



**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

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AIP
AERONAUTICAL INFORMATION PUBLICATION
CAYMAN ISLANDS

PART 1
GENERAL (GEN)

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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:

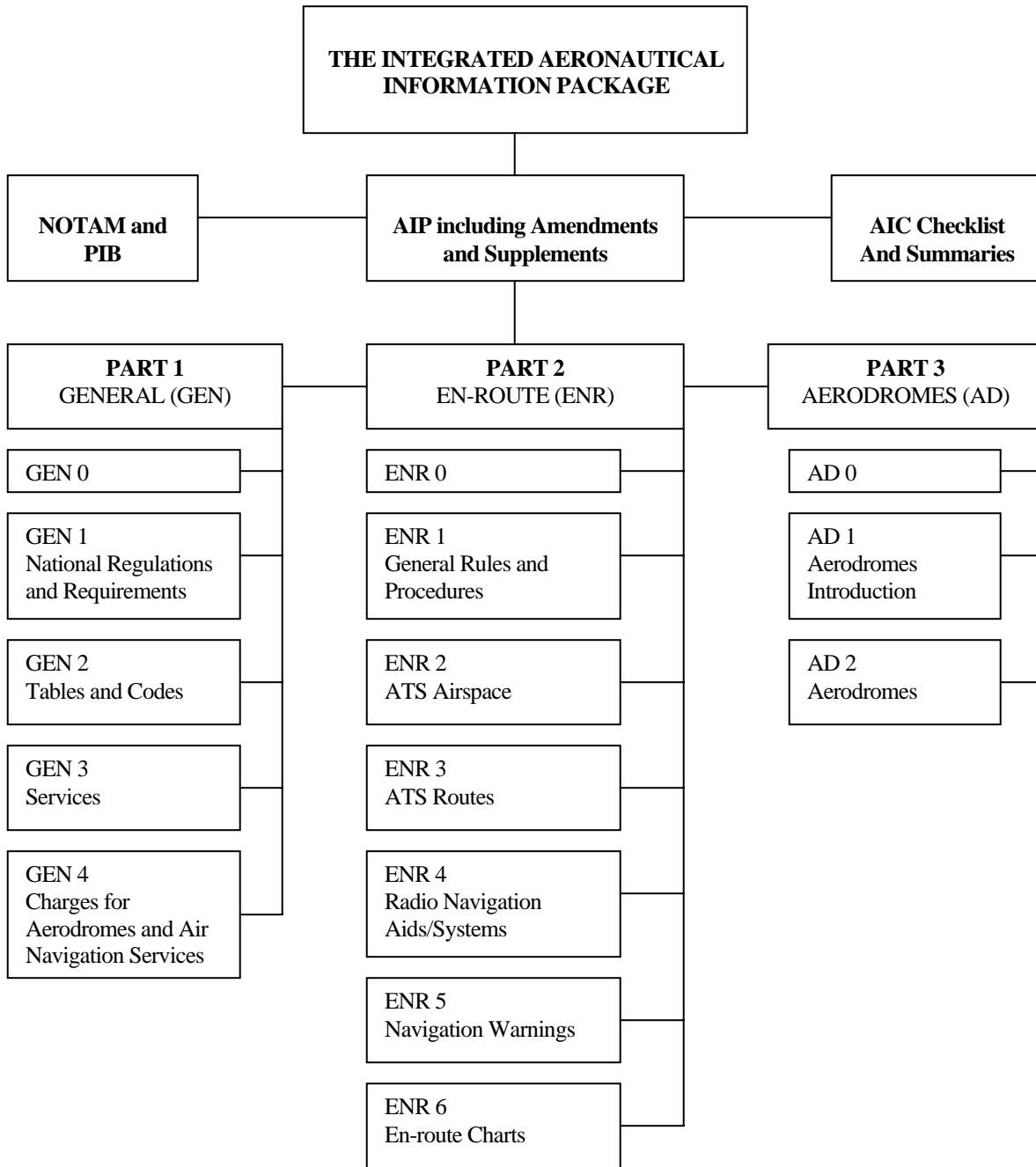
Aeronautical Information Service Manager
Cayman Islands Airports Authority
88C Owen Roberts Drive
P.O. Box 10098
Grand Cayman KY1-1001
Cayman Islands

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FAX: 345 943 7071

EXT: 244-5861

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS**GEN 1.1 DESIGNATED AUTHORITIES**

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

1. Civil Aviation

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

TEL: 345 949 7811
FAX: 345 949 0761
AFS: NIL
EMAIL: richard.smith@caacayman.com

2. Meteorology

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

TEL: 345 949 4528
FAX: 345 945 5773
AFS: MWCRYMYX
EMAIL: john.tibbetts@gov.ky

3. Customs

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

TEL: 345 949 4579
FAX: 345 945 1573
AFS: NIL
EMAIL: samantha.bennett@gov.ky

4. Immigration

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

TEL: 345 949 8344
FAX: 345 949 8486
AFS: NIL

5. Health

Hospital Administrator
Health Services Authority
P.O. Box 915
Grand Cayman KY1-1103
CAYMAN ISLANDS

TEL: 345 949 8600
FAX: 345 949 2998
AFS: NIL

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

7. Agricultural quarantine

Chief Agricultural and Veterinarian Officer
Department of Agriculture
P.O. Box 459
Grand Cayman KY1-1106
CAYMAN ISLANDS

TEL: 345 949 3090
FAX: 345 947 2634
AFS: NIL

8. Aircraft accident investigation

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

TEL: 345 949 7811
FAX: 345 949 0761
AFS: NIL
EMAIL: richard.smith@caacayman.com

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

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

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

2. Scheduled flights

2.1 *General*

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

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

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

TEL: 345 949 7811
FAX: 345 949 0761
Email: civil.aviation@caacayman.com

2.2 *Documentary requirements for clearance of aircraft*

2.2.1 It is necessary that the under-mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from the Cayman Islands. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

2.2.2 Aircraft documents required (arrival/departure)

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

Notes. –

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

3. Non-scheduled flights

3.1 Procedures

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

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

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

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

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

3.2 Documentary requirements for clearance of aircraft

3.2.1 Same requirements as for scheduled flights.

4. Private flights

4.1 Advance notification of arrival

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

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

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

4.2 Documentary requirements for clearance of aircraft

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

5. Public health measures applied to aircraft

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

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

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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 quarantine requirements

Sanitary certificates or related documents are required only in respect of the following animal and plant shipments in the circumstances specified:

- a) a phyto-sanitary certificate is required for the importation and exportation of plants; and
- b) a animal health certificate is required for the importation and exportation of animals.

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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.

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

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

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

Regulations in respect of civil aviation, in general.

1.2 *Aircraft Landing and Parking (Fees) Regulation*

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

1.3 *Air Navigation (Fees) Regulations*

Regulations in respect of civil aviation air navigation charges.

1.4 *Civil Aviation Authority Law*

Regulations in respect of the Civil Aviation Authority mandate.

1.5 *Airports Authority law*

Regulations in respect of the Airports Authority mandate.

1.6 *International Agreements/Conventions*

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

1.7 *Supplementary*

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

1.6.1 *Personnel Licensing*

Reference	Title	Date
OTAR 65	Air Traffic Service Personnel Licenses and Ratings	July 2005
OTAR 66	Aircraft Maintenance Personnel Licensing	April 2011
OTAR 67	Medical Standards and Recognition of Medical Examiners	July 2005
CAP 455	Airworthiness Notices	September 2009
CAP 505	Objective Testing for the Professional Pilot's Licences	March 1997
CAP 670 (Part D)	ATS Safety Requirements - Part D Human Resources (Air Traffic Controller Licensing)	February 2010
CAP 696	JAR FCL Examinations; Loading Manual	July 2006
CAP 697	JAR FCL Examinations; Flight Planning Manual	September 2006
CAP 698	JAR FCL Examinations; Performance Manual	September 2006

1.6.2 *Aircraft Operations*

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

1.6.3 *Aircraft Airworthiness – Certificate and Maintenance*

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

1.6.4

Aerodromes and Air Traffic Services

Reference	Title	Date
AIP	Aeronautical Information Publication Cayman Islands	
OTAR 13	Occurrence Reporting	December 2008
OTAR 65	Air Traffic Service Personnel Licences and Ratings	July 2005
OTAR 77	Activities Affecting Airspace	July 2005
OTAR 139	Certification of Aerodromes	March 2010
OTAR 140	Rescue and Fire Fighting Services (RFFS) Approval	March 2010
OTAR 171	Aeronautical Telecommunication Services	February 2007
OTAR 172	Air Traffic Service Organisation Approval	January 2011
OTAR 173	Flight Checking Organisation Approval	July 2005
OTAR 176	Instrument Approach Procedures Approval	July 2005
CAP 74	Aircraft Fuelling: Fire Prevention and Safety Measures for the Fuelling of Aeroplanes and Helicopters	July 2004
CAP 232	Aerodrome Survey Information	February 2008
CAP 428	Safety Standards at Unlicensed Aerodromes	October 2004
CAP 642	Airside Safety Management	September 2006
CAP 655	Aeronautical Ground Lighting	January 2007
CAP 680	Aerodrome Bird Control	March 2007
CAP 683	Procedures for Runway Friction Classification and Monitoring	December 2008
CAP 738	Safeguarding of Aerodromes	December 2008
CAP 746	Meteorological Observations at Aerodromes	November 2008
CAP 748	Aircraft Fuelling and Fuel Installation Management	July 2004
CAP 760	Guidance on the Conduct of Hazard Identification, Risk Assessment and the Production of Safety Cases: For Aerodrome Operators and Air Traffic Service Providers	January 2006

2. Information on how to obtain copies of the above documents may be requested from the address below.

Director General of Civil Aviation
Unit 2 Grand Harbour
P.O. Box 10277
Grand Cayman KY 1-1003
CAYMAN ISLANDS

TEL: 345 949 7811
FAX: 345 949 0761
EMAIL: richard.smith@caacayman.com

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

- 4.7 *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.*

3. ANNEX 3 – METEOROLOGY, Eighteenth edition:

Chapter 4

- 4.6 *Runway visual range is not measured.*
 4.11.3 *Vertical wind shear observations are not made.*

4. ANNEX 4 – AERONAUTICAL CHARTS, Eleventh edition:

Chapter 16

- 16.2.1 *The World Aeronautical Chart – 1:1 000 000 is not published.*

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:

Part I *International Commercial Air Transport - Aeroplanes*

Chapter 1

- 1.1 *Aerodrome operating minima shall not be lower than the values determined in accordance with Appendix 1 (Old) or Appendix 1 (New) to OPS 1.430 of EU-OPS (European Commission Regulation (EC) 859/2008 of 20 August 2008).*

Chapter 4

- 4.4.1.2 *An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome, unless the reported visibility or controlling RVR is above the specified minimum.*
 4.4.1.3 *If, after descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.*

Part II *International General Aviation - Aeroplanes*

Chapter 1

- 1.1 *Aerodrome operating minima shall not be lower than the values determined in accordance with Appendix 1 (Old) or Appendix 1 (New) to OPS 1.430 of EU-OPS (European Commission Regulation (EC) 859/2008 of 20 August 2008).*

*Chapter 2**2.2.4.1.2*

An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome, unless the reported visibility or controlling RVR is above the specified minimum.

*Chapter 2**2.2.4.1.3*

If, after descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.

Part III*International Operations – Helicopters**Chapter 1*

Aerodrome operating minima shall not be lower than the values determined in accordance with Appendix 1 (Old) or Appendix 1 (New) to OPS 1.430 of EU-OPS (European Commission Regulation (EC) 859/2008 of 20 August 2008).

*Section II**Chapter 2**2.4.1.3 &**Section III**Chapter 2**2.6.3.3*

If, after entering the final approach segment or descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.

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:

*Chapter 9**9.3.45*

Minimum staffing levels for all RFF categories operated by an aerodrome are agreed with the Governor and promulgated, or referred to, in the Aerodrome Manual (if any). The minimum level of staffing shall include an adequate number of competent supervisors/managers, according to the RFF category of the aerodrome. An agreed minimum staffing level shall not be reduced without an assessment being conducted and forwarded by the aerodrome operator, in writing, to the Governor for acceptance.

15. ANNEX 15 – AERONAUTICAL INFORMATION SERVICES, Fourteenth edition: *No significant difference*
16. ANNEX 16 – ENVIRONMENTAL PROTECTION, Sixth edition: *No significant difference*
17. ANNEX 17 – SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, Ninth edition: *No significant difference*
18. ANNEX 18 – THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, Third edition: *No significant difference*
19. ANNEX 19 – SAFETY MANAGEMENT, First edition *No significant difference*



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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, and HOLIDAYS

1. Units of measurement

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

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

2. Time system

General

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

3. Geodetic reference datum

3.1 *Name/designation of datum*

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

3.2 *Area of application*

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

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

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

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

4. Aircraft nationality and registration marks

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

5. Public holidays 2015

Date	Holiday
Thursday, 1 January	New Year's Day
Monday, 26 January	National Heroes' Day
Wednesday, 18 February	Ash Wednesday
Friday, 3 April	Good Friday
Monday, 6 April	Easter Monday
Monday, 18 May	Discovery Day
Monday, 15 June	Queen's Birthday
Monday, 6 July	Constitution Day
Monday, 9 November	Remembrance Day
Friday, 25 December	Christmas Day
Monday, 26 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 . . . etc., 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
CIV	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
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
SEL.CAL	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
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 Atmospheric

Y

Y Yellow
YCZ Yellow caution zone
YR Your

Z

Z Coordinated Universal Time (in meteorological messages)

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GEN 2.3 CHART SYMBOLS

TOPOGRAPHY

1	Contours		8	Gravel		12	Highest elevation on chart	Alternative	17456
2	Approximate contours		9	Levee or esker	Alternative 	13	Spot elevation		.6397 .8975
3	Relief shown by hachures		10	Unusual land features appropriately labelled		14	Spot elevation (of doubtful accuracy)		.6370±
4	Bluff, cliff or escarpment		11	Mountain pass		15	Coniferous trees		
5	Lava flow					16	Other trees		
6	Sand dunes					17	Palms		
7	Sand area								

18	Areas not surveyed for contour information or relief data incomplete	Caution
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HYDROGRAPHY

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

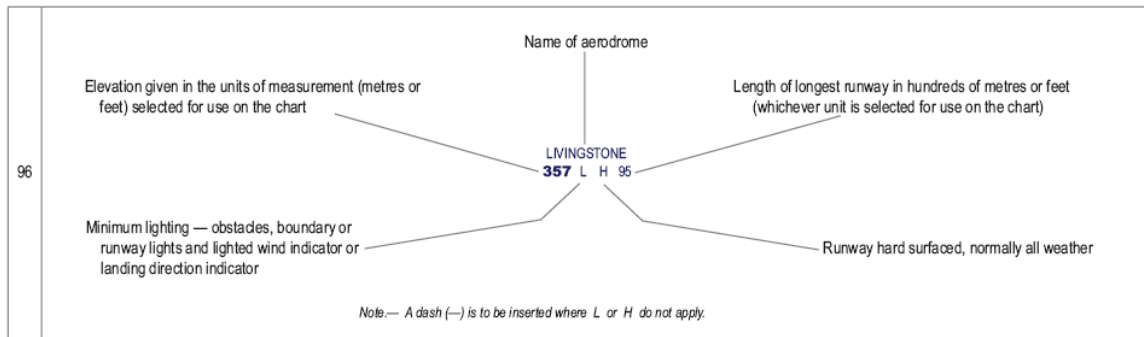
AERODROMES

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 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:



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 <i>Note.— This symbol may be used with or without a box to enclose the data.</i>		
100	Non-directional radio beacon NDB		Electronic
101	VHF omnidirectional radio range VOR		
102	Distance measuring equipment DME		
103	Collocated VOR and DME radio navigation aids VORDME		
104	DME distance	Distance in kilometres (nautical miles) to DME → 15 km Identification of radio navigation aid → KAV	
105	VOR radial	Radial bearing from, and identification of, VOR → R 090 KAV	
106	UHF tactical air navigation aid TACAN		
107	Collocated VOR and TACAN radio navigation aids VORTAC		Electronic
108	Instrument landing system ILS	PLAN VIEW PROFILE 	
109	Radio marker beacon	Elliptical Bone Shape	Note.— Marker beacon may be shown by outline, or stipple, or both.

110	Compass rose To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)		Compass rose to be used as appropriate in combination with the following symbols:								
		Note.— Additional points of compass may be added as required.	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>VOR</td> <td style="text-align: center;"></td> </tr> <tr> <td>VOR/DME</td> <td style="text-align: center;"></td> </tr> <tr> <td>TACAN</td> <td style="text-align: center;"></td> </tr> <tr> <td>VORTAC</td> <td style="text-align: center;"></td> </tr> </table>	VOR		VOR/DME		TACAN		VORTAC	
VOR											
VOR/DME											
TACAN											
VORTAC											

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

AIR TRAFFIC SERVICES

111	Flight information region	FIR			
112	Aerodrome traffic zone	ATZ			
113	Control area Airway Controlled route	CTA AWY	Alternative 	Alternative 	Alternative
114	Uncontrolled route				
115	Advisory airspace	ADA			
116	Control zone	CTR			
117	Air defence identification zone	ADIZ			
118	Advisory route	ADR	Alternative 	Alternative 	Alternative
119	Visual flight path		compulsory with radio communication requirement		
			compulsory, without radio communication requirement		
			recommended		
120	Scale-break (on ATS route)	Alternative	Alternative 	Alternative 	Alternative
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)		
125	Final approach fix	FAF			

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

AIRSPACE CLASSIFICATIONS

127	Airspace classifications		A
			B
			C
			D
			E
			F
			G

Aeronautical data in abbreviated form to be used in association with airspace classification symbols:

128	Alternative	<table border="1"> <tr> <td>Type</td> <td>Name or call sign</td> <td>Radio frequency(ies)</td> <td>Airspace classification</td> <td>Vertical limits</td> </tr> <tr> <td></td> <td>TMA DONLON</td> <td>119.1</td> <td>C</td> <td>200m AGL - FL 245</td> </tr> </table>	Type	Name or call sign	Radio frequency(ies)	Airspace classification	Vertical limits		TMA DONLON	119.1	C	200m AGL - FL 245
		Type	Name or call sign	Radio frequency(ies)	Airspace classification	Vertical limits						
	TMA DONLON	119.1	C	200m AGL - FL 245								

AIRSPACE RESTRICTIONS

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

OBSTACLES

131	Obstacle		135	Exceptionally high obstacle (optional symbol)	
132	Lighted obstacle		136	Exceptionally high obstacle - lighted (optional symbol) <i>Note.— For obstacles having a height of the order of 300 m (1 000 ft) above terrain.</i>	
133	Group obstacles		137		
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 <i>Note 2— Characteristics are to be indicated as follows:</i>	<table border="1"> <tr> <td>Ait</td> <td>Alternating</td> </tr> <tr> <td>B</td> <td>Blue</td> </tr> <tr> <td>F</td> <td>Fixed</td> </tr> </table>	Ait	Alternating	B	Blue	F	Fixed	<table border="1"> <tr> <td>Fl</td> <td>Flashing</td> <td rowspan="2">Occ</td> <td rowspan="2">Occulting</td> <td rowspan="2">sec</td> <td rowspan="2">Second</td> </tr> <tr> <td>G</td> <td>Green</td> <td>R</td> <td>Red</td> <td>(U)</td> <td>Unwatched</td> </tr> <tr> <td>Gp</td> <td>Group</td> <td>SEC</td> <td>Sector</td> <td>W</td> <td>White</td> </tr> </table>	Fl	Flashing	Occ	Occulting	sec	Second	G	Green	R	Red	(U)	Unwatched	Gp	Group	SEC	Sector	W	White	<table border="1"> <tr> <td>F</td> <td></td> </tr> </table>	F		<i>Note 1.— Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated.</i>
			Ait	Alternating																											
B	Blue																														
F	Fixed																														
Fl	Flashing	Occ	Occulting	sec	Second																										
G	Green					R	Red	(U)	Unwatched																						
Gp	Group	SEC	Sector	W	White																										
F																															
142	Aeronautical ground light		143	Lightship																											

SYMBOLS FOR AERODROME/HELIPORT CHARTS

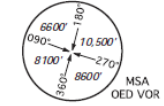
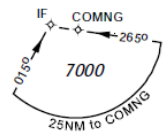


144	Hard surface runway		153	Point light	
145	Pierced steel plank or steel mesh runway				
146	Unpaved runway		154	Obstacle light	
147	Stopway SWY		155	Landing direction indicator (lighted)	
148	Taxiways and parking areas		156	Landing direction indicator (unlighted)	
149	Helicopter alighting area on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

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







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

ADDITIONAL SYMBOLS FOR USE ON PAPER AND ELECTRONIC CHARTS

PLAN VIEW

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

PROFILE

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

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GEN 2.4 LOCATION INDICATORS

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

1. ENCODE		2. DECODE	
<i>Location</i>	<i>Indicator</i>	<i>Indicator</i>	<i>Location</i>
Charles Kirkconnell Intl/Cayman Brac	MWCB	MWCB	Charles Kirkconnell Intl/Cayman Brac
Owen Roberts Intl/Grand Cayman	MWCR	MWCR	Owen Roberts Intl/Grand Cayman

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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
ZIY	Grand Cayman	NDB	AE

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GEN 2.6 CONVERSION TABLES

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

 From decimal minutes of an arc to seconds of an arc

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

From seconds of an arc to decimal minutes of an arc

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

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

1.1

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

MONTH	DAY	SR	SS	MONTH	DAY	SR	SS	MONTH	DAY	SR	SS
JAN	1	1159	2259	MAY	1	1057	2348	SEP	2	1110	2339
-	5	1200	2301	-	5	1055	2350	-	6	1111	2336
-	9	1201	2304	-	9	1053	2351	-	10	1112	2332
-	13	1202	2307	-	13	1051	2353	-	14	1113	2329
-	17	1202	2309	-	17	1050	2354	-	18	1113	2325
-	21	1202	2312	-	21	1048	2356	-	22	1114	2322
-	25	1202	2314	-	25	1048	2357	-	26	1115	2318
-	29	1201	2317	-	29	1047	2359	-	30	1116	2314
FEB	2	1200	2319	JUN	2	1047	0000	OCT	4	1117	2311
-	6	1158	2321	-	6	1046	0002	-	8	1118	2308
-	10	1156	2323	-	10	1047	0003	-	12	1119	2305
-	14	1154	2325	-	14	1047	0004	-	16	1120	2301
-	18	1152	2327	-	18	1048	0005	-	20	1121	2259
-	22	1150	2328	-	22	1048	0006	-	24	1123	2256
-	26	1147	2330	-	26	1049	0007	-	28	1124	2254
				-	30	1051	0007				
MAR	2	1144	2331	JUL	4	1052	0008	NOV	1	1126	2252
-	6	1141	2332	-	8	1053	0008	-	5	1128	2250
-	10	1138	2334	-	12	1055	0007	-	9	1130	2248
-	14	1134	2335	-	16	1056	0007	-	13	1132	2247
-	18	1131	2336	-	20	1058	0006	-	17	1134	2246
-	22	1128	2337	-	24	1059	0005	-	21	1137	2246
-	26	1124	2338	-	28	1100	0003	-	25	1139	2246
-	30	1121	2339					-	29	1142	2246
APR	3	1118	2340	AUG	1	1102	0005	DEC	3	1144	2246
-	7	1114	2341	-	5	1103	2359	-	7	1147	2247
-	11	1111	2342	-	9	1104	2357	-	11	1149	2248
-	15	1108	2343	-	13	1106	2357	-	15	1151	2250
-	19	1105	2344	-	17	1107	2352	-	19	1153	2252
-	23	1102	2345	-	21	1108	2349	-	23	1155	2254
-	27	1059	2347	-	25	1109	2346	-	27	1157	2256
				-	29	1110	2343	-	31	1159	2258

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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
88C Owen Roberts Drive
P.O. Box 10098 APO
Grand Cayman
Cayman Islands

TEL: 345 943 7070

FAX: 345 943 7071

| AFS: MWCRYOYX

| EMAIL: laurie.farrington@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

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

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.

3. Aeronautical publications

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

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

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

3.2 Aeronautical Information Publication (AIP)

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

The Cayman Islands AIP is published in 1 volume.

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

3.3 Amendment service to the AIP (AIP AMDT)

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

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

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

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

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

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

3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP

SUP. AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. i.e. AIP SUP 1/96; AIRAC AIP SUP 1/96. AIP Supplements are separated by information subject (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year. i.e. AIP SUP 1/96; AIRAC AIP SUP 1/96.

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

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

3.5 NOTAM and Pre-flight Information Bulletins (PIB)

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

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

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

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

Series D. Information on national aerodromes.

Series E. Information on heliports.

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

3.6 Aeronautical Information Circulars (AIC)

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

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

3.7 Checklist and summary of NOTAM

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

3.8 Sale of publications

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

4. AIRAC System

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

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

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

Schedule of AIRAC effective dates

2015	2016	2017	2018	2019
8 Jan	7 Jan	5 Jan	4 Jan	3 Jan
5 Feb	4 Feb	2 Feb	1 Feb	31 Jan
5 Mar	3 Mar	2 Mar	1 Mar	28 Feb
2 Apr	31 Mar	30 Mar	29 Mar	28 Mar
30 Apr	28 Apr	27 Apr	26 Apr	25 Apr
28 May	26 May	25 May	24 May	23 May
25 Jun	23 Jun	22 Jun	21 Jun	20 Jun
23 Jul	21 Jul	20 Jul	19 Jul	18 Jul
20 Aug	18 Aug	17 Aug	16 Aug	15 Aug
17 Sep	15 Sep	14 Sep	13 Sep	12 Sep
15 Oct	13 Oct	12 Oct	11 Oct	10 Oct
12 Nov	10 Nov	9 Nov	8 Nov	7 Nov
10 Dec	8 Dec	7 Dec	6 Dec	5 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.

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GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

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

2. Maintenance of charts

- 2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by the AIP Amendments and are listed under 8. of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.
- 2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

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

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

TEL: 345 943 7070
FAX: 345 943 7071
AFS: MWCRYOYX
EMAIL: aisoria@caymanairports.com

- 3.2 The Cayman Islands Airports Authority, the Aeronautical Information Service and the sales agents have copies of the ICAO *Aeronautical Chart Catalogue (Doc 7101)* where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

4. Aeronautical chart series available

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

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

4.2 General description of each series.

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

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

It also provides essential operational information at the aerodrome.

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

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

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

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

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

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

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

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

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

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

- a) *Visual Approach Chart*. This chart is produced for aerodromes used by civil aviation where:
- only limited navigation facilities are available; or
 - radio communication facilities are available; or
 - no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
 - visual approach procedures have been established.

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

5. List of aeronautical charts available

Those chart series listed below form part of the AIP.

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

6. Topographical charts

To supplement the aeronautical charts, topographical maps are available from:

Chief Surveyor
Lands and Survey Department
P.O. Box 1089 GT
Grand Cayman
Cayman Islands

| www.caymanlandinfo.ky

TEL: 345 244 3420 / 3432
FAX: 345 949 2187

7. Corrections to charts not contained in the AIP

“NIL”

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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 (Acting)
Cayman Islands Airports Authority
P.O. Box 10098 APO
Grand Cayman
Cayman Islands

TEL: 345 943 7070

FAX: 345 943 7071

AFS: MWCRYAYX

EMAIL: criag.smith@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 4444 — *Air Traffic Management*

Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*

Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

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

3. Types of services

The following types of services are provided:

— Aeronautical Information Service (AIS)

— Aerodrome Control (TWR)

— Approach Control (APP)

— Automatic Terminal Information Service (ATIS) at Owen Roberts International.

4. Co-ordination between the operator and ATS

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

5. Minimum flight altitude

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

6. ATS units address list

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

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.

Senior Manager of Air Navigation Services
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: walter.ebanks@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 form 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 National Weather Service.

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

TEL: 345 949 4528
FAX: 345 945 5773
AFS: MWCRYMYX
EMAIL: john.tibbetts@gov.ky

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

Annex 3 — *Meteorological Service for International Air Navigation*
Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Meteorological service is provided within the Cayman Islands TMA.

3. Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

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

4. Types of services

Personal briefing and consultation for flight crew members 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 surface chart, significant weather chart, upper wind and upper air temperature charts available for all flight levels and the latest available aerodrome forecast for the destination and its alternate aerodromes. Live satellite images for the region, radar images for the Cayman area and radar images for a variety of destinations are available via the internet.

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

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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 Royal Cayman Islands Police which has the responsibility for making the necessary facilities available.

The address of the Royal Cayman Islands Police is as follows:

Commissioner of Police
Royal Cayman Islands Police
P.O. Box 909 G.T.
Grand Cayman
Cayman Islands

TEL: 345 949 4222
FAX: 345 949 2978

When SAR operations are needed, a Rescue Co-ordination Center is established; the address is as follows:

Chief Coordinator of SAR operations
Central Police Station
P.O. Box 909 G.T.
Grand Cayman
Cayman Islands

TEL: 345 949 4222
FAX: 345 949 6472

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.

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

Kingston Rescue Coordinator
HMJS Cagway
Port Royal
Kingston, Jamaica

TEL: (876) 967 8193, (876) 967 8031, (876) 967 8032, (876) 967 8033
FAX: (876) 924 8329
Email: jdfcoastguard@yahoo.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 Search and Rescue services are responsible for SAR operations within the Cayman Islands TMA.

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>
1	2	3
Cayman Flying Club	C172	MRG
Cayman Islands Fire Service	Rescue Vessel	MRG, capacity 100
Mosquito Research and Control Unit	2-S2RT	SRG
Royal Cayman Islands Police	Patrol Vessels EC-135 Helicopter	LRG MRG

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.

4. SAR agreements

TO BE DEVELOPED

5. Conditions of availability

TO BE DEVELOPED

6. Procedures and signals used

6.1 *Procedures and signals used by aircraft*

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

6.2 *Communications*

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

6.3 *Search and rescue signals*

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

Ground/air visual signal codes for use by survivors

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

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GEN 4. CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. Landing of aircraft

1.1 Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

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

1.2 *Surcharges*

- a) An additional 25% of the landing charge is levied for each landing made between 1600 and 2100 UTC (Peak Period Charge). This 25% surcharge is applicable to Owen Roberts International Airport only.
- b) An additional 50% of the landing charge is levied for each landing made between 0000 and 1200 UTC (Night Surcharge).

2. Parking of aircraft

2.1 *Parking of aircraft*

The first hour is not levied a charge.

<i>Aircraft weight (lbs.)</i>	<i>Charges (\$) 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

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 \$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\$8.00 per passenger.

4.1.1 *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.

5. Noise related items

Nil.

6. Other

6.1 *Terminal Charge*

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

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

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4.2 AIR NAVIGATION SERVICES CHARGES

1. Approach control

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

2. Air navigation facility charges

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

<i>Category</i>	<i>Charges (\$)</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, 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.