

AIP
AERONAUTICAL INFORMATION PUBLICATION
CAYMAN ISLANDS

PART 2
EN-ROUTE (ENR)

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PART 2 — EN-ROUTE (ENR)**ENR 0.****ENR 0.1 PREFACE — Not applicable****ENR 0.2 RECORD OF AIP AMENDMENTS — Not applicable****ENR 0.3 RECORD OF AIP SUPPLEMENTS — Not applicable****ENR 0.4 CHECKLIST OF AIP PAGES — Not applicable****ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP — Not applicable****ENR 0.6 TABLE OF CONTENTS TO PART 2**

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ENR 1. GENERAL RULES AND PROCEDURES**ENR 1.1 GENERAL RULES**

The air traffic rules and procedures applicable to air traffic in the Cayman Islands territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the Caribbean Region, except for the differences listed in GEN 1.7.

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ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1 (next page).
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take-off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
 - a) When the ceiling is less than 450 m (1 500 ft); or
 - b) When the ground visibility is less than 5 km.
3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:
 - a) Above 10 500 ft;
 - b) at transonic and supersonic speeds.
5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
 - a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 450 m (1 500 ft) above the highest obstacle within a radius of 600 m from the aircraft;
 - b) elsewhere than as specified in 5 a), at a height less than 150 m (500 ft) above the ground or water.
6. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.
7. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:
 - a) when operated within Classes D airspace;
 - b) when forming part of aerodrome traffic at controlled aerodromes; or
 - c) when operated as special VFR flights.
8. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
 - a) if a flight plan was submitted communicate the necessary changes to be effected to its current flight plan, or

b) when so required by 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

Table 1
(see para. 1 ENR 1.2-1)

Airspace class	D	G	
		ABOVE 900 M (3 000 FT) AMSL or above 300 M (1 000 FT) above terrain, whichever is the higher	At and below 900 M (3 000 FT) AMSL or 300 M (1 000 FT) above terrain, whichever is the higher
Distance from cloud	1 500 M horizontally 300 M (1 000 FT) vertically	Clear of cloud and in sight of the surface	
Flight visibility	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL	5 KM**	
<p>** When so prescribed by the appropriate ATS authority:</p> <p>a) lower flight visibilities to 1 500 M may be permitted for flights operating:</p> <ol style="list-style-type: none"> 1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels. <p>b) HELICOPTERS may be permitted to operate in less than 1 500 M flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.</p>			

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Rules applicable to all IFR flights

1.1 *Aircraft equipment*

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 *Minimum levels*

Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is over flown, or, where no such minimum flight altitude has been established:

- a) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;
- b) elsewhere than as specified in a), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

Note. — *The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.*

1.3 Change *from IFR flight to VFR flight*

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2, or
- b) a modified table of cruising levels in Appendix 3 of ICAO Annex 2 for flight above FL 410,

except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

3. Rules applicable to IFR flights outside controlled airspace

3.1 *Cruising levels*

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410.

Note.— This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2 *Communications*

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

3.3 *Position reports*

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- submit a flight plan, and;
- maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service;
- shall report position as specified in 3.6.3 of ICAO Annex 2 for controlled flights.

Note.— Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6 of ICAO Annex 2, except that the flight plan and changes thereto are not subjected to clearances and two-way communication will be maintained with the unit providing the air traffic advisory service.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspace

ATS airspace is classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following tables.

Class	Type of flight	Separation provided	Service provided	VMC distance minima	visibility and from cloud	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable		Not applicable	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable		250 KT IAS below 3200 M (10500 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 KM at and above 3050 M (10000 FT) AMSL 5KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud		250 KT IAS below 3200 M (10500 FT) AMSL	Continuous two-way	Yes
G	IFR	Nil	Flight information service	Not applicable		250 KT IAS below 3200 M (10500 FT) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM***, clear of cloud and in sight of ground or water		250 KT IAS below 3200 M (10500 FT) AMSL	No	No

*** When so prescribed by the appropriate ATS authority:

a) lower flight visibility to 1 500 M may be permitted for flights operating:

- 1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low levels;
- b) helicopters may be permitted to operate in less than 1 500 M flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*.

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the **PANS-OPS**. The holding patterns shall be entered and flown as indicated below in Table 1.

Table 1.

Altitude (A) or Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to Altitude A 140 (4 250 M) inclusive	170KT	230 KT (425 KM/H)	280 KT (520 KM/H or Mach 0.8, whichever is less
Above Altitude A 140 (4 250 M) to FL 200 (6 100 M) inclusive	240 KT (445 KM/H)		
Above FL 200 (6 100 M) to FL 340 (10 350 M) inclusive	265 KT (490 KM/H)		
Above FL 340 (10 350 M)	Mach 0.83		Mach 0.83

2. Arriving flights

2.1 IFR flights entering and landing within the Cayman Islands Terminal Control Area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

3. Departing flights

3.1 IFR flights departing from Owen Roberts or Charles Kirkconnell airports will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from Edward Bodden airport must make arrangements with Brac tower prior to take-off.

3.2 Detailed instructions with regard to routes, turns, etc. will be issued prior to take-off.

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ENR 1.6 RADAR SERVICES AND PROCEDURES

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. 1, Part 6 and are given in full below. Differences are shown in quotation marks.

Transition altitudes are given on the instrument approach charts.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in Hectopascals and Inches.

2. Basic altimeter setting procedures

2.1 General

2.1.1 The Cayman Islands Terminal Control Area (TMA) has one common Transition Altitude and Level:

Transition Altitude	-	17 000 FT
Transition level	-	FL 180

2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

2.1.3 Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

Note.— Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

<i>Flight level number</i>	<i>Altimeter indication</i>	
	<i>Feet</i>	<i>Meters</i>
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	1 500
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

2.2 Take-off and climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.3 *Vertical separation - en-route*

- 2.3.1 Vertical separation during en-route flight shall be expressed in terms of flight levels at or above the transition level and altitudes at or below the transition altitude.
- 2.3.2 Unless otherwise authorized by Air Traffic Control, IFR flight and VFR flights operating within the Cayman Islands TMA above 900 m (3 000 ft), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks show in the following table, so as to provide the required terrain clearance:-

000 ⁰ - 179 ⁰		180 ⁰ - 359 ⁰	
IFR	VFR	IFR	VFR
10		20	
30	35	40	45
50	55	60	65
70	75	80	85
90	95	100	105
....	etc.	etc.
270		280	
290		310	
330		350	
etc.		etc.	

IFR flights operating between the Kingston and Havana FIRs as well as the Kingston and Panama FIRs will normally be assigned westbound hemispheric cruising levels when northbound and eastbound hemispheric cruising levels when southbound by Havana, Panama and Kingston ACCs as a result of special agreement between these ACCs.

2.4 *Approach and landing*

- 2.4.1 A QNH altimeter setting is made available in approach clearance to enter the traffic circuit.
- 2.4.2 QFE altimeter settings are not available.
- 2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.5 *Missed approach*

- 2.5.1 The relevant portions of 2.1.2, 2.2 and 2.4 shall be applied in the event of a missed approach.

3. Procedures applicable to operators (including pilots)

3.1 *Flight planning*

The levels at which a flight is to be conducted shall be specified in a flight plan:

- a) in terms of flight levels if the flight is to be conducted at or above the transition level, and

- b) in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

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ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

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

1. Procedures for the submission of a flight plan

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

a) any IFR flight;

b) any VFR flight:

- departing from or destined for an aerodrome within a control zone;
- crossing the Charles Kirkconnell and Owen Roberts CTR's;
- operating along the designated VFR routes in the Cayman TMA;
- across the FIR boundary, i.e. international flights.

1.2 ***Time of submission***

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

1.3 ***Place of submission***

- a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.
- b) In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by telephone or teletype to the nearest ARO as listed below (except as indicated under c.)

Charles Kirkconnell ARO TEL: 345 948 1222/244-5825
Owen Roberts ARO TEL: 345 949 4528/244-5827

- c) For domestic flights from an uncontrolled to a controlled aerodrome, a flight plan shall be submitted by telephone to the ARO at destination.

1.4 ***VFR flight plan for alerting service only***

1.4.1 An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.5 ***Contents and form of a flight plan***

- a) ICAO flight plan forms are available at AROs and airport offices at uncontrolled aerodromes. The instructions for completing those forms shall be followed.
- b) Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights.

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

1.6 Adherence to ATS route structure

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

1.7 Authorization for special flights

1.7.1 Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to the Director of Civil Aviation.

1.8 Maximum cruising levels for short-range flights

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

2. Repetitive Flight Plan System

2.1 General

2.1.1 The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-RAC, (Doc 4444) 13th edition.

2.1.2 RPL lists relating to flights in and to over flying the Cayman Islands TMA shall be submitted at least two weeks in advance, in duplicate, to the following address:

a) by airmail: Owen Roberts Intl.
Aeronautical Information Service
P.O. Box 10277
Grand Cayman KY1-1001
CAYMAN ISLANDS
TEL: (345) 949 4528 / 943 7070
FAX: (345) 943 7071

Charles Kirkconnell Intl.
Aeronautical Information Service
P.O. Box 58
Cayman Brac KY2-2001
CAYMAN ISLANDS
TEL: (345) 948 1222
FAX: (345) 948 1583

b) via AFS: MWCRZTZX (Owen Roberts Intl.)
MWCBZTZX (Charles Kirkconnell Intl)

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

2.2 *Incidental changes and cancellations of RPL*

2.2.1 Incidental changes to and cancellations of RPL relating to departures from Owen Roberts or Charles Kirkconnell Intl. Shall be notified as early as possible and not later than 30 minutes before departure to the appropriate Aeronautical Information Service address listed under 2.1.2 a) and b) above.

2.3 *Delay*

2.3.1 When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately. Delays relating to departures from Owen Roberts or Charles Kirkconnell Intl. Shall be notified to the relevant AIS unit listed under 2.1.2 a) and b) above.

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

2. Changes to the submitted flight plan

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

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

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

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

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

3.4 *Arrival report (closing a flight plan)*

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

3.4.2 Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival.

In the case of diversion, insert the “arrival aerodrome” between “destination aerodrome” and “time of arrival”.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

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

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

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

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception procedures

1.1 The following procedures and visual signals apply over the territorial waters of the Cayman Islands in the event of interception¹ of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;
- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;
- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

-
1. The word “interception” in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the *Search and Rescue Manual* (Doc 7333).

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN (call sign) ²	KOL SA-IN (call sign)	My call sign is (call sign)
WILCO	VILL-CO	Understood. Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK ³	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)

DESCEND	DEE-SEND	I require descent
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1. Syllables to be emphasized are printed in bold letters.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3. Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.5 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediately clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.6 The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

<i>Phrase</i>	<i>Pronunciation</i>	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

1. Syllables to be emphasized are printed in bold letters.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

<i>Series</i>	<i>INTERCEPTING Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTING Aircraft Responds</i>	<i>Meaning</i>
1	<p>DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading.</p> <p><i>Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i></p> <p><i>Note 2.— If the intercepted aircraft is not able to keep pace with the intercepted aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</i></p>	<p>You have been intercepted. Follow me.</p>	<p>DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p><i>Note.— Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, Chapter 3, 3.8.</i></p>	<p>Understood, will comply.</p>
2	<p>DAY or NIGHT — An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>	<p>You may proceed.</p>	<p>DAY or NIGHT — Rocking the aircraft.</p>	<p>Understood, will comply.</p>
3	<p>DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and over-flying runway in use or, if the intercepted aircraft is a helicopter, over-flying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.</p>	<p>Land at this aerodrome.</p>	<p>DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after over-flying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.</p>	<p>Understood, will comply.</p>

Signals initiated by intercepted aircraft and responses by intercepting aircraft

<i>Series</i>	<i>INTERCEPTING Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTING Aircraft Responds</i>	<i>Meaning</i>
4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 M (1 000 FT) but not exceeding 600 M (2 000 FT) (in the case of a helicopter, at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, will comply. Understood, you may proceed.
5	DAY or NIGHT — Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT — Irregular flashing of all available lights.	In distress	DAY or NIGHT — Use Series 2 signals prescribed for intercepting aircraft.	Understood.

ENR 1.13 UNLAWFUL INTERFERENCE**1. General**

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. Procedures

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2.2 When an aircraft subjected to an unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

- a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and
- b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 — *Regional Supplementary Procedures*; or
- c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 300 m (1 000 ft) if above FL 290 or by 150 m (500 ft) if below FL 290.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. Definition of air traffic incidents

1.1 “Air traffic incident” is used to mean a serious occurrence related to the provision of air traffic services, such as:

- a) aircraft proximity (**AIRPROX**);
- b) serious difficulty resulting in a hazard to aircraft caused, for example, by:
 - 1) faulty procedures
 - 2) non-compliance with procedures, or
 - 3) failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of the aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

<i>Type</i>	<i>Designation</i>
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

2. Use of the Air Traffic Incident Report Form (See model on pages ENR 1.14-4 TO 1.14-8)

The Air Traffic Incident Report Form is intended for use:

- a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note.— The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

- b) by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.

Note.— The form may be used as the format for the text of a message to be transmitted over the AFS network.

3. Reporting procedures (including in-flight procedures)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

- a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;
- b) as promptly as possible after landing, submit a completed Air Traffic Incident Report Form
- 1) for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;
- 2) for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information:

- a) aircraft identification;
- b) type of incident, e.g. aircraft proximity;
- c) the incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), I); 4. a), b);
- d) miscellaneous: 1. e).

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to The Director of Civil Aviation, Beacon House, Owen Roberts Drive or to the ATS Reporting Office of the aerodrome of first landing for submission to the Director of Civil Aviation. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Note.— Where there is no ATS Reporting Office, the report may be submitted to another ATS unit.

4. Purpose of reporting and handling of the form

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the

safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as “risk of collision”, “safety not assured”, “no risk of collision” or “risk not determined”.

4.2 The purpose of the form is to provide investigative authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

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AIR TRAFFIC INCIDENT REPORT FORM		
<i>For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.</i>		
A — AIRCRAFT IDENTIFICATION	B — TYPE OF INCIDENT	
	AIRPROX / PROCEDURE / FACILITY*	
C — THE INCIDENT		
1. General		
a) Date / time of incident _____	UTC	
b) Position _____		
2. Own aircraft		
a) Heading and route _____		
b) True airspeed _____ measured in () kt ___ () km/h ___		
c) Level and altimeter setting _____		
d) Aircraft climbing or descending		
() Level flight	() Climbing	() Descending
e) Aircraft bank angle		
() Wings level	() Slight bank	() Moderate bank
() Steep bank	() Inverted	() Unknown
f) Aircraft direction of bank		
() Left	() Right	() Unknown
g) Restrictions to visibility (select as many as required)		
() Sun glare	() Windscreen pillar	() Dirty windscreen
() Other cockpit structure	() None	
h) Use of aircraft lighting (select as many as required)		
() Navigation lights	() Strobe lights	() Cabin lights
() Red anti-collision lights	() Landing / taxi lights	() Logo (tail fin) lights
() Other	() None	

* Delete as appropriate

Traffic avoidance advise issued by ATS

- Yes, based on radar Yes, based on visual sighting Yes, based on other information
 No

j) Traffic information issued

- Yes, based on radar Yes, based on visual sighting Yes, based on other information
 No

k) Airborne collision avoidance system — **ACAS**

- Not carried Type Yes, based on other information
 Resolution advisory issued Traffic advisory or resolution advisory not issued

l) Radar identification

- No radar available Radar identification No radar identification

m) Other aircraft sighted

- Yes No Wrong aircraft sighted

n) Avoiding action taken

- Yes No

o) Type of flight plan

IFR / none*

3. Other aircraft

a) Type and call sign / registration (if known) _____

b) If a) above not known, describe below

- High wing Mid wing Low wing
 Rotorcraft
 1 engine 2 engines 3 engines
 4 engines more than 4 engines

Marking, colour or other available details

c) Aircraft climbing or descending

- Level flight Climbing Descending
 Unknown

* Delete as appropriate

d) Aircraft bank angle		
<input type="checkbox"/> Wings level	<input type="checkbox"/> Slight bank	<input type="checkbox"/> Moderate bank
<input type="checkbox"/> Steep bank	<input type="checkbox"/> Inverted	<input type="checkbox"/> Unknown
e) Aircraft direction of bank		
<input type="checkbox"/> Left	<input type="checkbox"/> Right	<input type="checkbox"/> Unknown
f) Lights displayed		
<input type="checkbox"/> Navigation lights	<input type="checkbox"/> Strobe lights	<input type="checkbox"/> Cabin
<input type="checkbox"/> Red anti-collision lights	<input type="checkbox"/> Landing/taxi lights	<input type="checkbox"/> Logo (tail fin) lights
<input type="checkbox"/> Other	<input type="checkbox"/> None	<input type="checkbox"/> Unknown
g) Traffic avoidance advise issued by ATS		
<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information
<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
h) Traffic information issued		
<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information
<input type="checkbox"/> No	<input type="checkbox"/> Unknown	
i) Avoiding action taken		
<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown
4. Distance		
a) Closest horizontal distance _____		
b) Closest vertical distance _____		
5. Flight weather conditions		
a) IMC / VMC*		
b) Above / below* clouds / fog / haze or between layers*		
c) Distance vertically from clouds _____ m / ft* below _____ m / ft* above		
d) In cloud / rain / snow / sleet / fog / haze*		
e) Flying into / out of* sun		
f) Flight visibility _____ m / km*		
6. Any other information considered important by the pilot-in-command		

* Delete as appropriate

D — MISCELLANEOUS

1. Information regarding reporting aircraft

- a) Aircraft registration _____
- b) Aircraft type _____
- c) Operator _____
- d) Aerodrome of departure _____
- e) Aerodrome of first landing _____ destination _____
- f) Reported by radio or other means to _____ (name of ATS unit) at time _____ UTC
- g) Date / time / place of completion of form _____

2. Function, address and signature of person submitting report

- a) Function _____
- b) Address _____
- c) Signature _____
- d) Telephone number _____

3. Function and signature of person receiving report

- a) Function _____
- b) Signature _____

E — SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

- a) Report received via AFTN / radio / telephone / other (specify)* _____
- b) Report received by _____ (name of ATS unit)

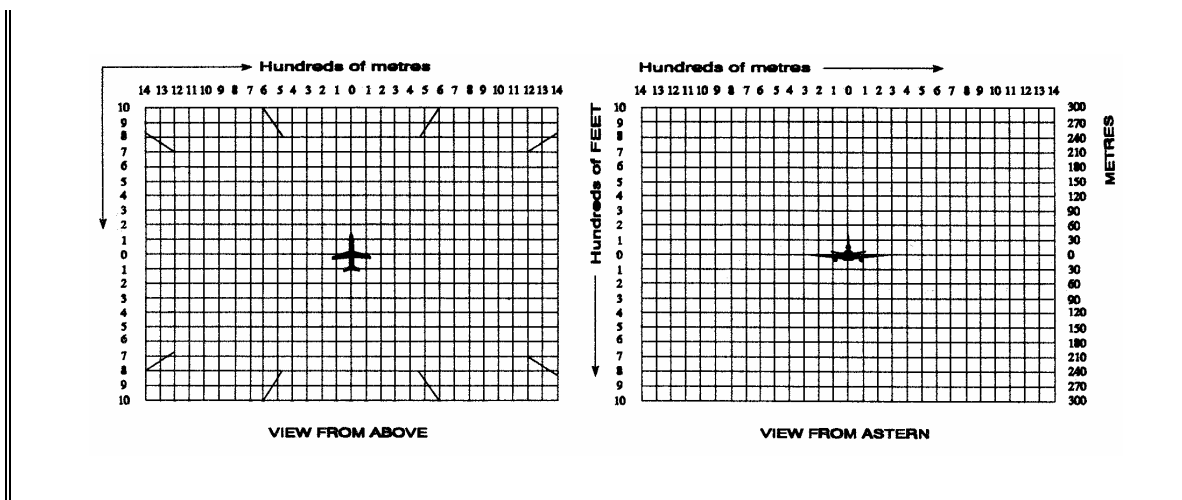
2. Details of ATS action

Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.

* Delete as appropriate



* Delete as appropriate

Instructions for the completion of the Air Traffic Incident Report Form

Item

- A Aircraft identification of the aircraft filing the report.
- B An AIRPROX report should be filed immediately by radio.
- C1 Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG.
- C2 Information regarding aircraft filing the report, tick as necessary.
- C2 c) E.g. FL 350/1 013 hPa or 2 500 ft/QNH 1 007 hPa or 1 200 ft/QFE 998 hPa.
- C3 Information regarding the other aircraft involved.
- C4 Passing distance — state units used.
- C6 Attach additional papers as required. The diagrams may be used to show aircraft's positions.
- D1 f) State name of ATS unit and date/time in UTC.
- D1 g) Date and time in UTC.
- E2 Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

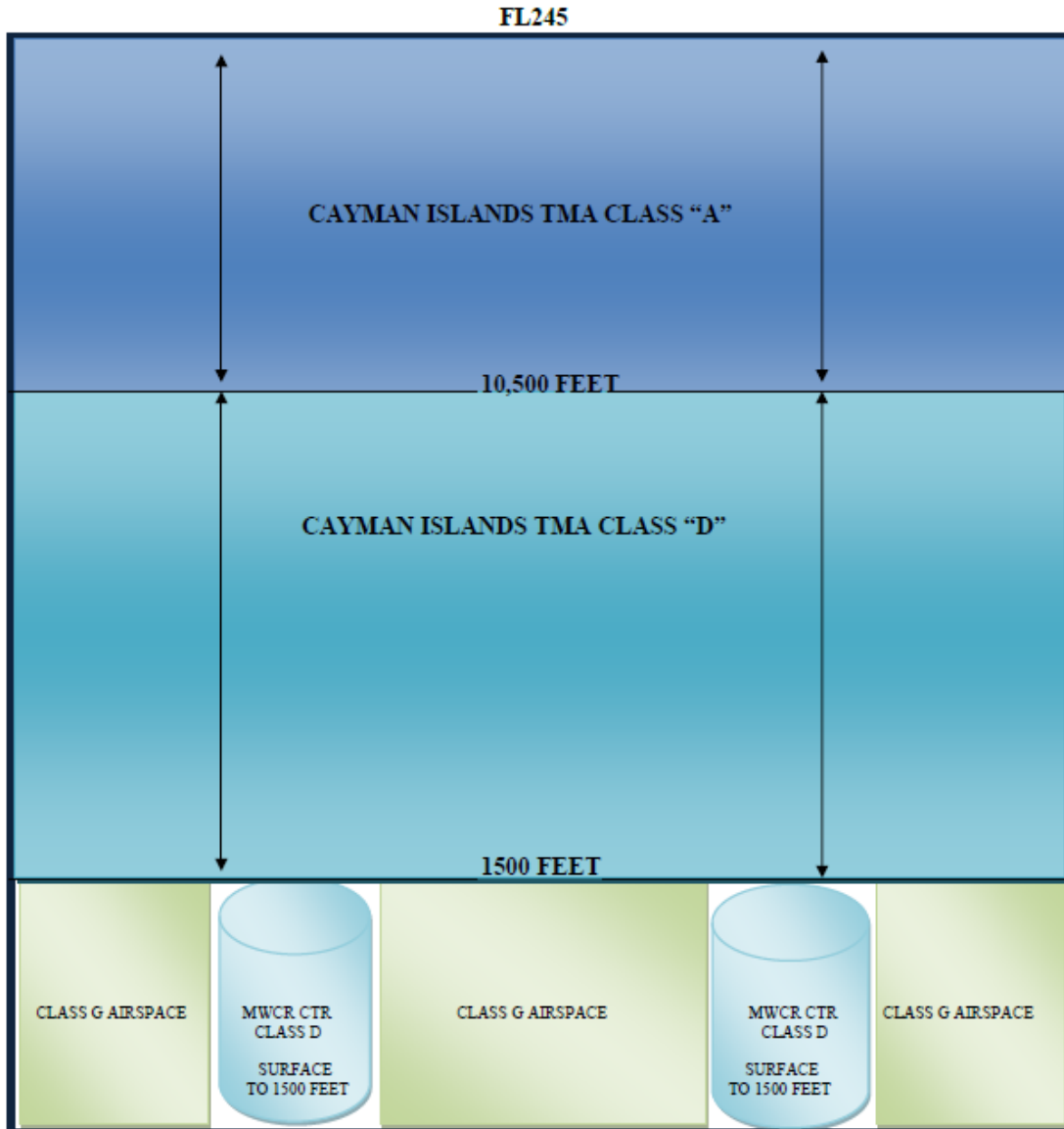
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ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 TMA, CTR

<i>Name Lateral limits Vertical limits Class of airspace</i>	<i>Unit providing service</i>	<i>Call sign Languages Area and conditions of use Hours of service</i>	<i>Frequency/Purpose</i>	<i>Remarks</i>
1	2	3	4	5
<p>CAYMAN ISLANDS TMA</p> <p>Airspace bounded by straight lines joining successively the following points:</p> <p>20° 00' 02"N 81°59'59"W 20° 00' 02"N 79°29'59"W 19° 20' 02"N 79°29'59"W 18° 40' 02"N 80°59'59"W 18° 40' 02"N 82°04'59"W</p> <p><u>FL245</u> 1 500 ft</p> <p>Class of airspace:</p> <p>A - Above 10 500 ft D - BTN 10 500 ft and 1 500 ft</p> <p>Note: The Cayman Islands TMA is located within the Kingston FIR</p>	Cayman APP	Cayman Approach ENG HR: 1200 - 0200	120.200 MHz Primary 121.500 MHz Emergency	
<p>OWEN ROBERTS CTR</p> <p>A circle, 10 NM radius centered on the aerodrome reference point (19 17 32.77N 81 21 33.08W)</p> <p><u>1 500 ft</u> AGL</p> <p>Class of airspace: D</p>	Owen Roberts TWR	Owen Roberts Tower ENG HR: 1700 - 2100	118.000 MHz Primary 121.900 MHz Ground 121.500 MHz Emergency	
<p>CHARLES KIRKCONNELL CTR</p> <p>A circle, 10 NM radius centered on the aerodrome reference point (19 41 13.1N 79 52 58.2W)</p> <p><u>1 500 ft</u> AGL</p> <p>Class of airspace: D</p>	Brac TWR	BracTower ENG HR: 1200 - 0000	118.400 MHz Primary 121.500 MHz Emergency	

Diagram Depicting the Cayman Islands ATS Airspace



ENR 2.2 OTHER REGULATED AIRSPACE

“NIL”

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ENR 3.1 ATS ROUTES

Route designator (RNP ¹ type ²) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification	Lateral Limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
<p>A511 (RNP 4)³</p> <p>▲ LESOM N20 00 00.000 W80 07 28.000</p> <p>▲ CBC NDB N19 41 23.91000 W79 51 24.38000</p> <p>▲ BETAR N19 28 24.11722 W79 30 00.25353</p>	<p>145^d 326^o 24 NM</p> <p>127^d 308^o 24 NM</p>	<p>FL 245 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT</p>	<p>20</p>	<p>↓</p> <p>↑</p>	<p>Consult Cuba and Jamaica AIPs for adjacent route information.</p> <p>Cayman APP FREQ: 120.200 MHz</p>
<p>B767 (RNP 4)³</p> <p>▲ KANEX N20 00 00.000 W80 43 04.000</p> <p>▲ GCM VOR/DME N19 17 21.82000 W81 22 19.32000</p> <p>▲ LEROL N18 40 02.000 W81 37 04.000</p>	<p>045^d 226^o 56 NM</p> <p>204^d 024^o 40 NM</p>	<p>FL 245 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT</p>	<p>20</p>	<p>↓</p> <p>↑</p>	<p>Consult Cuba and Jamaica AIPs for adjacent route information.</p> <p>Cayman APP FREQ: 120.200 MHz</p>
<p>G877 (RNP 4)³</p> <p>▲ RIKEL N20 00 00.000 W81 02 40.000</p> <p>▲ GCM VOR/DME N19 17 21.82000 W81 22 19.32000</p> <p>▲ DELKA N18 40 02.211 W81 45 06.690</p>	<p>027^d 208^o 46 NM</p> <p>033^d 214^o 43 NM</p>	<p>FL 245 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT</p>	<p>20</p>	<p>↓</p> <p>↑</p>	<p>Consult Cuba and Jamaica AIPs for adjacent route information.</p> <p>Cayman APP FREQ: 120.200 MHz</p>

<i>Route designator (RNP¹ type²) Name of significant points Coordinates</i>	<i>Track MAG (GEO) VOR RDL DIST (COP)</i>	<i>Upper limits Lower limits Minimum flight altitude Airspace classification</i>	<i>Lateral Limits NM</i>	<i>Direction of cruising levels Odd Even</i>	<i>Remarks Controlling unit Frequency</i>
1	2	3	4	5	6
G448 (RNP 4)³ ▲ ATUVI N20 00 00.000 W81 25 15.000 ▲ GCM VOR/DME N19 17 21.82000 W81 22 19.32000 ▲ EMONA N18 40 00.000 W81 24 14.000	$\frac{180^d}{360^0}$ 43 NM $\frac{187^d}{006^0}$ 38 NM	<u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT	20	↓ ↑	Consult Cuba and Jamaica AIPs for adjacent route information. Cayman APP FREQ: 120.200 MHz
G435 (RNP 4)³ ▲ KARUL N20 00 00.000 W81 48 01.000 ▲ GCM VOR/DME N19 17 21.82000 W81 22 19.32000 ▲ ALOBO N18 40 01.000 W81 15 35.000	$\frac{154^d}{334^0}$ 49 NM $\frac{174^d}{354^0}$ 38 NM	<u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT	20	↓ ↑	Consult Cuba and Jamaica AIPs for adjacent route information. Cayman APP FREQ: 120.200 MHz
G442 (RNP 4)³ ▲ KATAL N20.00.00.000 W79 38 18.000 ▲ ILATA N19 52 52.000 W79 30 00.000	$\frac{137^d}{317^0}$ 132 NM (MBJ) $\frac{137^d}{317^0}$ 10.6 NM (KATAL)	<u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT	20	↓ ↑	Consult Cuba and Jamaica AIPs for adjacent route information. Cayman APP FREQ: 120.200 MHz

Route designator (RNP ¹ type ²) Name of significant points Coordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum flight altitude Airspace classification	Lateral Limits NM	Direction of cruising levels Odd Even	Remarks Controlling unit Frequency
1	2	3	4	5	6
<p>G633 (RNP 4)³</p> <p>▲ NUBIS N19 07 34.000 W82 04 22.000</p> <p>▲ GCM VOR/DME N19 17 21.820 W81 22 19.320</p> <p>▲ NALRO N19 01 50.961 W80 12 22.129</p>	<p><u>260⁰</u> 079⁰ 41 NM</p> <p><u>288⁰</u> 107⁰ 68 NM</p>	<p><u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT</p>	<p>20</p>	<p style="text-align: center;">↓</p> <p style="text-align: center;">↑</p>	<p>Consult Jamaica AIP for adjacent route information.</p> <p>Cayman APP FREQ: 120.200 MHz</p>
<p>R640 (RNP 4)³</p> <p>▲ MAMBI N19 26 59.000 W82 02 46.000</p> <p>▲ GCM VOR/DME N19 17 21.82000 W81 22 19.32000</p> <p>▲ NALRO N19 17 21.820 W81 22 19.320</p>	<p><u>107⁰</u> 288⁰ 39 NM</p> <p><u>288⁰</u> 107⁰ 68 NM</p>	<p><u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT</p>	<p>20</p>	<p style="text-align: center;">↓</p> <p style="text-align: center;">↑</p>	<p>Consult Jamaica and Central America AIPs for adjacent route information.</p> <p>Cayman APP FREQ: 120.200 MHz</p>

<i>Route designator (RNP¹ type²) Name of significant points Coordinates</i>	<i>Track MAG (GEO) VOR RDL DIST (COP)</i>	<i>Upper limits Lower limits Minimum flight altitude Airspace classification</i>	<i>Lateral Limits NM</i>	<i>Direction of cruising levels Odd Even</i>	<i>Remarks Controlling unit Frequency</i>
1	2	3	4	5	6
R644 (RNP 4)³ ▲ ULISA N18 46 07.1000 W82 05 35.000 ▲ GCM VOR/DME N19 17 21.820 W81 22 19.320 ▲ TEXAM N19 29 19.144 W80 37 30.888 ▲ CBC NDB N19 41 23.910 W79 51 24.380	056^0 237^0 52 NM 078^0 259^0 44 NM	<u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT	20	↓ ↑	Consult Central America AIP for adjacent route information. Cayman APP FREQ: 120.200 MHz
W8 (RNP 4)³ ▲ MATIS N18 54 25.964 W80 28 19.842 ▲ GCM VOR/DME N19 17 21.820 W81 22 19.320	118^0 298^0 56 NM	<u>FL 245</u> 1500 FT 1500 FT Class: A – Above 10 500 FT D – BTN 10 500 FT and 1500 FT	20	↓ ↑	Consult Jamaica AIP for adjacent route information. Cayman APP FREQ: 120.200 MHz
1. RNP = required navigation performance. 2. RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time. 3. RNP 4 represents a navigation accuracy of ± 7.4 KM (4 NM) on a 95 per cent containment basis.					

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

TO BE DEVELOPED

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ENR 3.3 HELICOPTER ROUTES

TO BE DEVELOPED

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ENR 3.4 OTHER ROUTES

Route designator (RNP ¹ type ²) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Great Circle DIST NM	Upper limit Lower limit Airspace Classification	Direction of Cruising levels		Remarks Controlling unit Frequency
				Odd	Even	
1	2	3	4	5		6
NIL	NIL	NIL	NIL	NIL		NIL

1. RNP = required navigation performance.
2. RNP type = A containment value expressed as a distance in nautical miles from the intended position within which flights would be situated for at least 95 per cent of the total flying time.

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ENR 3.5 EN-ROUTE HOLDING

<i>HLDG ID/FIX/WPT Coordinates</i>	<i>INBD TR (°MAG)</i>	<i>Direction of PTN</i>	<i>MAX IAS (KT)</i>	<i>MNM-MAX HLDG LVL FL/FT (MSL)</i>	<i>TIME (MIN) Or DIST OUBD</i>	<i>Controlling unit and Frequency</i>
1	2	3	4	5	6	7
GORAN	080	Right	230	1 500 FT- 14 000 FT	1	Cayman APP
N19 14 55.07	080	Right	240	15 000 FT-FL 200	1½	120.200 MHz
W81 32 34.49	080	Right	265	FL 210-FL 340	1½	
RADIAL 260	080	Right	Mach	FL 350-FL 460	1½	
10 DME GCM			0.83			
VOR						
GUBEL	080	Right	230	1 500 FT- 14 000 FT	1	Cayman APP
N19 20 17.07	080	Right	240	15 000 FT-FL 200	1½	120.200 MHz
W81 10 00.80	080	Right	265	FL 210-FL 340	1½	
RADIAL 080	080	Right	Mach	FL 350-FL 460	1½	
12 DME GCM			0.83			
VOR						
CAYMAN	269	Right	230	1 500 FT- 14 000 FT	1	Cayman APP
BRAC/CBC	269	Right	240	15 000 FT-FL 200	1½	120.200 MHz
NDB	269	Right	265	FL 210-FL 340	1½	Gerrard-
N19 41 23.75	269	Right	Mach	FL 350-FL 460	1½	Smith TWR
W 79 51 23.47			0.83			118.400 MHz

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ENR 4. RADIO NAVIGATION AIDS/SYSTEMS**ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE**

<i>Name of station (VOR/VAR)</i>	<i>ID</i>	<i>Frequency (CH)</i>	<i>Hours of Operation</i>	<i>Coordinates</i>	<i>ELEV DME Antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
GRAND CAYMAN VOR/DME (4 ⁰ W)	GCM	115.600 MHz (CH 103)	H24	191721.82N 812219.32W	2M	Coverage 250 KM
GRAND CAYMAN NDB	ZIY	344 kHz	H24	191708.88N 812309.92W	2M	
CAYMAN BRAC NDB	CBC	415 kHz	H24	194123.91N 795124.38W	1M	

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

“Nil”

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ENR 4.3 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS route or Other route</i>	<i>Name-code Designator</i>	<i>Coordinates</i>	<i>ATS route or Other route</i>
1	2	3	1	2	3
ALOBO	N18 40 01.00 W81 15 35.000	G435	LESOM	N20 00 00.000 W80 07 28.000	A511
ATUVI	N20 00 00.000 W81 25 15.000	G448	MAMBI	N19 26 59.000 W82 02 46.000	R640
BETAR	N19 28 24.117 W79 30 00.254	A511	MATIS	N18 54 25.964 W80 28 19.842	W8
DELKA	N18 40 02.211 W81 45 06.690	G877	NALRO	N19 01 50.961 W80 12 22.129	G633/R640
EMONA	N18 40 00.000 W81 24 14.000	G448	NUBIS	N19 07 34.000 W82 04 22.000	G633
KANEX	N20.00.00.000 W80 43 04.000	B767	RIKEL	N20 00 00.000 W81 02 40.000	G877
KATAL	N20.00.00.000 W79 38 18.000	G442	TEXAM	N19 29 19.144 W80 37 30.888	R644
LEROL	N18 40 02.000 W81 37 04.000	B767	ULISA	N18 46 07.000 W82 05 35.000	R644
			ILATA	N19 52 52.000 W 79 30 00.000	G442

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ENR 4.4 AERONAUTICAL GROUND LIGHTS – EN-ROUTE

TO BE DEVELOPED

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ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

TO BE DEVELOPED

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

TO BE DEVELOPED

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

TO BE DEVELOPED

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ENR 5.4 AIR NAVIGATION OBSTACLES – EN-ROUTE
(Elevation/height 100 m AGL or more)

TO BE DEVELOPED

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

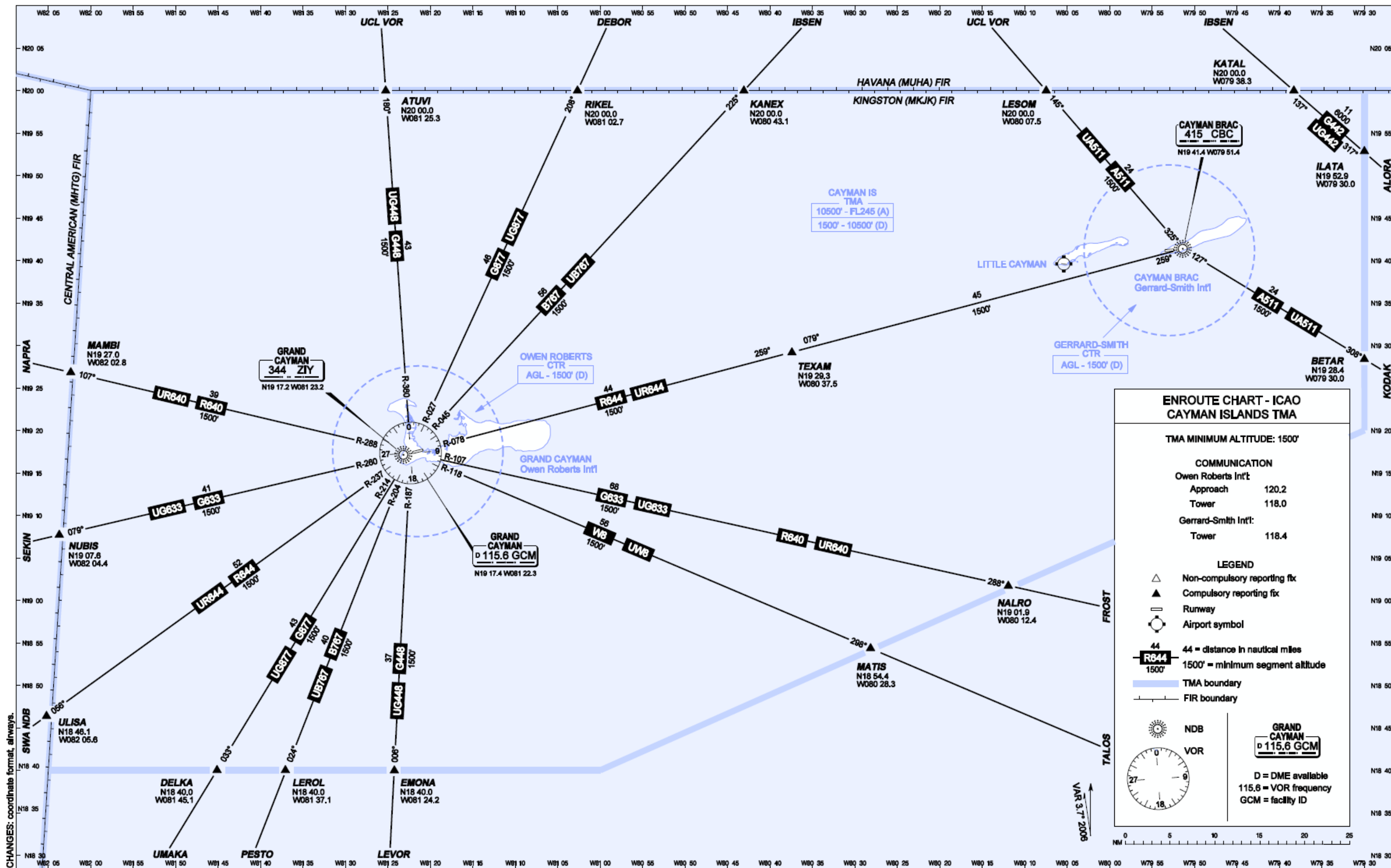
<i>Designation and lateral limits</i>	<i>Vertical limits</i>	<i>Operator/User Tel Nr.</i>	<i>Remarks and time of ACT</i>
1	2	3	4
PARASAILING			
West Coast/Seven Mile Beach, Grand Cayman	<u>100 M</u> MSL	Cayman Sky Riders Ltd. TEL: 345 949 8745 Para-Sailing Professionals Ltd. TEL: 345 916 2953	Daily SR-SS Daily SR-SS

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ENR 6.9 BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA – INDEX CHART



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ENR 6.2 AIR TRAFFIC SERVICES AIRSPACE – INDEX CHART

TO BE DEVELOPED

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ENR 6.3 PROHIBITED, RESTRICTED AND DANGER AREAS – INDEX CHART

TO BE DEVELOPED

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ENR 6.4 MILITARY TRAINING AREAS – INDEX CHART

TO BE DEVELOPED

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ENR 6.5 OTHER ACTIVITIES OF A DANGEROUS NATURE – INDEX CHART

TO BE DEVELOPED

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ENR 6.6 AERIAL SPORTING AND RECREATIONAL ACTIVITIES – INDEX CHART

TO BE DEVELOPED

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ENR 6.7 RADIO FACILITY – INDEX CHART

TO BE DEVELOPED

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ENR 6.8 BIRD MIGRATION ROUTES – INDEX CHART

TO BE DEVELOPED

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ENR 6.9 BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA – INDEX CHART

TO BE DEVELOPED

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