-2 |
| GEN 4.1.7 Exemptions and reductions .....                            | GEN 4.1-2 |
| GEN 4.1.8 Methods of payment .....                                   | GEN 4.1-3 |
| GEN 4.2 Air navigation services charges .....                        | GEN 4.2-1 |
| GEN 4.2.1 Approach control .....                                     | GEN 4.2-1 |
| GEN 4.2.2 Air navigation facility charges.....                       | GEN 4.2-1 |
| GEN 4.2.3 Exemptions and reductions .....                            | GEN 4.2-1 |



---

|                                    |           |
|------------------------------------|-----------|
| GEN 4.2.4 Methods of payment ..... | GEN 4.2-2 |
|------------------------------------|-----------|

---

**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  
205 Owen Roberts Drive  
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](mailto:richard.smith@caacayman.com)  
Website: [www.caacayman.com](http://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](mailto:john.tibbetts@gov.ky)  
Website: [www.weather.gov.ky](http://www.weather.gov.ky)

**3. Customs & Border Control**

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](http://www.customs.gov.ky)

**4. Custom & Border Control**

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](http://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](http://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](mailto:albert.anderson@caymanairports.com)  
Website: [www.caymanairports.com](http://www.caymanairports.com)

**7. Agricultural Health Inspection Services**

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](mailto:ciagricultureimports@gov.ky)  
Website: [doa.gov.ky](http://doa.gov.ky)

**8. Aircraft accident investigation**

Director General of Civil Aviation  
205 Owen Roberts Drive  
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](mailto:richard.smith@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

INTENTIONALLY LEFT BLANK

---

## 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 through 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  
205 Owen Roberts Drive  
P.O. Box 10277  
Grand Cayman KY1-1003  
CAYMAN ISLANDS

TEL: 345 949 7811  
FAX: 345 949 0761  
Email: [permits@caacayman.com](mailto:permits@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

#### 2.2 Documentary requirements for issuance of permit

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

Email: [civil.aviation@caacayman.com](mailto:civil.aviation@caacayman.com)

Website: [www.caacayman.com](http://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.*
- c) *Passengers are required to make a declaration for currency or other negotiable monetary instruments in excess of CI \$10,000.00*

**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,  
205 Owen Roberts Drive,  
P.O. Box 10277,  
Grand Cayman KY1-1003,  
Cayman Islands,

Tel: 1 345 949 7811,  
Fax: 1 345 949 0761,  
Email: [permits@caacayman.com](mailto:permits@caacayman.com)

for permission to carry out such operations not less than twenty-four hours in advance of the intended landing.

**3.2 Documentary requirements for issuance of permit**

3.2.1 Details of the documents required to support an application for the grant of an operating permit for an aircraft can be found at: <http://www.caacayman.com/operating-permits/non-scheduled-operating-permits/>  
Email: [civil.aviation@caacayman.com](mailto:civil.aviation@caacayman.com)  
Website: [www.caacayman.com](http://www.caacayman.com)

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

3.2.3 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](mailto:erick.bodden@caymanairports.com) ; at least three days in advance of the entry into the airspace over the Cayman Islands.

### ***4.2 Documentary requirements for clearance of aircraft***

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

## **5. Public health measures applied to aircraft**

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

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

---

**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, 2013*

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 2015 Revision*

Regulations in respect of the Civil Aviation Authority mandate.

### 1.5 *Airports Authority law 2005 Revision*

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), supplement the Air Navigation (Overseas Territories) Order, as amended, listed in 1.1 above.

**1.6.1 Personnel Licensing**

| <b>Reference</b> | <b>Title</b>   | <b>Date</b>   |
|------------------|--|---------------|
| OTAR 61          | Pilot Licenses and Ratings   | Issue 5-2017  |
| OTAR 63          | Flight Engineer Licenses and Ratings   | Issue 3-2012  |
| OTAR 65          | Air Traffic Service Personnel Licenses and Ratings   | Issue 6-2020  |
| OTAR 66          | Aircraft Maintenance Personnel Licensing   | Issue 6-2017  |
| OTAR 67          | Medical Standards and Recognition of Medical Examiners                                       | Issue 4-2014  |
| CAP 505          | Objective Testing for the Professional Pilot's Licenses                                      | Issue 6 -1997 |
| CAP 562          | Civil Aircraft Airworthiness Information and Procedures                                      | Issue 4-2020  |
| CAP 670          | ATS Safety Requirements- Part D Human Resources (Air Traffic Control Licensing)              | Issue 3-2019  |
| CAP 747          | Mandatory Requirements for Airworthiness   | Issue 4-2021  |
| CAP 1685         | UK CAA Guidance Material for Drugs and Alcohol Policies for Air Navigation Service Providers | Issue 1-2018  |
| CAP 1686         | UK CAA Guidance Material for Drugs and Alcohol Policies for Air Operator Certificate Holders | Issue 1-2018  |

**1.6.2 Aircraft Operations**

| <b>Reference</b> | <b>Title</b>   | <b>Date</b>   |
|------------------|--|---------------|
| AIP              | Aeronautical Information Publication- Cayman Islands   |               |
| OTAR 1           | Definitions, Abbreviations and Units of Measurements   | Issue 12-2017 |
| OTAR 13          | Occurrence Reporting   | Issue 5-2020  |
| OTAR 47          | Aircraft Registration and Marking  | Issue 5-2019  |
| OTAR 91          | General Operating Instructions   | Issue 12-2020 |
| OTAR 92          | Carriage of Dangerous Goods  | Issue 5-2013  |
| OTAR 119         | Air Operator Certification   | Issue 8-2015  |
| OTAR 121         | Commercial Air Transport Operations – Large Aeroplanes                                       | Issue 12-2020 |
| OTAR 125         | Complex General Aviation Including Corporate Operations                                      | Issue 12-2020 |
| OTAR 135         | Commercial Air Transport Operations – Helicopters and Small Aeroplanes                       | Issue 12-2020 |
| CAP 371          | The Avoidance of Fatigue in Aircrews   | Issue 4-2004  |
| CAP 382          | Mandatory Occurrence Reporting Scheme – Information and Guidance                             | Issue 10-2016 |
| CAP 413          | Radiotelephony Manual  | Issue 23-2021 |
| CAP 523          | The Display of Nationality and Registration Marks on Aircraft: Guidance for Owners           | Issue 8-2002  |
| CAP 676          | Guidelines for Design and Presentation of Emergency and Abnormal Checklist                   | Issue 3-2006  |
| CAP 1686         | UK CAA Guidance Material for Drugs and Alcohol Policies for Air Operator Certificate Holders | Issue 1-2018  |

***1.6.3 Aircraft Airworthiness- Certificates and Maintenance***

| <b><i>Reference</i></b> | <b><i>Title</i></b>  | <b><i>Date</i></b> |
|-------------------------|--|--------------------|
| OTAR 1                  | Definitions, Abbreviations and Units of Measurements   | Issue 12-2017      |
| OTAR 13                 | Occurrence Reporting   | Issue 5-2020       |
| OTAR 21                 | Certification of Aircraft  | Issue 8-2019       |
| OTAR 36                 | Aircraft Environmental Standards   | Issue 2-2006       |
| OTAR 39                 | Continued Airworthiness Requirements   | Issue 11-2019      |
| OTAR 43                 | General Maintenance Requirements   | Issue 8-2019       |
| OTAR 145                | Aircraft Maintenance Organisation Approval   | Issue 8-2019       |
| CAP 382                 | Mandatory Occurrence Reporting Scheme- Information and Guidance  | Issue 10-2016      |
| CAP 411                 | Light Aircraft Maintenance Schedules- Fixed Wing Aircraft  | Issue 5-2005       |
| CAP 482                 | BCAR Section S – Small Light Aircraft  | Issue 7-2018       |
| CAP 553                 | BCAR Section A- Airworthiness Procedures Where the CAA does not have Primary Responsibility for Type Approval of the Product | Issue 8-2017       |
| CAP 554                 | BCAR Section A- Airworthiness Procedures Where the CAA does not have Primary Responsibility for Type Approval of the Product | Issue 8-2014       |
| CAP 562                 | Civil Aircraft Airworthiness Information and Procedures (CAAIP)  | Issue 4-2020       |
| CAP 1686                | UK CAA Guidance Material for Drugs and Alcohol Policies for Air Operator Certificate Holders                                 | Issue 1-2018       |

## 1.6.4

*Aerodromes and Air Traffic Services*

| <i>Reference</i> | <i>Title</i>   | <i>Date</i>   |
|------------------|--|---------------|
| AIP              | Aeronautical Information Publication -Cayman Islands   |               |
| OTAR 1           | Definitions, Abbreviations and Units of Measurements   | Issue 12-2017 |
| OTAR13           | Occurrence Reporting   | Issue 5-2020  |
| OTAR 65          | Air Traffic Service Personnel License, Rating and Training Organization Approval   | Issue 6-2020  |
| OTAR 67          | Medical Standards and Approval of Medical Examiners  | Issue 4-2014  |
| OTAR 139         | Certification of Aerodromes  | Issue 8-2020  |
| OTAR 140         | Rescue and Fire-Fighting Services (RFFS) Requirement   | Issue 6-2020  |
| 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  | Issue 11-2019 |
| CAP 232          | Aerodrome Survey Information   | Issue 3-2008  |
| CAP 637          | Visual Aids Handbook   | Issue 2-2007  |
| CAP 642          | Airside Safety Management  | Issue 3-2018  |
| CAP 670          | Air Traffic Services Safety Requirements   | Issue 3-2019  |
| CAP 683          | The Assessment of Runway Surface Friction Characteristics  | Issue 5-2010  |
| CAP 699          | Framework for the Competence of Rescue and Fire Fighting Service (RFFS) Personnel  | Issue 3-2017  |
| CAP 738          | Safeguarding of aerodromes   | Issue 3-2020  |
| CAP 746          | Requirements of Meteorological Observations at Aerodromes  | Issue 5-2020  |
| CAP 760          | Guidance on the conduct of Hazard identification, Risk Assessment and Production of Safety Cases: For Aerodrome Operators and Air Traffic Services Providers | Issue 1-2010  |
| CAP 772          | Wildlife Hazard Management at Aerodromes   | Issue 2-2017  |
| CAP 793          | Safe Operating Practices at Unlicensed Aerodrome   | Issue 1-2010  |
| CAP 1054         | Aeronautical information Management  | Issue 1-2015  |
| CAP 1685         | UK CAA Guidance Material for Drugs and Alcohol Policies for Air Navigation Service Providers   | Issue 1-2018  |
| CAP 1732         | Aerodrome Survey Guidance  | Issue 1-2018  |

2. Copies of the OTARS are available online from the website: [www.airsafety.areo](http://www.airsafety.areo)

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

INTENTIONALLY LEFT BLANK

**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<br>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 2021

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

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

---

**GEN 2.2 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) |
|---|---|

**GEN 2.3 CHART SYMBOLS****TOPOGRAPHY**

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

**HYDROGRAPHY**

|    |                                    |                 |    |  |                  |    |   |             |  |
|----|------------------------------------|-----------------|----|--|------------------|----|---|-------------|--|
| 19 | Shore line (reliable)              |                 | 30 | Abandoned canal<br>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)                                      | Alternative<br>  | 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<br> | 36 | Rice field   | Alternative<br>  | 44 | Charted isolated rock                         |             |  |
| 26 | Rivers and streams (unsurveyed)    |                 | 37 | Spring, well or water hole                                 | perennial<br>    | 45 | Rock awash                                    |             |  |
| 27 | Rapids                             |                 |    |  | intermittent<br> | 46 | Unusual water features appropriately labelled |             |  |
| 28 | Falls                              |                 |    |  |                  |    |   |             |  |
| 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<br>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: |  |
|----|--|--|



|    |  |
|----|--|
| 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;"> <b>LIVINGSTONE</b><br/> <b>357</b> L H 95         </p> <p style="text-align: center;">Note.— A dash (—) is to be inserted where L or H do not apply.</p> |
|----|--|

## 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 |  |
|----|---|--|----|---|--|

## RADIO NAVIGATION AIDS\*

|     |   |  |   |              |  |
|-----|---|--|---|--------------|--|
| 99  | Basic radio navigation aid symbol<br>Note.— This symbol may be used with or without a box to enclose the data.          |  | 107 Collocated VOR and TACAN radio navigation aids                                | VORTAC       |  |
| 100 | Non-directional radio beacon NDB  |  | 108 Instrument landing system ILS   | PLAN VIEW    |  |
| 101 | VHF omnidirectional radio range VOR   |  |   | Electronic   |  |
| 102 | Distance measuring equipment DME  |  |   | FRONT COURSE |  |
| 103 | Collocated VOR and DME radio navigation aids VOR/DME  |  |   | BACK COURSE  |  |
| 104 | DME distance  | Distance in kilometres (nautical miles) to DME — 15 km<br>Identification of radio navigation aid — K A V | 109 Radio marker beacon   | PROFILE      |  |
| 105 | VOR radial  | Radial bearing from, and identification of, VOR R 090 K A V  |   | Electronic   |  |
| 106 | UHF tactical air navigation aid TACAN   |  |   | GLIDE PATH   |  |
| 110 | Compass rose<br>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: | Elliptical   |  |
|     |   |  |   | Bone Shape   |  |
|     |   |  |   | VOR          |  |
|     |   |  |   | VOR/DME      |  |

\* 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<br>Airway<br>Controlled route | CTA<br>AWY | Alternative<br> |  |  |
| 114 | Uncontrolled route                         |            |                 |  |  |
| 115 | Advisory airspace                          | ADA        |                 |  |  |
| 116 | Control zone                               | CTR        |                 |  |  |
| 117 | Air defence identification zone            | ADIZ       |                 |  |  |
| 118 | Advisory route                             | ADR        | Alternative<br> |  |  |
| 119 | Visual flight path                         |            |                 | compulsory with radio communication requirement                            |  |
|     |  |            |                 | compulsory, without radio communication requirement                        |  |
|     |  |            |                 | recommended  |  |
| 120 | Scale-break (on ATS route)                 |            | Alternative<br> |  |  |
| 121 | Reporting point                            | REP        |                 | Compulsory   |  |
|     |  |            |                 | On request   |  |
| 122 | Change-over point                          | COP        |                 |  |  |
| 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><br><u>10 000</u> | <u>FL 220</u><br><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 | <div>A</div> |
|     |                          | <div>B</div> |
|     |                          | <div>C</div> |
|     |                          | <div>D</div> |
|     |                          | <div>E</div> |
|     |                          | <div>F</div> |
|     |                          | <div>G</div> |

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


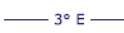

## AIRSPACE RESTRICTIONS

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




## OBSTACLES

|     |                         |   |   |   |   |
|-----|-------------------------|---|---|---|---|
| 131 | Obstacle                |    | 135   | Exceptionally high obstacle (optional symbol)           |    |
| 132 | Lighted obstacle        |  | 136   | Exceptionally high obstacle - lighted (optional symbol) |  |
| 133 | Group obstacles         |  | 137 <div> Elevation of top (italics) → <i>52</i><br/> <br/> (15) ← Height above specified datum (upright type in parentheses) </div> |   |   |
| 134 | Lighted group obstacles |  |   |   |   |

## MISCELLANEOUS

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

## VISUAL AIDS

|     |   |   |   |     |  |
|-----|---|---|---|-----|--|
| 141 | Marine light<br><br><i>Note 2.— Characteristics are to be indicated as follows:</i> | Alt<br>B<br>F   | Alternating<br>Blue<br>Fixed  | F   | <div> <i>Note 1.— Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated.</i> </div> <div> Fl G Flashing Green Group<br/> Occ R Occluding Red Sector<br/> sec (U) Second Unwatched White </div> |
| 142 | Aeronautical ground light   |  | Electronic<br> | 143 | Lightship<br>   |

## 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<br>Pattern A<br>Pattern B   | <br> |
| 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<br><i>Note. – For application, see Annex 14, Volume I 5.2.11.</i> |      |
|     |  |  | 160 | Hot spot<br><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<br><i>Note. – This symbol may be modified to reflect particular sector shapes.</i> | MSA |  |
| 171 | Terminal arrival altitude<br><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<br>(type of aid and its use in the procedure to be annotated on top of the symbol)                 |  |
| 176 | Radio marker beacon<br>(type of beacon to be annotated on top of the symbol)  |  |
| 177 | Collocated radio navigation aid and marker beacon<br>(type of aid to be annotated on top of the symbol)                 |  |
| 178 | DME fix<br>(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<br>(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.*

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

**GEN 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<br>1 NM = 1.852 KM |           | KM to NM<br>1 KM = 0.54 NM |           | FT to M<br>1 FT = 0.3048 M |           | M to FT<br>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: MWCROYX  
EMAIL: [laurie.farrington@caymanairports.com](mailto:laurie.farrington@caymanairports.com)  
Website: [www.caymanairports.com](http://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](mailto:aisnmia@jcaa.gov.jm)  
Website: [www.jcaa.gov.jm/](http://www.jcaa.gov.jm/)

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

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

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

**2. Area or responsibility**

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

### 3. Aeronautical Publication

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

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

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

#### 3.2 *Aeronautical Information Publication (AIP)*

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

The Cayman Islands AIP is published in 1 volume.

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

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

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

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

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

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

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

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

### **3.4 *Supplement to the AIP (AIP SUP)***

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

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

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

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

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

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

### **3.6 *Aeronautical Information Circulars (AIC)***

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

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

### 3.7 Checklist and summary of NOTAM

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

### 3.8 Sale of publications

The said publication is available free of cost on the Cayman Islands Airports Authority website at [www.caymanairports.com](http://www.caymanairports.com).

## 4. AIRAC System

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

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

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

**Schedule of AIRAC effective dates**

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

---

**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 84. of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.
- 2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

### 3. Purchase arrangements

- 3.1 Aeronautical Charts contained in this AIP are currently available free of cost on the Cayman Islands Airports Authority website at [www.caymanairports.com](http://www.caymanairports.com).
- 3.2 The Civil Aviation Authority Cayman Islands has copies of the ICAO *Aeronautical Chart Catalogue (Doc 7101)* where all aeronautical charts or chart series produced by this and other countries are listed and known to be generally available to civil aviation.

### 4. Aeronautical chart series available

- 4.1 The following series of aeronautical charts are produced:
- a) Aerodrome Chart – ICAO;
  - b) Aerodrome Obstacle Chart – Type A (for each runway) – ICAO;
  - c) Standard Departure Chart – Instrument (SID) – ICAO;
  - d) Standard Arrival Chart – Instrument (STAR) – ICAO;
  - e) Instrument Approach Chart (for each runway and procedure type) – ICAO;



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

#### 1.1 General description of each series.

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

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

It also provides essential operational information at the aerodrome.

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

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

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

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

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

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

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

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

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.<br>Grand Cayman, Owen Roberts Intl. |
| AOC             | Aerodrome Obstacle Chart Type A – ICAO | Owen Roberts Intl. Type A<br>Charles Kirkconnell Intl. Type A              |
| ERC             | En-route Chart – ICAO                  | Cayman Islands TMA   |
| IAC             | Instrument Approach Chart – ICAO       | Cayman Brac, Charles Kirkconnell Intl.<br>Grand Cayman, Owen Roberts Intl. |
| STAR            | Standard Arrival Chart – ICAO          | Cayman Brac, Charles Kirkconnell Intl.<br>Grand Cayman, Owen Roberts Intl. |
| SID             | Standard Departure Chart – ICAO        | Cayman Brac, Charles Kirkconnell Intl.<br>Grand Cayman, Owen Roberts Intl. |
| VA              | Visual Approach Chart – ICAO           | Cayman Brac, Charles Kirkconnell Intl.<br>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](mailto: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](mailto:erick.bodden@caymanairports.com)  
Website: [www.caymanairports.com](http://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<br/>email</i>  | <i>Fax NR</i>  | <i>AFS address</i> | <i>Website</i>   |
|---|--|--|----------------|--------------------|--|
| 1   | 2  | 3  | 4              | 5                  | 6  |
| Cayman APP<br>Brac and Owen<br>Roberts TWRs | Air Traffic Control<br>Manager<br>P.O. Box 10098 APO<br>Grand Cayman<br>Cayman Islands | (345) 943 7070<br><a href="mailto:erick.bodden@caymanairports.com">erick.bodden@caymanairports.com</a> | (345) 943 7071 | MWCRZTZX           | <a href="http://www.caymanairports.com">www.caymanairports.com</a> |

---

## 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](mailto: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](mailto:john.tibbetts@gov.ky)  
Website: [www.weather.gov.ky](http://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/<br/>Location indicator</i>      | <i>Type &amp; frequency<br/>of observation/<br/>automatic<br/>observing<br/>equipment</i> | <i>Types of MET<br/>reports &amp;<br/>Supplementary<br/>Information included</i> | <i>Observation System<br/>&amp; Site(s)</i>  | <i>Hours of<br/>operation</i> | <i>Climatological<br/>information</i>   |
|---|---|--|--|-------------------------------|---|
| 1   | 2   | 3  | 4  | 5                             | 6                                       |
| Owen Roberts<br>International<br><b>MWCR</b>        | Hourly plus special<br>observations   | <b>METAR, SPECI<br/>TAF</b>  | Anemometer<br>375 m <b>FM THR<br/>RWY 08</b> .<br>Thermometer close to<br>anemometer site.<br>Cloud base estimated.  | 1100 - 0300                   | Climatological<br>summaries <b>AVBL</b> |
| Charles Kirkconnell<br>International<br><b>MWCB</b> | Hourly plus special<br>observations   | <b>METAR, SPECI<br/>TAF</b>  | Anemometer<br>1200 m <b>FM THR<br/>RWY 09</b> .<br>Thermometer close to<br>anemometer site.<br>Cloud base estimated. | 1200 - 0000                   | Climatological<br>summaries <b>AVBL</b> |

#### **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)**

1<sup>st</sup> 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**

1<sup>st</sup> 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](mailto:odojdfcg@gmail.com)  
AFS: MKJKYCYX

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

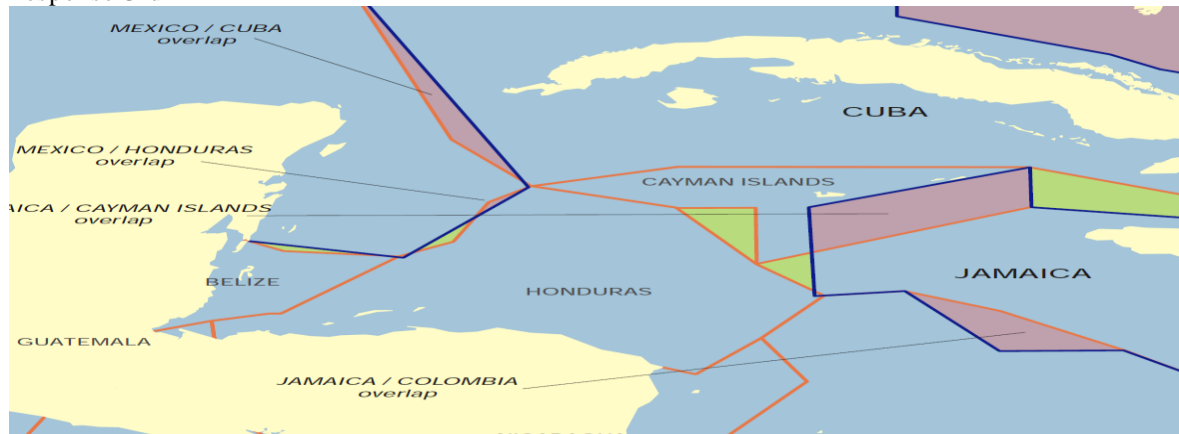
### 2. Area of responsibility

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

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

|   |   |
|---|---|
| <b>Cayman Guardian, 65'</b><br>Vessel: Range At Cruise Speed 465 NM.<br>Wave Height 8 FT.<br>Max Wind 40 MPH.<br>Crew 6 | <b>M/V M Luke 38' Intercept</b><br>Vessel: Range at Cruise Speed, 400 NM.<br>Wave Height, 8ft.<br>Max Wind, 35 MPH.<br>Crew, 4. |
|---|---|

|  |  |
|--|--|
| <b>Cayman Defender, 38'</b><br>Vessel: Range at Cruise Speed 190 NM.<br>Wave Height 8FT.<br>Max Winds 35MPH.<br>Crew, 4.             | <b>Typhoon 25' General Purpose Patrol Rib.</b><br>Range at Cruise, 100 NM.<br>Wave Height, 5ft<br>Crew, 2. |
| <b>Niven D. 38' Intercept</b><br>Vessel. Range at Cruise Speed, 450 NM.<br>Wave Height, 8ft.<br>Max Wind, 35 MPH.<br>Crew, 4. Engine | <b>Wave Runners:</b><br>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           | <b>V</b>           |
| 2   | Require medical assistance   | <b>X</b>           |
| 3   | No or negative               | <b>N</b>           |
| 4   | Yes or affirmative           | <b>Y</b>           |
| 5   | Proceeding in this direction | <b>↑</b>           |
| Instructions for use: <ol style="list-style-type: none"> <li>1. Make signals not less than 8 FT (2.5 M).</li> <li>2. Take care to lay out signals exactly as shown.</li> <li>3. Provide as much color contrast as possible between signals and background.</li> <li>4. Make every effort to attract attention by other means such as radio, flares, smoke and reflected light.</li> </ol> |                              |                    |



INTENTIONALLY LEFT BLANK

**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.<br>or part thereof in excess of<br>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.

INTENTIONALLY LEFT BLANK

---

**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.