List of pages in this Trip Kit

Trip Kit Index
Airport Information For MWCR
Terminal Charts For MWCR
Revision Letter For Cycle 22-2020
Change Notices
Notebook

JEPPESEN
JeppView for Windows

General Information

Location: GRAND CAYMAN CYM
ICAO/IATA: MWCR / GCM
Lat/Long: N19° 17.6', W081° 21.5'
Elevation: 8 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 4.8° W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1127 Z
Sunset: 2252 Z

Runway Information

Runway: 08
Length x Width: 7005 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 7005 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge
Displaced Threshold: 407 ft

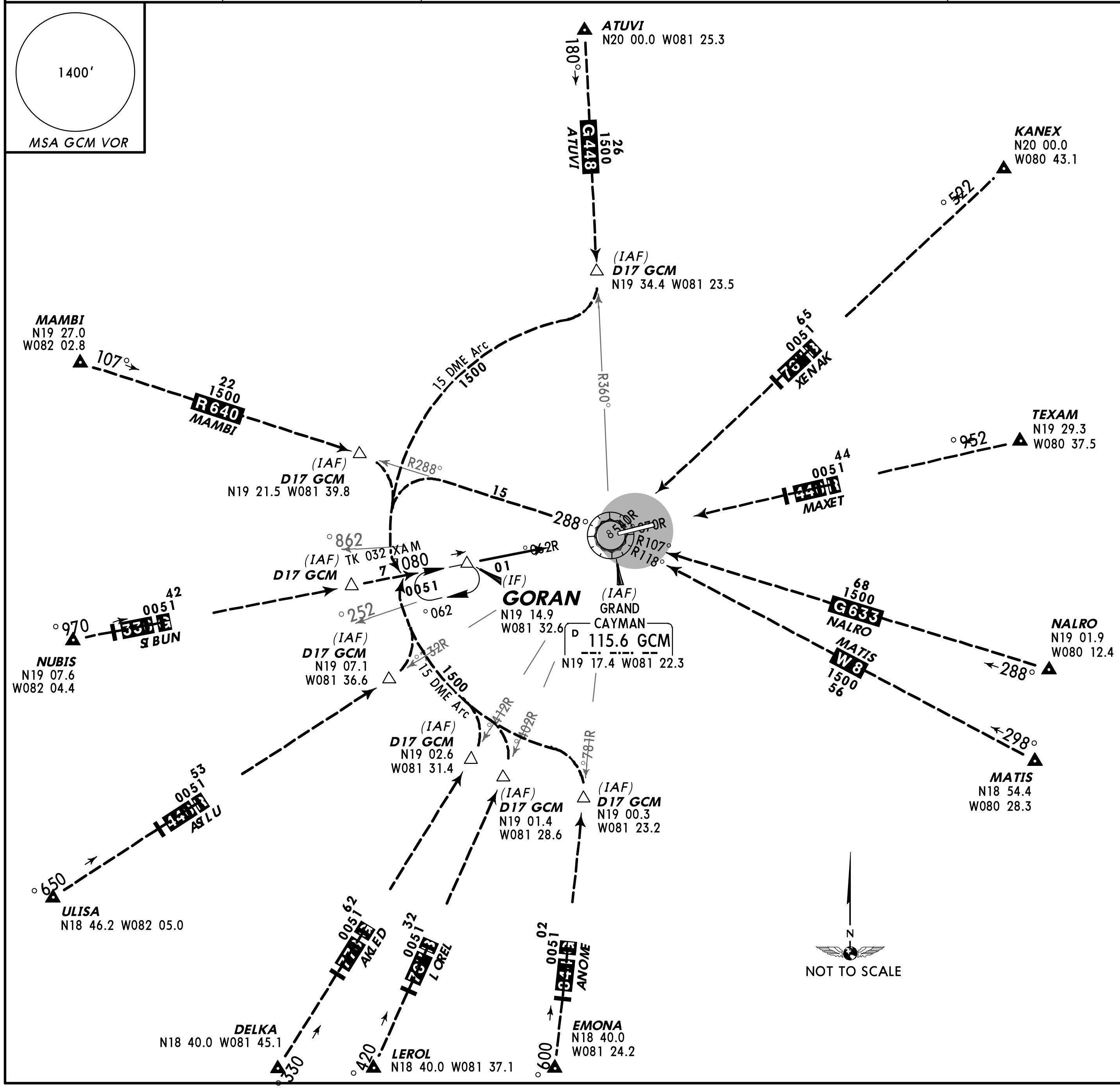
Communication Information

ATIS: 132.350
Owen Roberts Tower: 118.000
Owen Roberts Tower: 121.900 Secondary
Cayman Approach: 120.200

*ATIS	Apt Elev		
132.35	8'	Alt Set: hPa and INCHES Trans level: FL180 Trans alt: 17000'	VOR/DME required.

GORAN THREE ARRIVAL
[GORAN3]

SPEED: ***MAX 250 KT BELOW 10500'***



TRANSITIONS	
ATUVI	**From ATUVI to GORAN:** Via GCM R-360 inbound to D17 GCM, then turn RIGHT via GCM 15 DME Arc and GCM R-260 inbound.
DELKA	**From DELKA to GORAN:** Via GCM R-214 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-260 inbound.
EMONA	**From EMONA to GORAN:** Via GCM R-187 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-260 inbound.
KANEX	**From KANEX to GORAN:** Via GCM R-045 inbound to GCM, then via GCM R-288 outbound, then turn LEFT via GCM 15 DME Arc, then turn LEFT via GCM R-260 inbound.
LEROL	**From LEROL to GORAN:** Via GCM R-204 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-260 inbound.
MAMBI	**From MAMBI to GORAN:** Via GCM R-288 inbound to D17 GCM, then turn RIGHT via GCM 15 DME Arc and GCM R-260 inbound.
MATIS	**From MATIS to GORAN:** Via GCM R-118 inbound to GCM, then via GCM R-288 outbound, then turn LEFT via GCM 15 DME Arc, then turn LEFT via GCM R-260 inbound.
NALRO	**From NALRO to GORAN:** Via GCM R-107 inbound to GCM, then via GCM R-288 outbound, then turn LEFT via GCM 15 DME Arc, then turn LEFT via GCM R-260 inbound.
NUBIS	**From NUBIS to GORAN:** Via GCM R-260 inbound to GORAN.
TEXAM	**From TEXAM to GORAN:** Via GCM R-078 inbound to GCM, then via GCM R-288 outbound, then turn LEFT via GCM 15 DME Arc, then turn LEFT via GCM R-260 inbound.
ULISA	**From ULISA to GORAN:** Via GCM R-237 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-260 inbound.

ROUTING

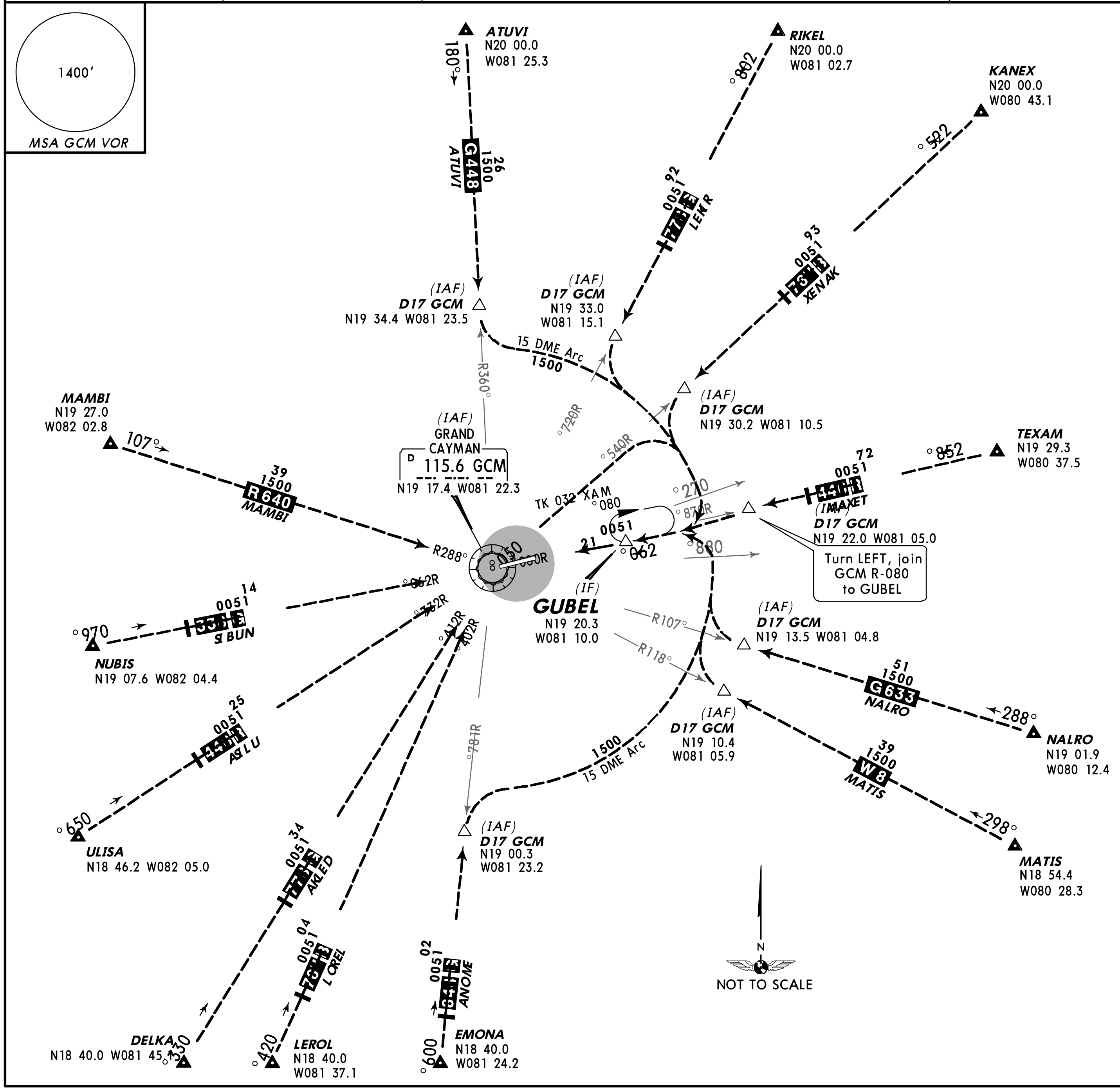
Hold at GORAN **MAINTAINING** ATC assigned altitude unless/until cleared by ATC to execute the VOR DME Rwy 08 approach procedure.

CHANGES: ULISA coordinates.

*ATIS	Apt Elev		
132.35	8′	Alt Set: hPa and INCHES Trans level: FL180 Trans alt: 17000′	VOR/DME required.

GUBEL THREE ARRIVAL
[GUBEL3]

SPEED: MAX 250 KT BELOW 10500′



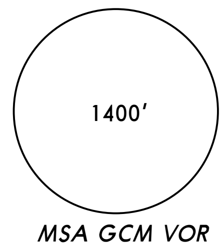
TRANSITIONS	
ATUVI	**From ATUVI to GUBEL:** Via GCM R-360 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-080 inbound.
DELKA	**From DELKA to GUBEL:** Via GCM R-214 inbound to GCM, then via GCM R-050 outbound, then turn RIGHT via GCM 15 DME Arc, then turn RIGHT via GCM R-080 inbound.
EMONA	**From EMONA to GUBEL:** Via GCM R-187 inbound to D17 GCM, then turn RIGHT via GCM 15 DME Arc and GCM R-080 inbound.
KANEX	**From KANEX to GUBEL:** Via GCM R-045 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-080 inbound.
LEROL	**From LEROL to GUBEL:** Via GCM R-204 inbound to GCM, then via GCM R-050 outbound, then turn RIGHT via GCM 15 DME Arc, then turn RIGHT via GCM R-080 inbound.
MAMBI	**From MAMBI to GUBEL:** Via GCM R-288 inbound to GCM, then via GCM R-050 outbound, then turn RIGHT via GCM 15 DME Arc, then turn RIGHT via GCM R-080 inbound.
MATIS	**From MATIS to GUBEL:** Via GCM R-118 inbound to D17 GCM, then turn RIGHT via GCM 15 DME Arc and GCM R-080 inbound.
NALRO	**From NALRO to GUBEL:** Via GCM R-107 inbound to D17 GCM, then turn RIGHT via GCM 15 DME Arc and GCM R-080 inbound.
NUBIS	**From NUBIS to GUBEL:** Via GCM R-260 inbound to GCM, then via GCM R-050 outbound, then turn RIGHT via GCM 15 DME Arc, then turn RIGHT via GCM R-080 inbound.
RIKEL	**From RIKEL to GUBEL:** Via GCM R-027 inbound to D17 GCM, then turn LEFT via GCM 15 DME Arc and GCM R-080 inbound.
TEXAM	**From TEXAM to GUBEL:** Via GCM R-078 inbound to D17 GCM, then turn LEFT to intercept GCM R-080 inbound.
ULISA	**From ULISA to GUBEL:** Via GCM R-237 inbound to GCM, then via GCM R-050 outbound, then turn RIGHT via GCM 15 DME Arc, then turn RIGHT via GCM R-080 inbound.

ROUTING

Hold at GUBAL, **MAINTAINING** ATC assigned altitude unless/until cleared by ATC to execute the VOR DME approach procedure to Rwy 26.

CHANGES: ULISA coordinates.

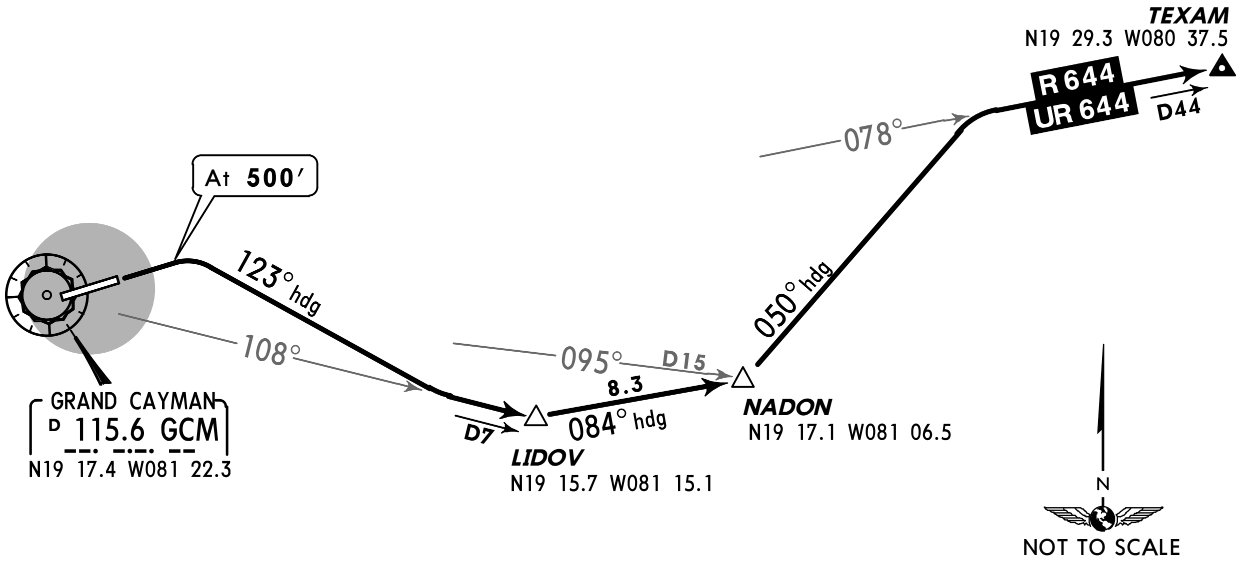
Apt Elev	
8′	Trans level: FL180 Trans alt: 17000′ VOR/DME required.



EAST END TWO DEPARTURE

(RWY 08)

SPEED: MAX 250 KT BELOW 10500′

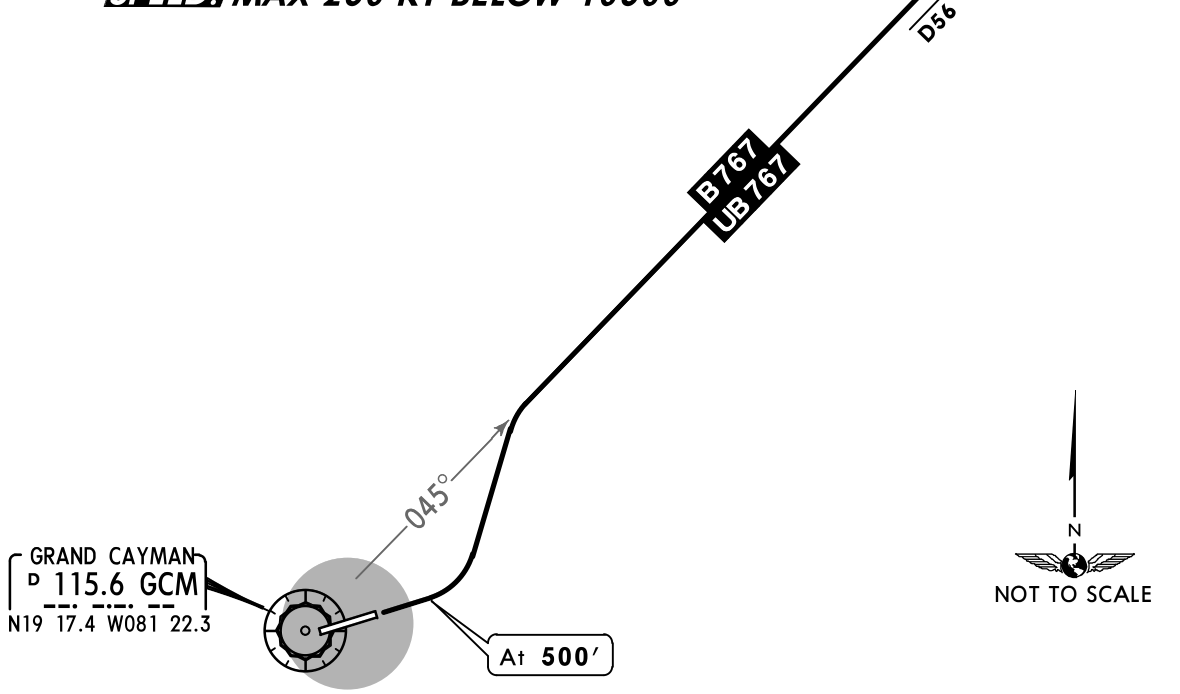


INITIAL CLIMB	ALTITUDE
Climb on runway heading to **500′**, then turn RIGHT heading 123° to intercept and proceed on GCM R-108 to LIDOV. Then turn LEFT heading 084° to NADON, then turn LEFT heading 050° to intercept R/UR-644 route.	Climb to **5000′** or flight level/altitude assigned by ATC.

KANEX TWO DEPARTURE

(RWY 08)

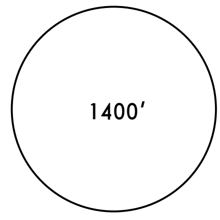
SPEED: MAX 250 KT BELOW 10500′



INITIAL CLIMB	ALTITUDE
Climb on runway heading to **500′**, then turn LEFT to intercept B/UB-767 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

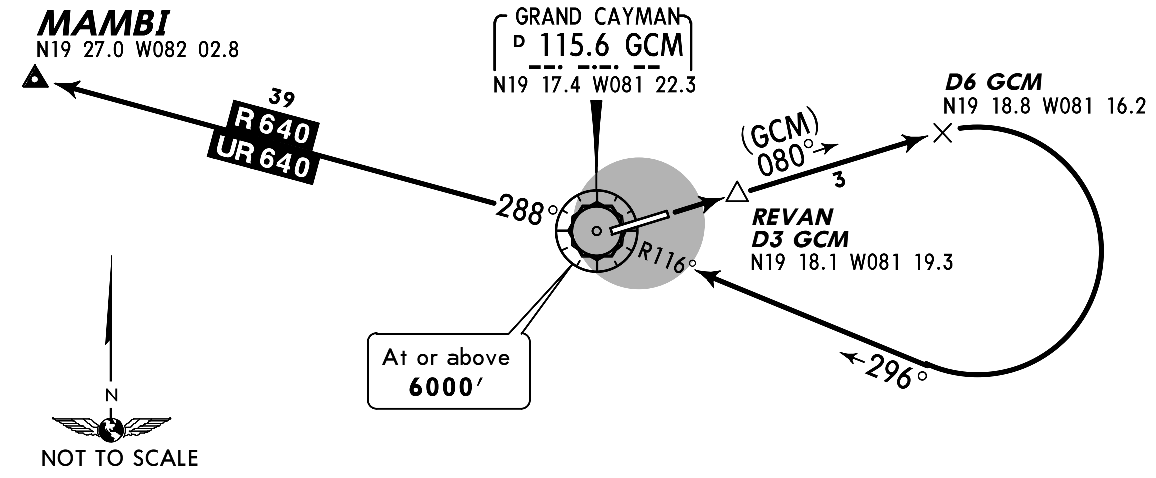
CHANGES: Bearings, coordinates, procedures renumbered.

Apt Elev	
8′	Trans level: FL180 Trans alt: 17000′ VOR/DME required.



MAMBI TWO DEPARTURE
(RWY 08)

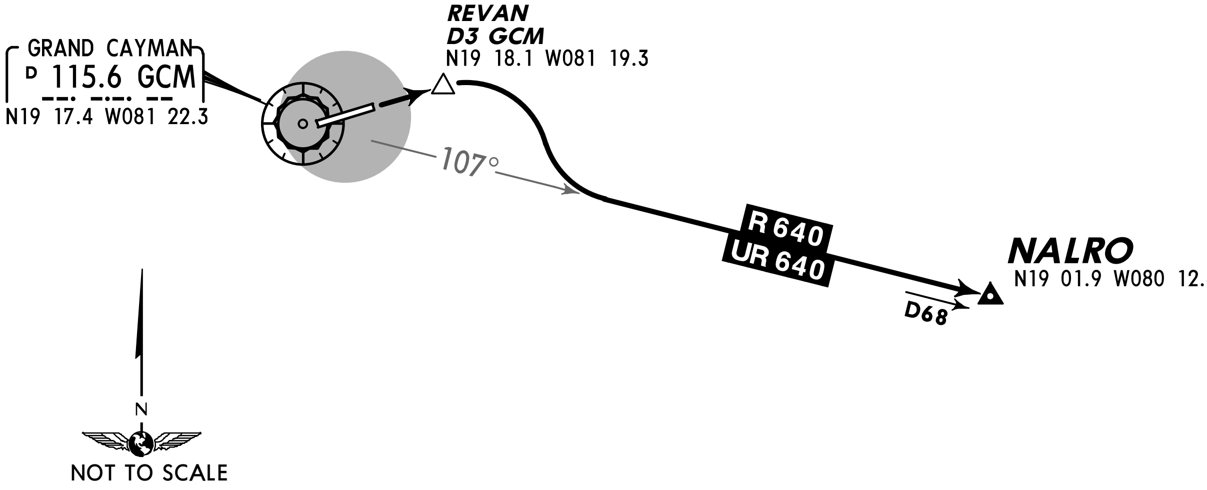
SPEED: MAX 250 KT BELOW 10500′



INITIAL CLIMB	ALTITUDE
Climb on runway heading to REVAN, then via GCM R-080 to D6 GCM, turn RIGHT and intercept GCM R-116 inbound to GCM. Intercept R/UR-640 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

NALRO TWO DEPARTURE
(RWY 08)

SPEED: MAX 250 KT BELOW 10500′



INITIAL CLIMB	ALTITUDE
Climb on runway heading to REVAN, then turn RIGHT to intercept R/UR-640 route.	Climb to **7000′** or flight level/altitude assigned by ATC.

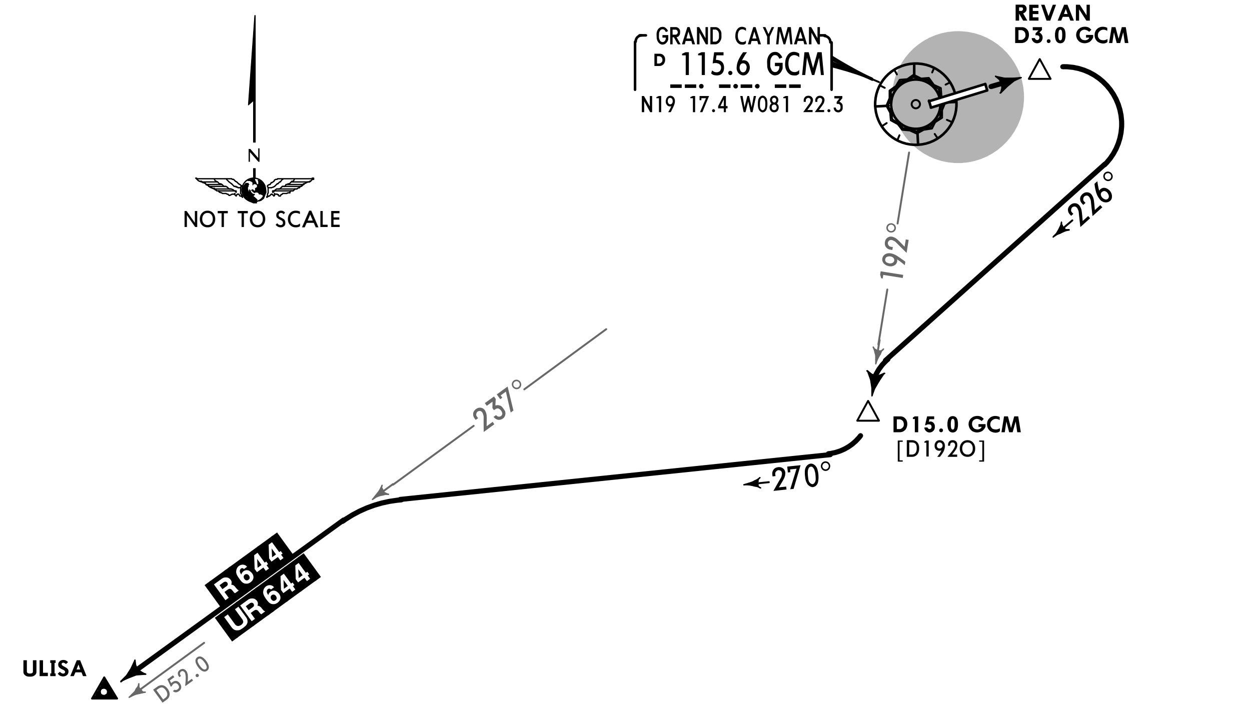
CHANGES: Bearings, coordinates, procedures renumbered.

Apt Elev	
8′	Trans level: FL180 Trans alt: 17000′ **VOR/DME required.**

MSA GCM VOR: 1400

RED BAY 2 DEPARTURE [RBAY2] (RWY 08)

SPEED: MAX 250 KT BELOW 10500′

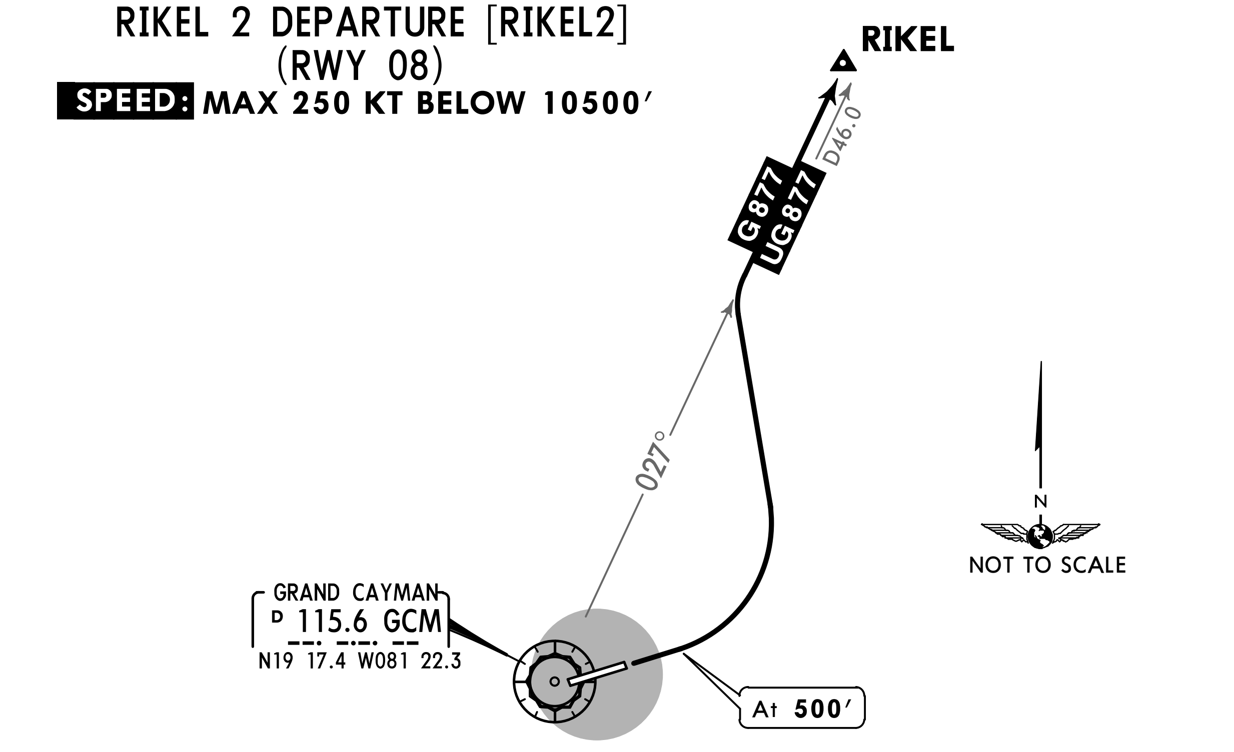


INITIAL CLIMB

Climb on runway heading to REVAN, then turn RIGHT tracking 226°, intercept and proceed on GCM R-192 until D15.0 GCM, turn RIGHT tracking 270° to intercept R/UR-644 route. Climb to 8000′ or flight level/altitude assigned by ATC.

RIKEL 2 DEPARTURE [RIKEL2] (RWY 08)

SPEED: MAX 250 KT BELOW 10500′



INITIAL CLIMB

Climb on runway heading to 500′, then turn LEFT to intercept G/UG-877 route. Climb to 8000′ or flight level/altitude assigned by ATC.

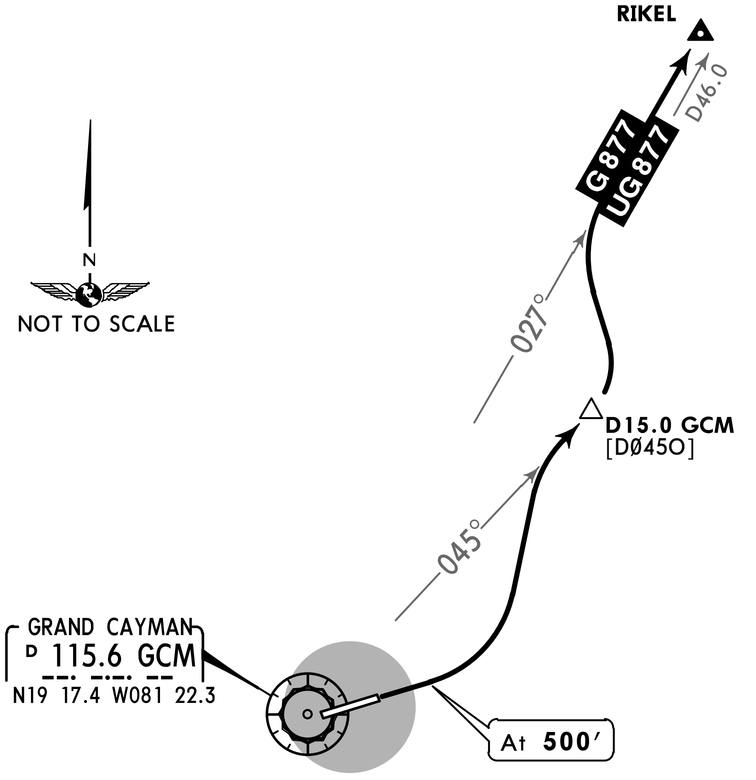
CHANGES: D15.0 GCM CNF ident added.

Apt Elev 8′	Trans level: FL180 Trans alt: 17000′ **VOR/DME required.**

MSA GCM VOR: 1400

STING RAY 2 DEPARTURE [SRAY2] (RWY 08)

SPEED: MAX 250 KT BELOW 10500′

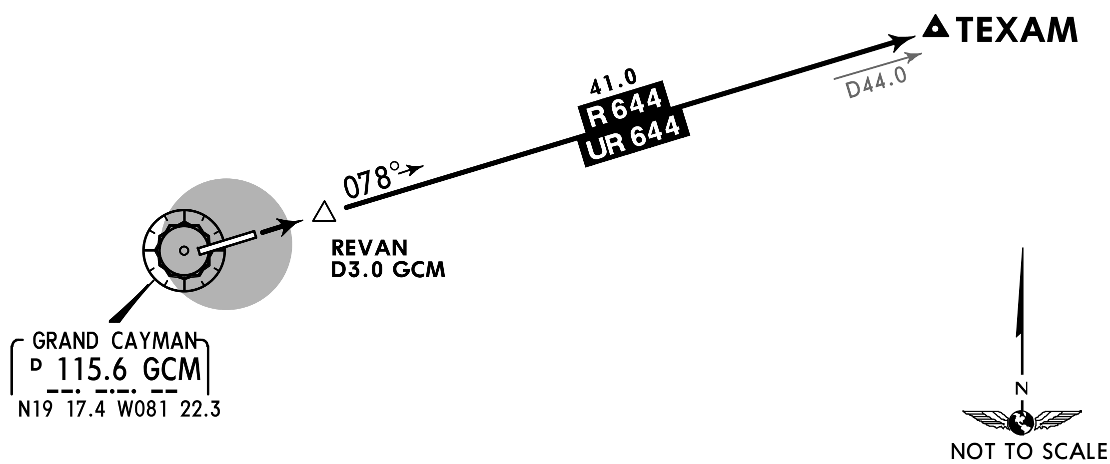


INITIAL CLIMB

Climb on runway heading to 500′, then turn LEFT to intercept and proceed on GCM R-045 until D15.0 GCM, then turn LEFT to intercept G/UG-877 route. Climb to 8000 or flight level/altitude assigned by ATC.

TEXAM 2 DEPARTURE [TEXAM2] (RWY 08)

SPEED: MAX 250 KT BELOW 10500′



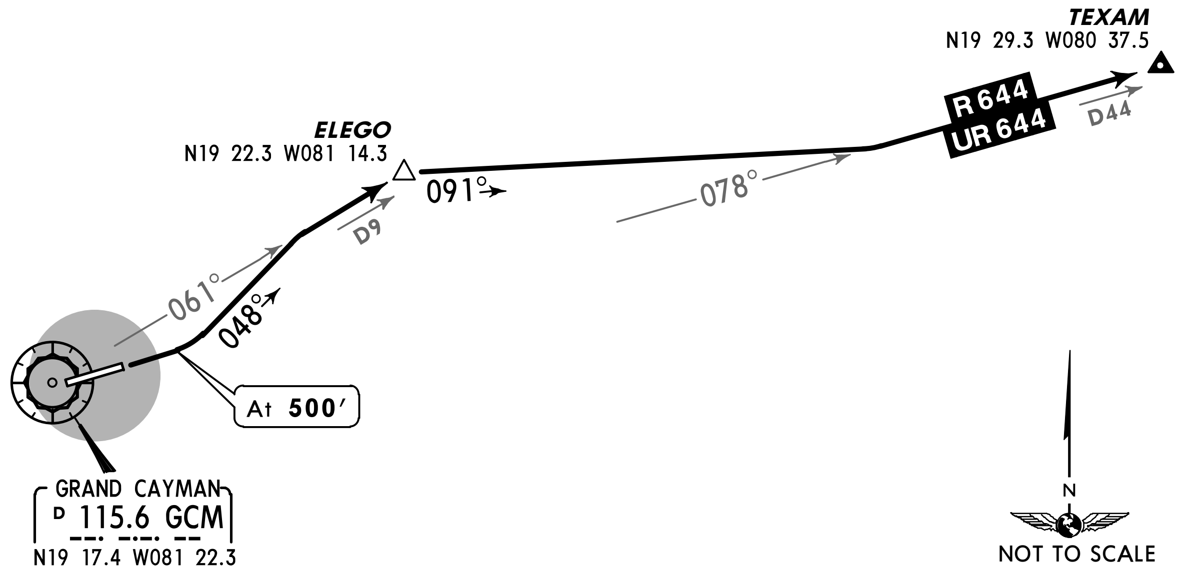
INITIAL CLIMB

Climb on runway heading to REVAN, then intercept R/UR-644 route. Climb to 5000′ or flight level/altitude assigned by ATC.

CHANGES: D15.0 GCM CNF ident added.

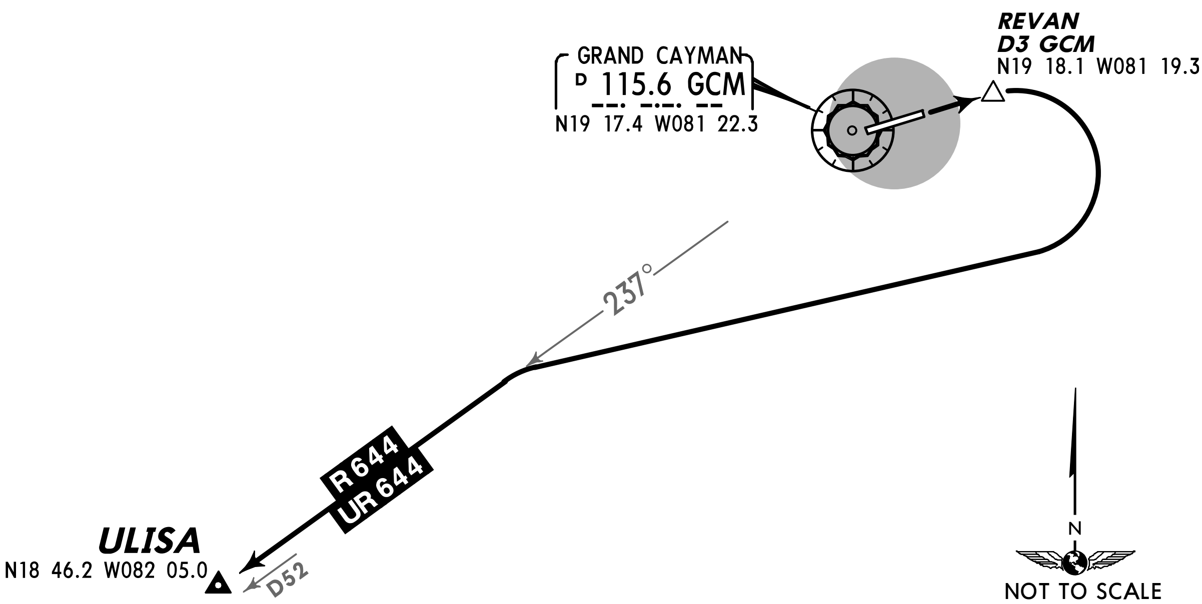
Apt Elev 8′	Trans level: FL180 Trans alt: 17000′ **VOR/DME required.**	MSA GCM VOR 1400′

TURTUGA TWO DEPARTURE *[TURTU2]*
(RWY 08)
***SPEED:* MAX 250 KT BELOW 10500′**



INITIAL CLIMB	ALTITUDE
Climb on runway heading to **500′**, then turn LEFT tracking 048° to intercept and proceed on GCM R-061 to ELEGO. Then turn RIGHT tracking 091° to intercept R/UR-644 route.	Climb to **5000′** or flight level/altitude assigned by ATC.

ULISA TWO DEPARTURE *[ULISA2]*
(RWY 08)
***SPEED:* MAX 250 KT BELOW 10500′**



INITIAL CLIMB	ALTITUDE
Climb on runway heading to REVAN, then turn RIGHT to intercept R/UR-644 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

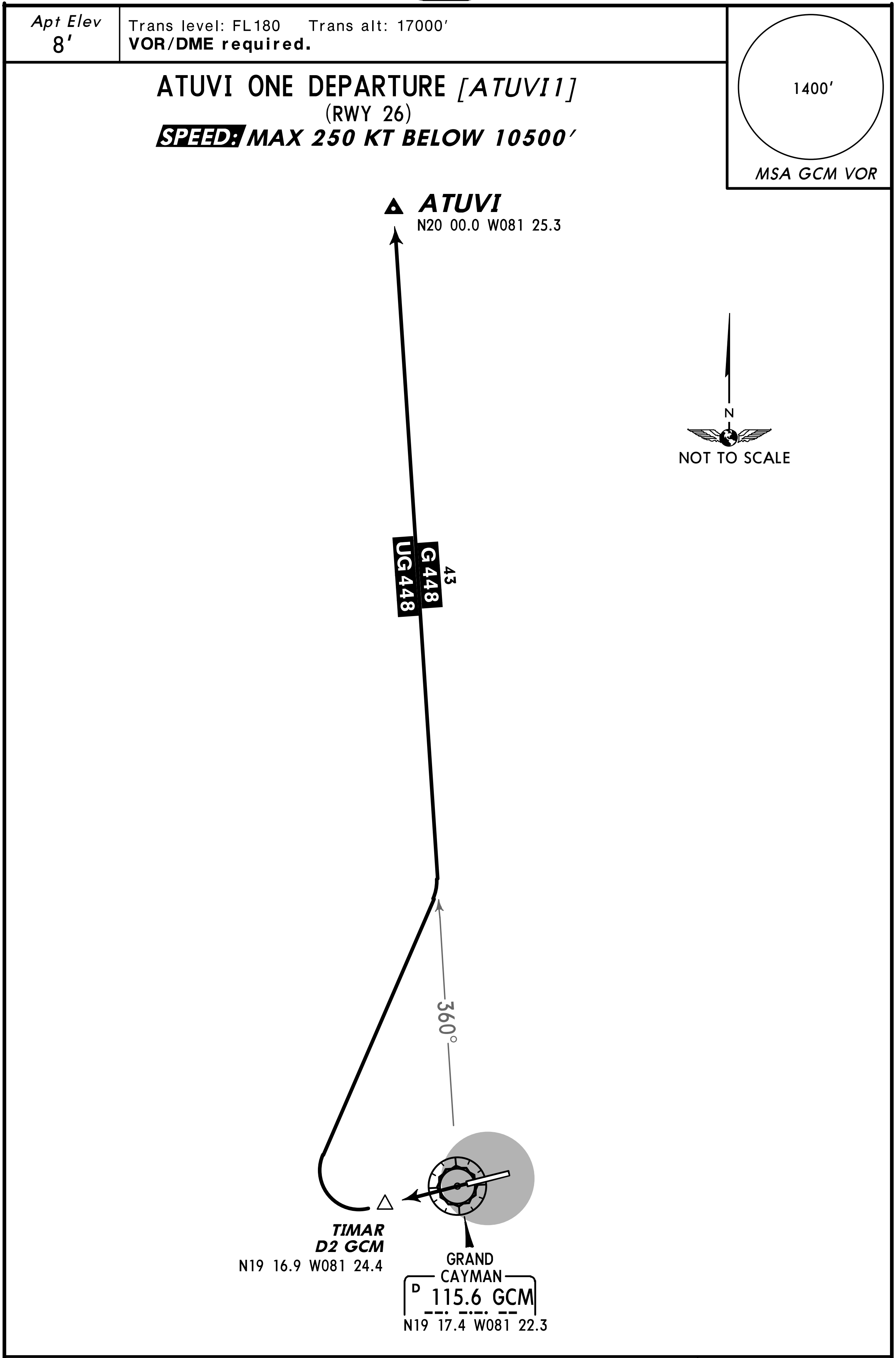
CHANGES: TURTUGA TWO Navdata ident, ULISA coordinates.

Apt Elev	
8′	Trans level: FL180 Trans alt: 17000′ **VOR/DME required.**

ATUVI ONE DEPARTURE *[ATUVI1]*

(RWY 26)

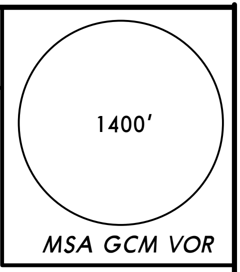
***SPEED:* MAX 250 KT BELOW 10500′**



INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then turn RIGHT to intercept G/UG-448 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

CHANGES: None.

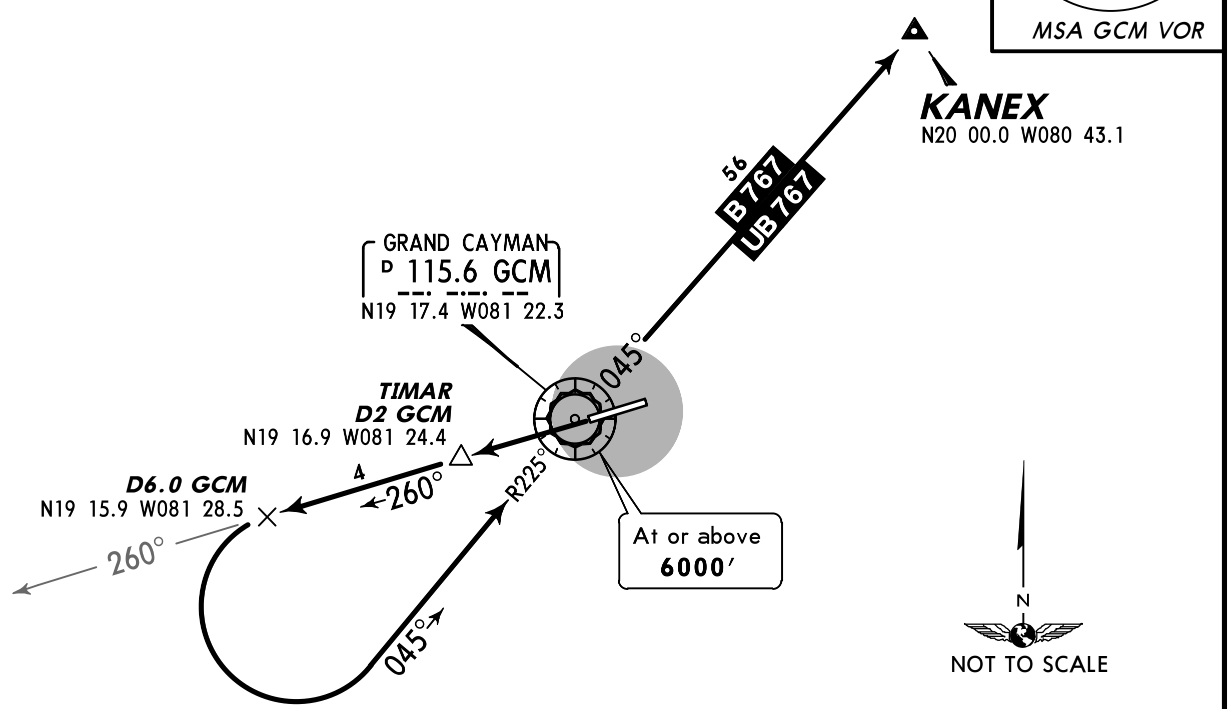
Apt Elev	
8′	Trans level: FL180 Trans alt: 17000′ **VOR/DME required.**



KANEX TWO DEPARTURE [KANEX2]

(RWY 26)

***SPEED:* MAX 250 KT BELOW 10500′**

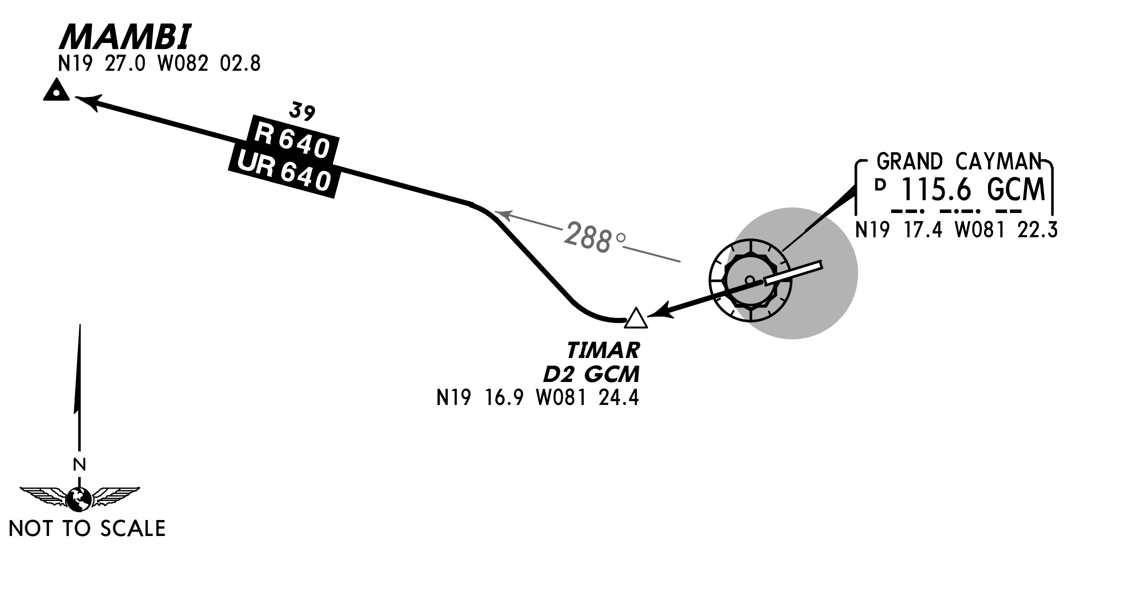


INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then via GCM R-260 to D6.0 GCM, turn LEFT and intercept GCM R-225 inbound to GCM. Intercept B/UB-767 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

MAMBI TWO DEPARTURE [MAMBI2]

(RWY 26)

***SPEED:* MAX 250 KT BELOW 10500′**



INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then turn RIGHT to intercept R/UR-640 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

CHANGES: None.

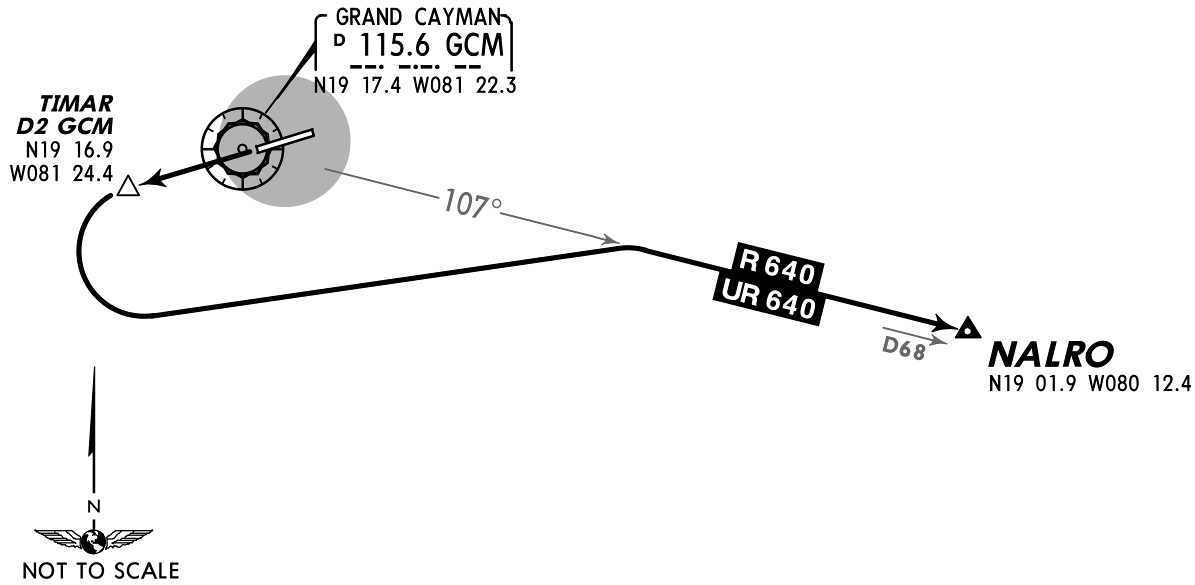
Apt Elev 8'	Trans level: FL180 Trans alt: 17000' **VOR/DME required.**

MSA GCM VOR: 1400'

NALRO TWO DEPARTURE *[NALRO2]*

(RWY 26)

SPEED: MAX 250 KT BELOW 10500'

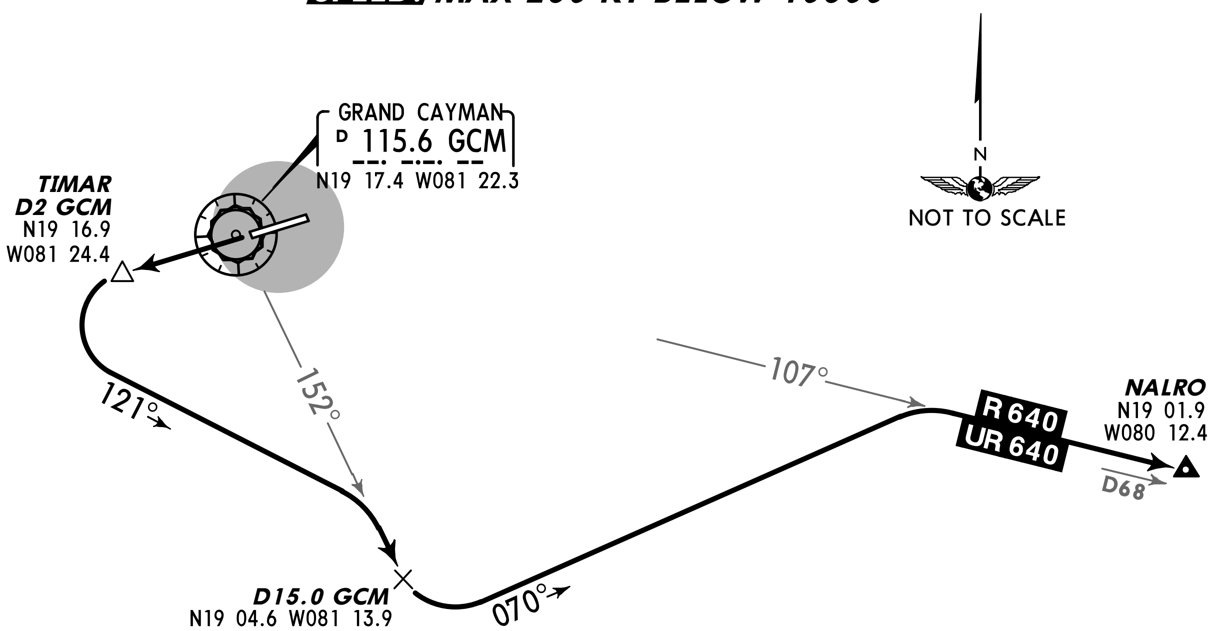


INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then turn LEFT to intercept R/UR-640 route.	Climb to **7000'** or flight level/altitude assigned by ATC.

SEAVIEW TWO DEPARTURE *[SEAVI2]*

(RWY 26)

SPEED: MAX 250 KT BELOW 10500'



INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then turn LEFT tracking 121° to intercept and proceed on GCM R-152 until D15.0 GCM, then turn LEFT to intercept R/UR-640 route.	Climb to **7000'** or flight level/altitude assigned by ATC.

CHANGES: SEAVIEW TWO Navdata ident.

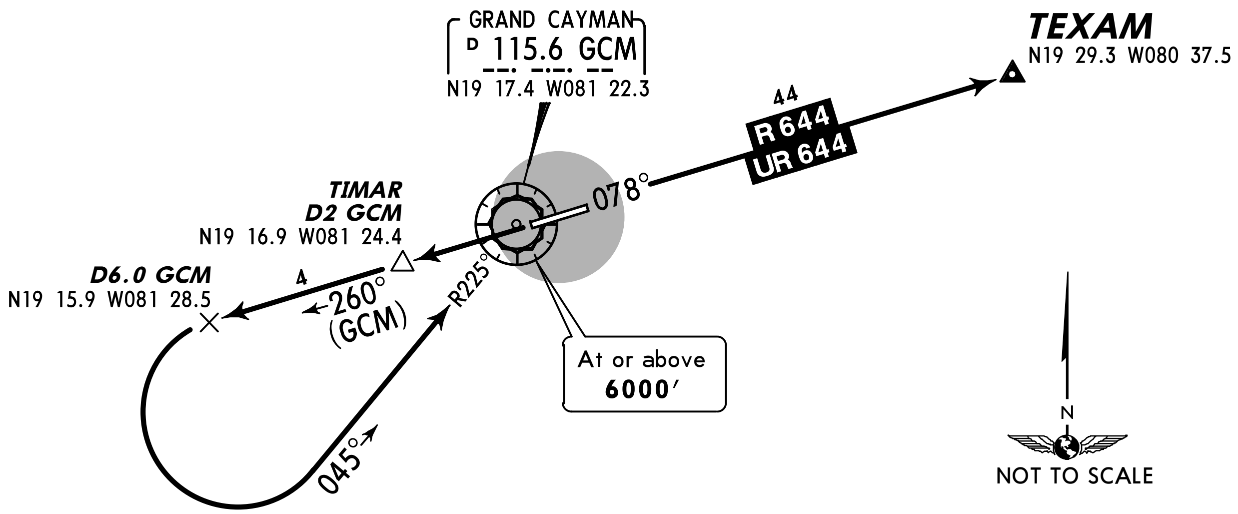
Apt Elev 8′	Trans level: FL180 Trans alt: 17000′ **VOR/DME required.**

MSA GCM VOR: 1400′

TEXAM TWO DEPARTURE [TEXAM2]

(RWY 26)

SPEED: MAX 250 KT BELOW 10500′

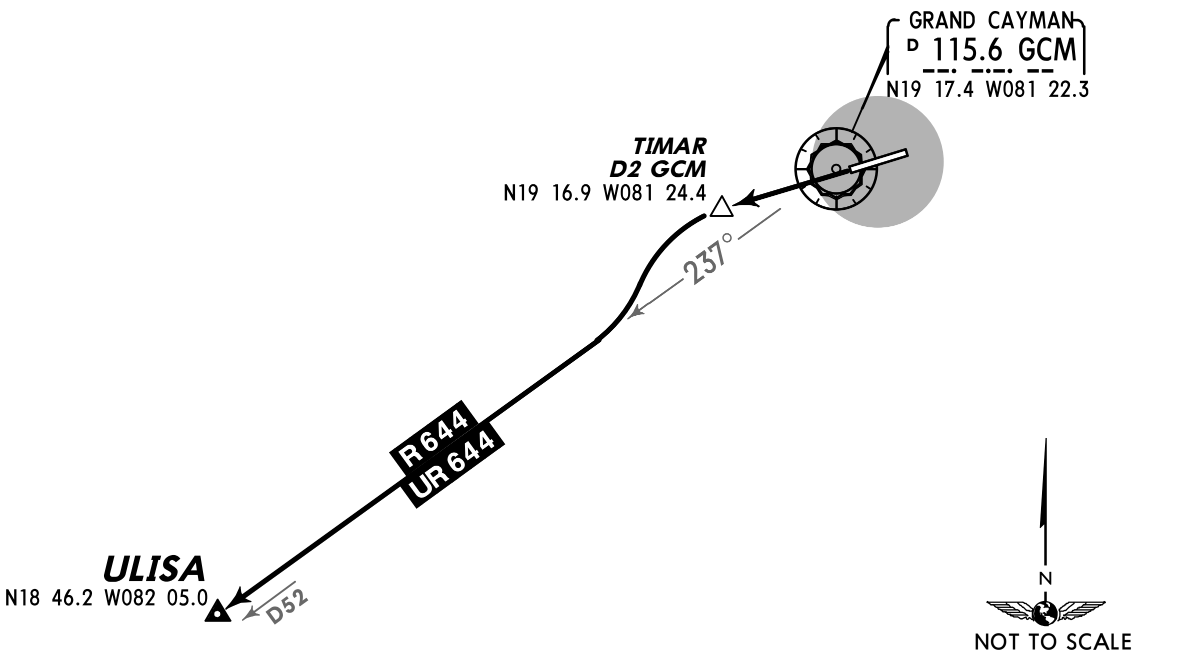


INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then via GCM R-260 to D6.0 GCM, turn LEFT and intercept GCM R-225 inbound to GCM. Intercept R/UR-644 route.	Climb to **7000′** or flight level/altitude assigned by ATC.

ULISA TWO DEPARTURE [ULISA2]

(RWY 26)

SPEED: MAX 250 KT BELOW 10500′



INITIAL CLIMB	ALTITUDE
Climb on runway heading to TIMAR, then turn LEFT to intercept R/UR-644 route.	Climb to **8000′** or flight level/altitude assigned by ATC.

CHANGES: ULISA coordinates.

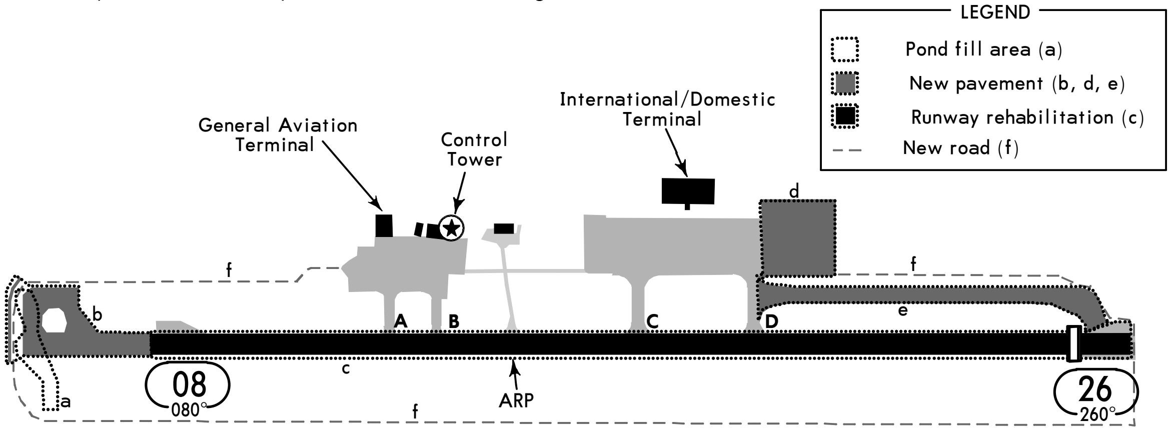
AIRSIDE PROJECT WORK AT OWEN ROBERTS INTERNATIONAL AIRPORT

1) INTRODUCTION

Substantial work to redevelop and upgrade MWCR airside movement area has started and is scheduled for completion on Saturday, September 12, 2020.

2) SCOPE OF WORK

The scope of work comprises of the following:



a) Filling of ponds west of the Runway strip on the western end of Runway 08 as part of surface preparation for a westerly runway extension.

b) Construction of a 869′(265m) flexible pavement Runway extension and jet blast fence on the western end of Runway 08.

c) Runway rehabilitation pavement overlay work to strengthen Runway 08/26 pavement surface and construction of paved 25′(7.5m) wide runway shoulders.

d) Expansion of the current main commercial terminal apron in an easterly direction to provide additional apron parking stands for four Code C aircraft or two Code E aircraft.

e) Construction of a 2264′(690m) Code E parallel taxiway designed to connect Runway 26 threshold with current taxiway D and the main commercial terminal apron.

f) Construction of a perimeter road within the airport boundary adjacent to the airport security perimeter fence.

3) AIRPORT CLOSURE

- Due to ongoing Runway 08/26 pavement overlay work, the airport is closed at night, Sunday to Friday between 0300 UTC to 1200 UTC.

- Only coordinated and approved medical evacuation flights are permitted to arrive or depart at night, Sunday to Friday between 0300 UTC to 1200 UTC.

4) U-TURNS PROHIBITED ON RUNWAY

- To avoid runway excursions and Runway pavement damage, turns on the Runway are prohibited for aircraft with a maximum certificated take-off mass of more than 7000kg (15500 lb). For aircraft with a maximum certificated take-off mass of more than 7000kg (15500 lb), 180° turns shall be completed on runway turn pads at the end of Runway 08 and 26.

AIRSIDE PROJECT WORK AT OWEN ROBERTS INTERNATIONAL AIRPORT (CONTD)

4) U-TURNS PROHIBITED ON RUNWAY (contd)

- The use of differential braking to stop one gear (braked pivot turn technique) is known to damage new pavement surface. Therefore, use of this technique is prohibited.

- During turn maneuverers on runway turn pads, a low but steady ground speed should be maintained during the turn. This is of paramount importance to avoid runway pavement damage to turn pad areas.

- Landing aircraft completing their landing roll before a taxiway will be instructed by ATC to vacate the runway at the next available taxiway turnoff point.

5) ADDITIONAL INFORMATION

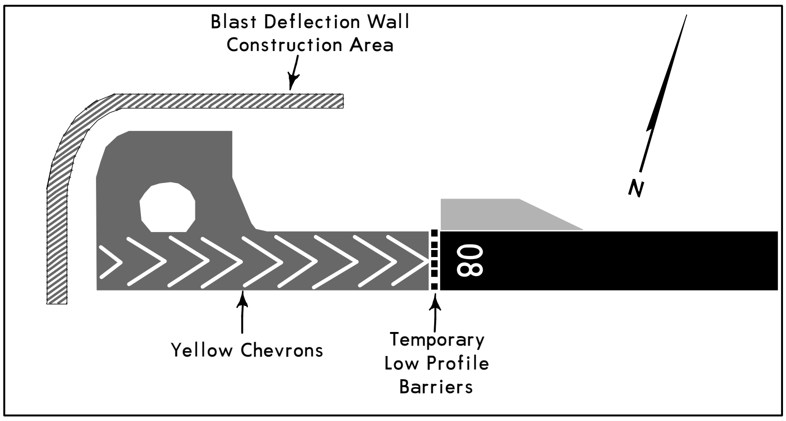
- For up-to-date information, aircraft operators are encouraged to review all active MWCR NOTAMS during the duration of this project.

RUNWAY END LIGHTS WORK AT OWEN ROBERTS INTERNATIONAL AIRPORT

1. Background

1.1 To facilitate nightly runway pavement and lighting work on a 885'(265m) runway extension on the western end of Rwy 08, runway end lights at the beginning of Rwy 08 and western end of Rwy 26 were permanently removed and replaced with temporary orange and white low profile barriers with flashing red lights across the entire runway width. The low profile barriers indicate the end of usable Rwy 26 pavement and beginning of usable Rwy 08 pavement at the beginning of Rwy 08 turn pad.

1.2 The unusable runway extension adjoining Rwy 08 turn pad is marked with yellow chevrons and low profile barriers as depicted in the following drawing:



2. Air Traffic Control and Pilot Procedures

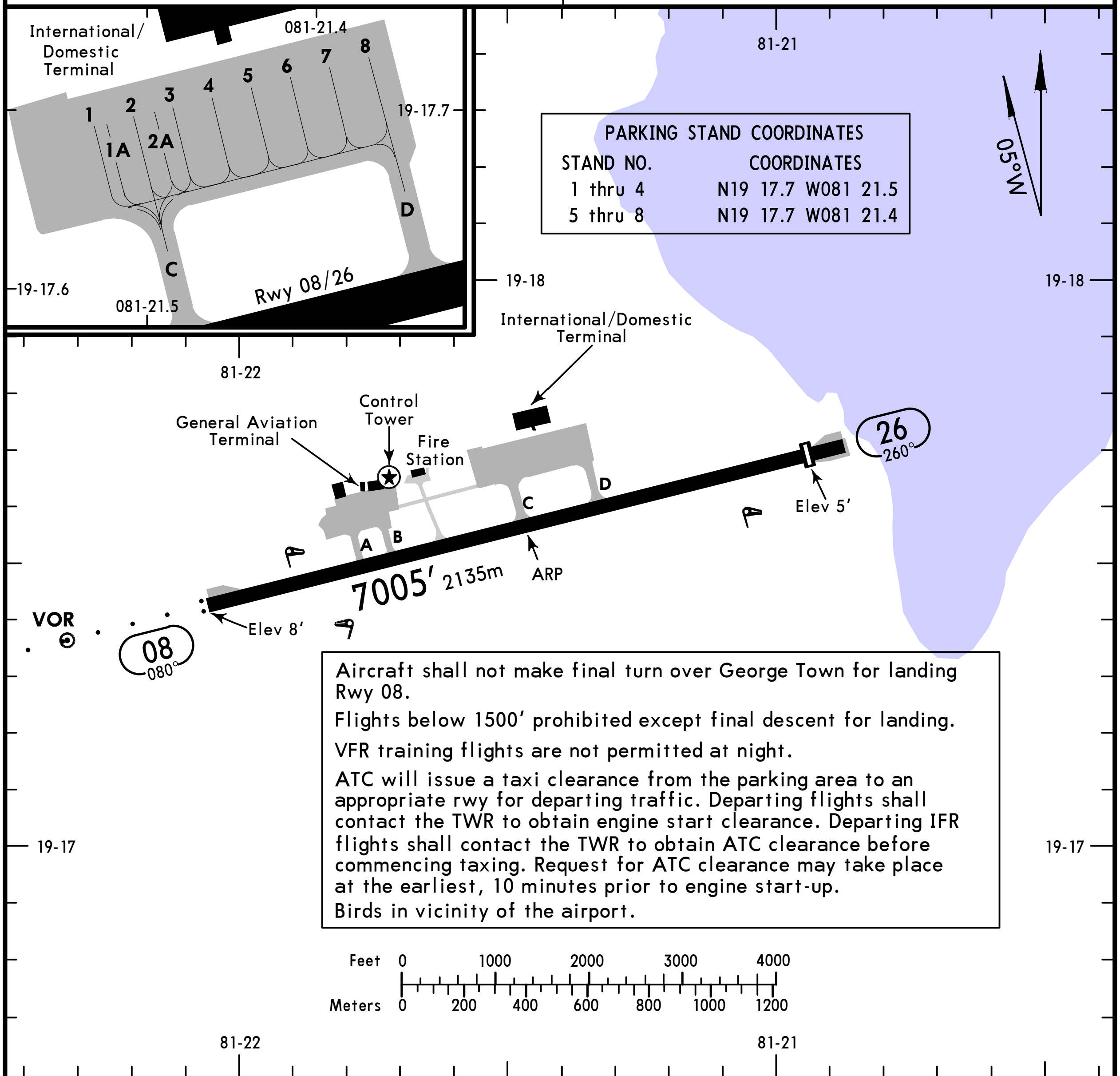
2.1 Air traffic controllers will advise pilots of the unusable portion of runway and short-term use of low profile barriers at the runway end separating the usable portion of runway from the 885'(265m) extension.

2.2 Pilots should use extreme caution when manoeuvring aircraft on Rwy 08 turn pad. Special attention should be given to turn pad markings and installed low profile barriers during turning manoeuvers.

2.3 The use of differential braking to stop one gear (braked pivot turn technique) is known to damage new pavement surface on turn pad areas. Rwy 08 turn pad was recently paved, therefore, use of this technique is prohibited. A low but steady ground speed should be maintained during turning manoeuvers. This is of paramount importance to avoid runway pavement damage to the turn pad area.

CHANGES: New temporary chart.

*ATIS	*OWEN ROBERTS Tower
132.35	118.0



PARKING STAND COORDINATES

STAND NO.	COORDINATES
1 thru 4	N19 17.7 W081 21.5
5 thru 8	N19 17.7 W081 21.4

Aircraft shall not make final turn over George Town for landing Rwy 08.

Flights below 1500′ prohibited except final descent for landing.

VFR training flights are not permitted at night.

ATC will issue a taxi clearance from the parking area to an appropriate rwy for departing traffic. Departing flights shall contact the TWR to obtain engine start clearance. Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxing. Request for ATC clearance may take place at the earliest, 10 minutes prior to engine start-up.

Birds in vicinity of the airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
08	HIRL ODALS PAPI-L (angle 3.0°) grooved	❶		6598′ 2011m	151′ 46m
26	HIRL PAPI-L (angle 3.0°) grooved	❷			

❶ Last 407′(124m) not used for landing due to RESA.
❷ LDA 6598′ 2011m

Std TAKE-OFF

RL & RCLM DAY	RL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R300m		R400m	R/V500m	NA

CHANGES: Note added.

GRAND CAYMAN, CAYMAN IS
RNAV (GNSS) Rwy 08

*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

BRIEFING STRIP™

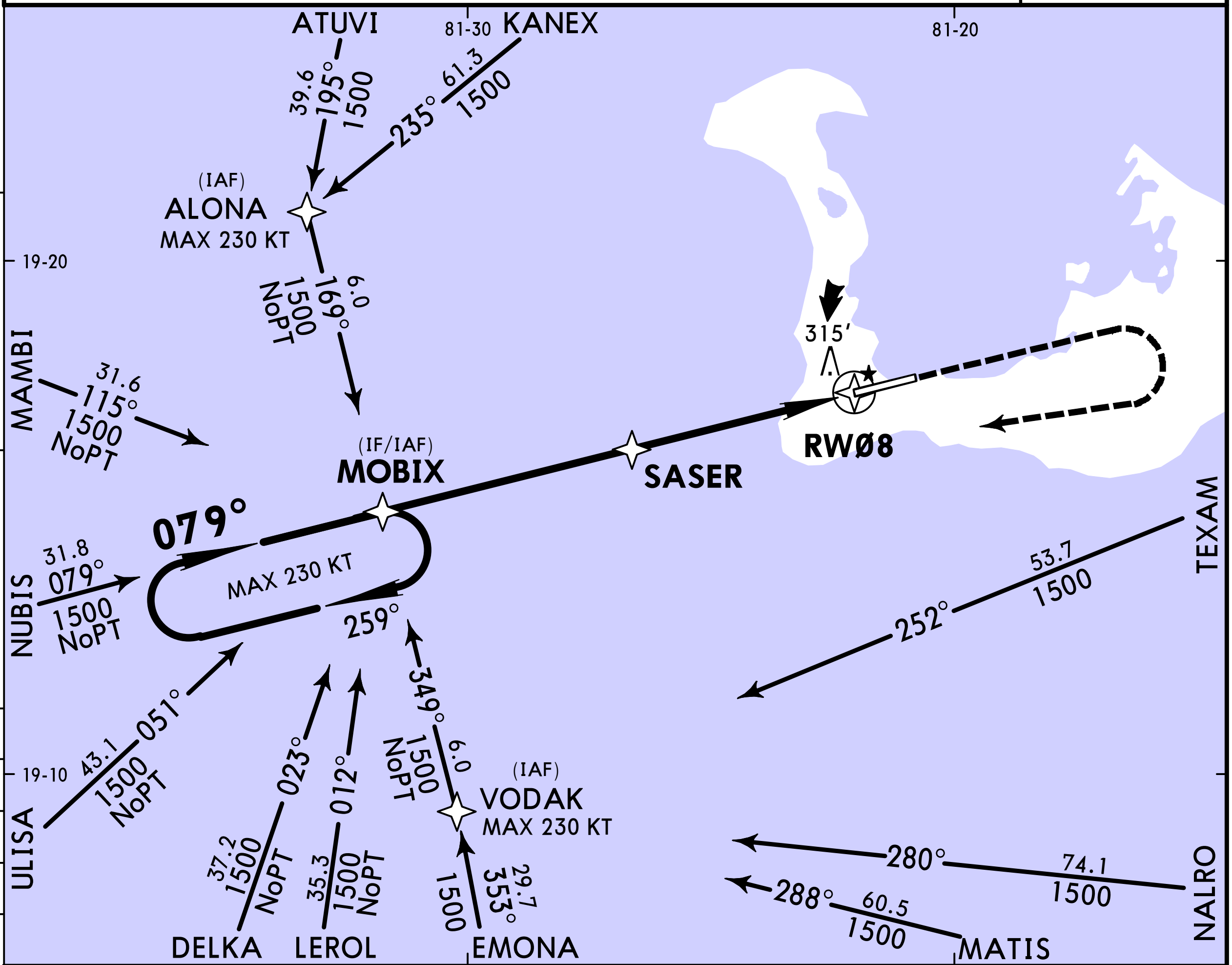
RNAV	Final Apch Crs	SASER	LNAV DA/MDA(H)	Apt Elev 8′
	079°	1500′(1492′)	Refer to Minimums	Rwy 8′

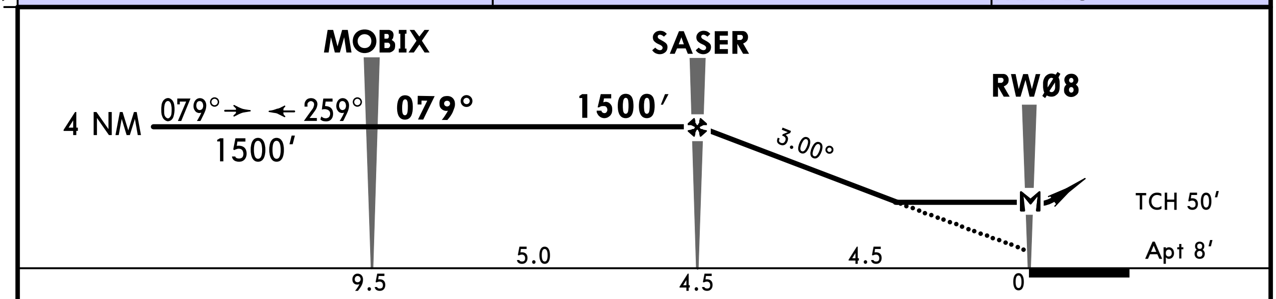
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, turn RIGHT direct to MOBIX and hold.

Alt Set: hPa and INCHES   TDZ Elev: 0 hPa   Trans level: FL 180   Trans alt: 17000′

IFR and VFR aircraft operations in excess of 250 KIAS below 10500′ are not permitted within the Cayman Islands TMA and Owen Roberts CTR.

1400
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

ODALS
PAPI
1500′
RT
MOBIX

Std

	STRAIGHT-IN LANDING LNAV CDFA 1 DA/MDA(H) A/B: **610′**(602′) C/D: **710′**(702′) ODALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	
A	R1500m	100	610′(602′)	V1500m
B		135	610′(602′)	V1600m
C	R2400m	180	710′(702′)	V2400m
D		205	710′(702′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

MWCR/GCM
ROBERTS INTL

JEPPESEN
12 JUN 20 (12-2)

GRAND CAYMAN, CAYMAN IS
RNAV (GNSS) Rwy 26

*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

RNAV	Final Apch Crs **260°**	AMBOR **1500'**(1492')	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 8' Rwy 5'

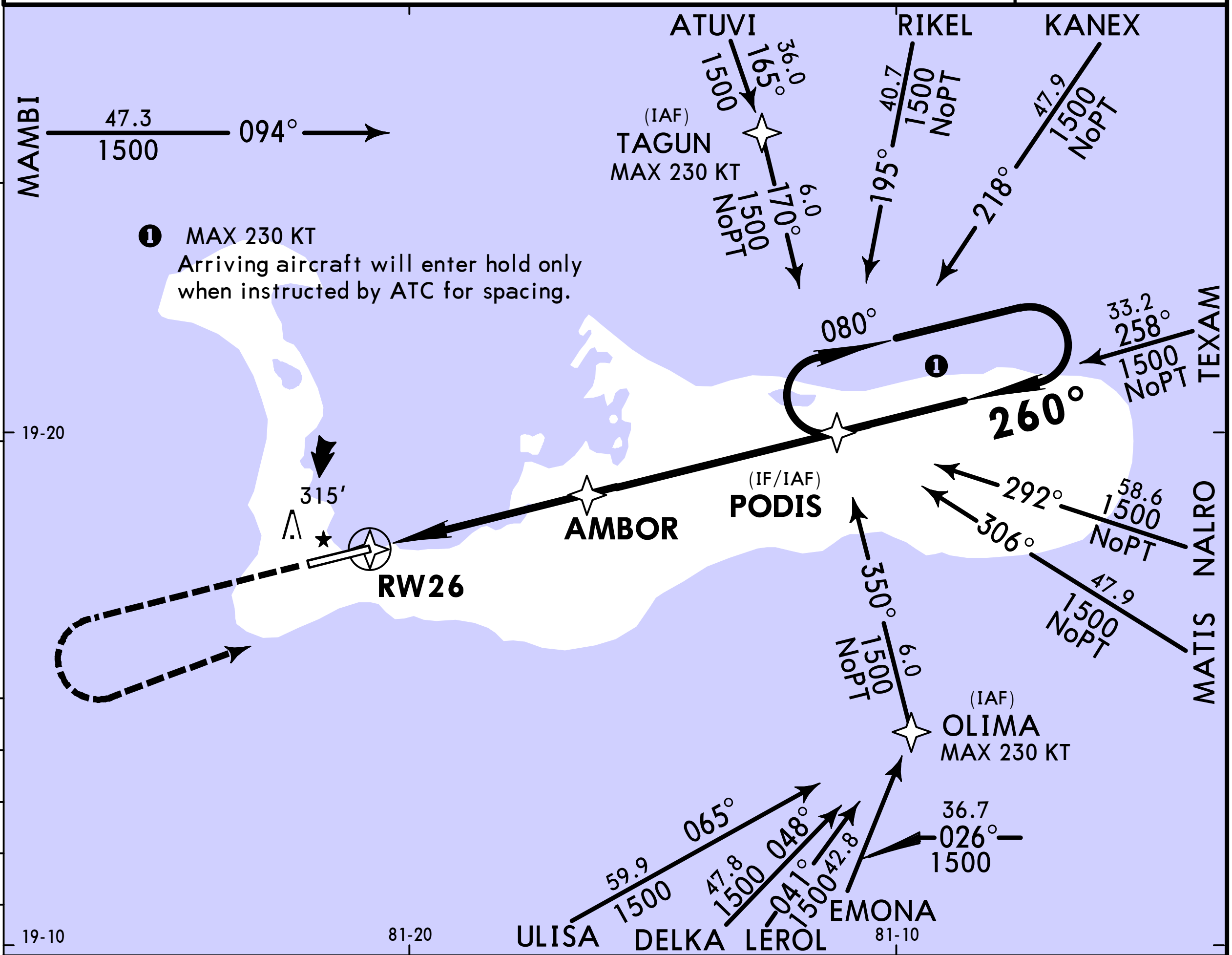
MISSED APCH: Climb STAIGHT AHEAD to 1500', turn LEFT direct PODIS and hold.

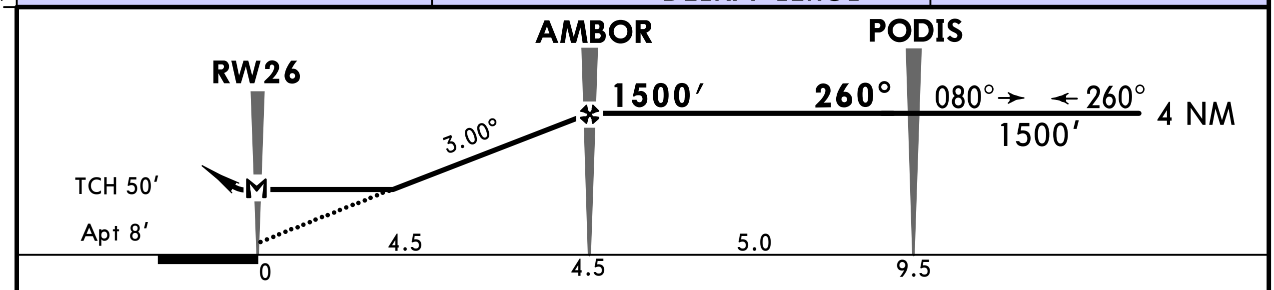
Alt Set: hPa and INCHES TDZ Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'

IFR and VFR aircraft operations in excess of 250 KIAS below 10500' are not permitted within the Cayman Islands TMA and Owen Roberts CTR.

1400
MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

PAPI-L	1500' ↑	LT	PODIS

Std

	STRAIGHT-IN LANDING **LNAV** CDFA ❶ DA/MDA(H) A/B: **610'**(602') C/D: **710'**(702')	Max Kts	CIRCLE-TO-LAND MDA(H)	
A	R1500m	100	610'(602')	V1500m
B	R1500m	135	610'(602')	V1600m
C	R2400m	180	710'(702')	V2400m
D	R2400m	205	710'(702')	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: New AOM concept.

BRIEFING STRIP ™

*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

VOR GCM	Final Apch Crs	D4.3	DA/MDA(H)	Apt Elev 8′
115.6	**080°**	**1500′**(1492′)	Refer to Minimums	Rwy 8′

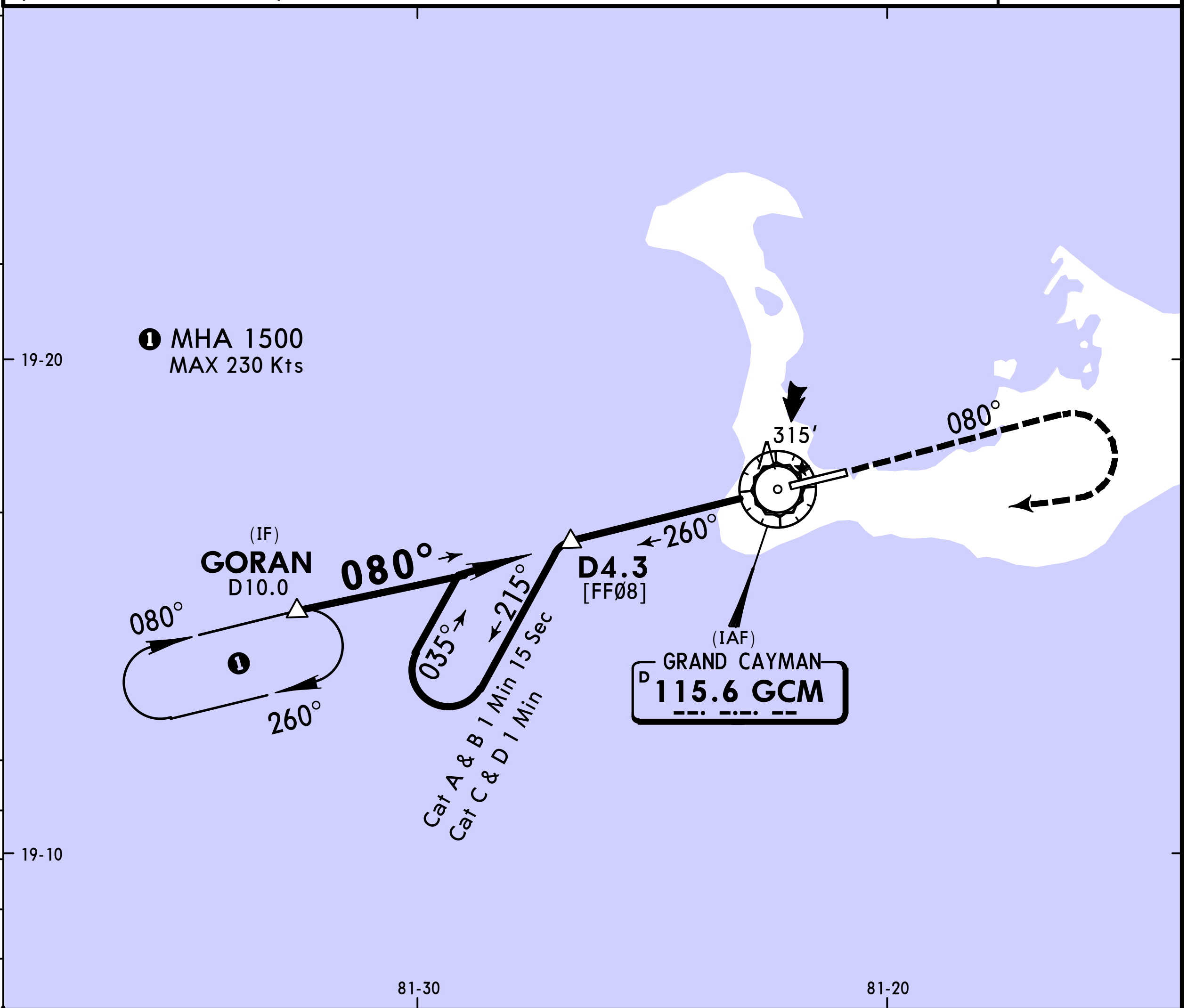
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, turn RIGHT to GORAN and hold.

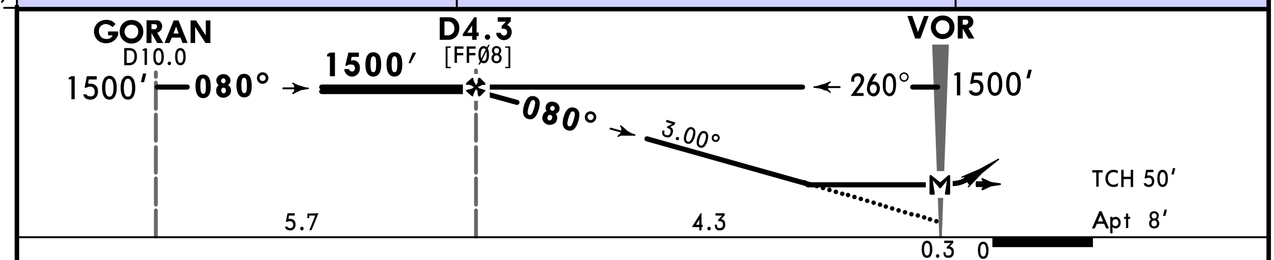
Alt Set: hPa and INCHES   Rwy Elev: 0 hPa   Trans level: FL 180   Trans alt: 17000′

IFR and VFR aircraft operations in excess of 250 KIAS below 10500′ are not permitted within the Cayman Islands TMA and Owen Roberts CTR.

1400

MSA GCM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2% or Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ODALS
PAPI

1500′ ↑ RT **GORAN**

Std

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA 1 DA/MDA(H) A/B: **610′**(602′) C/D: **710′**(702′)				
	ODALS out	Max Kts	MDA(H)	
A	R1500m	100	610′(602′)	V1500m
B		135	610′(602′)	V1600m
C	R2400m	180	710′(702′)	V2400m
D		205	710′(702′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

VOR DME Rwy 26

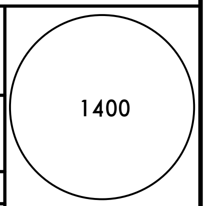
*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

VOR GCM	Final Apch Crs	D5.9	DA/MDA(H)	Apt Elev 8′
115.6	260°	1500′(1492′)	Refer to Minimums	Rwy 5′

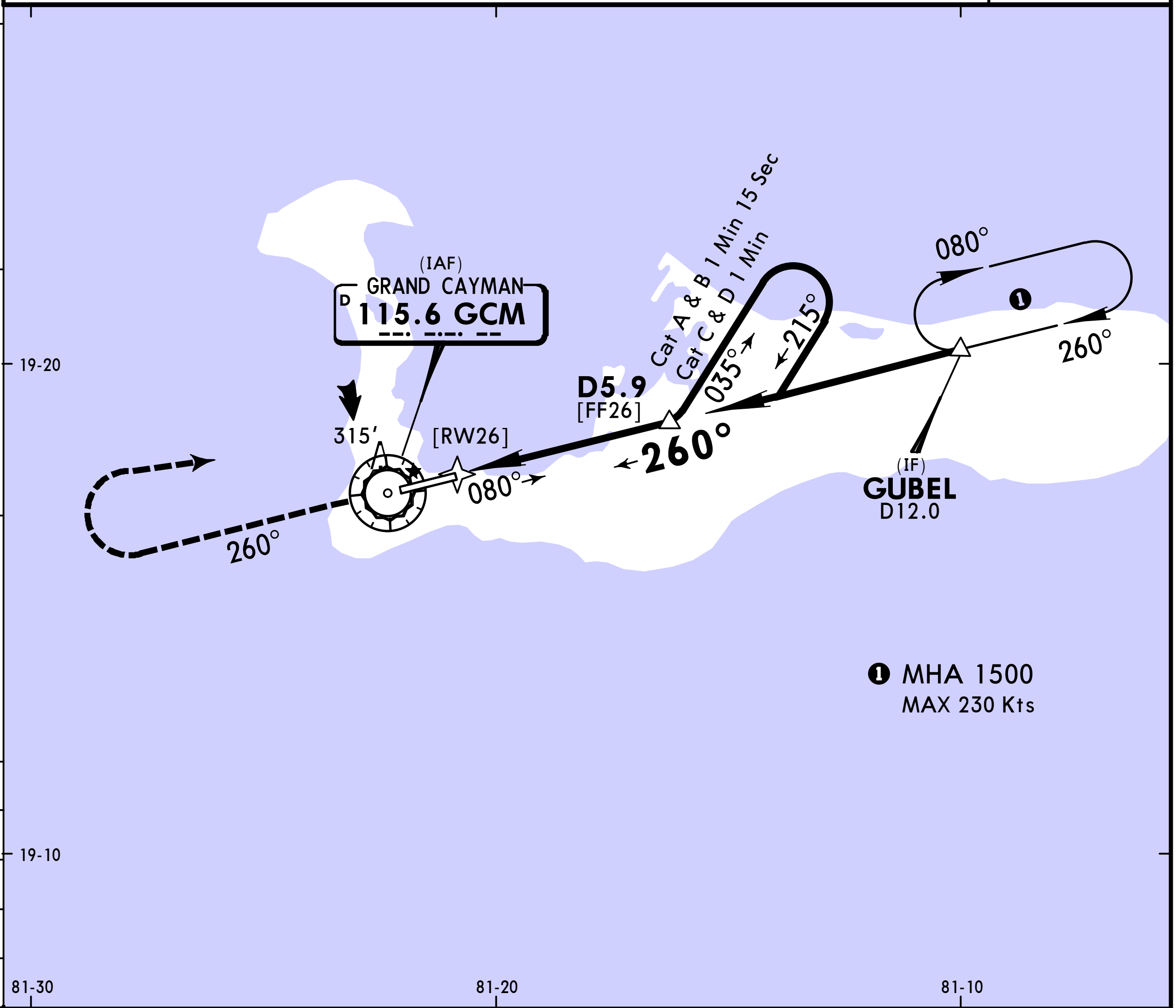
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, turn RIGHT to GUBEL and hold.

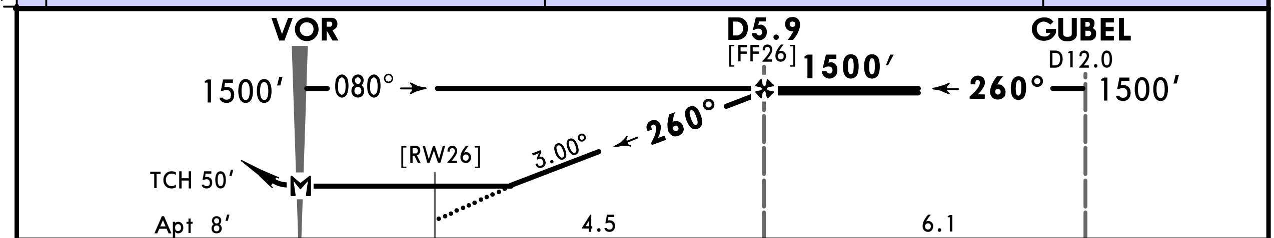
Alt Set: hPa and INCHES | Rwy Elev: 0 hPa | Trans level: FL 180 | Trans alt: 17000′

IFR and VFR aircraft operations in excess of 250 KIAS below 10500′ are not permitted within the Cayman Islands TMA and Owen Roberts CTR.



BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient or Descent angle	5.2% 3.00°	372	478	531	637	743	849
MAP at VOR							

PAPI-L | 1500′ ↑ | RT | GUBEL

Std

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA 1 DA/MDA(H) A/B: 610′(602′) C/D: 710′(702′)		Max Kts	MDA(H)	
A	R1500m	100	610′(602′)	V1500m
B	R1500m	135	610′(602′)	V1600m
C	R2400m	180	710′(702′)	V2400m
D	R2400m	205	710′(702′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: New AOM concept.

*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

BRIEFING STRIP ™

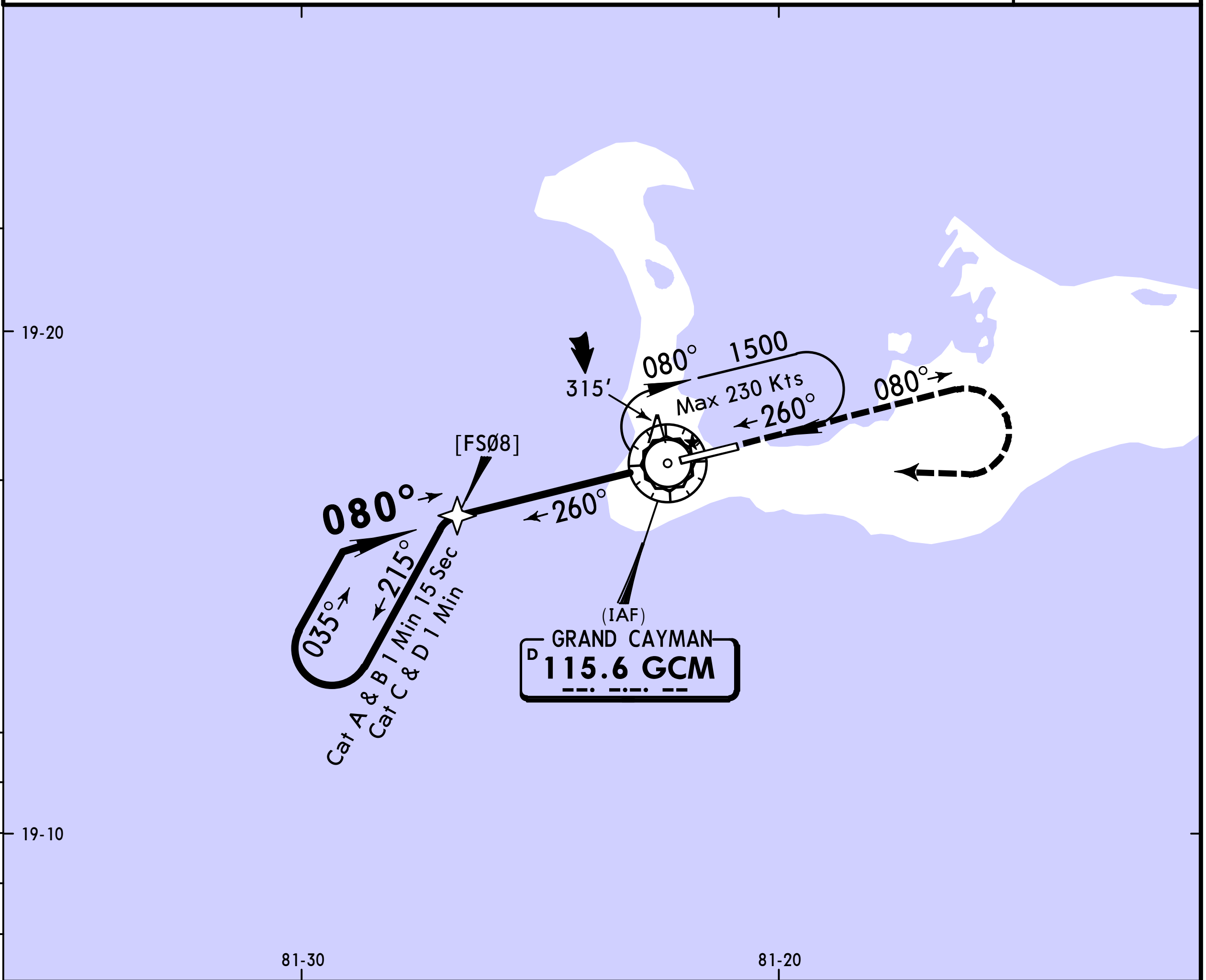
VOR GCM	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 8'
115.6	080°		Refer to Minimums	Rwy 8'

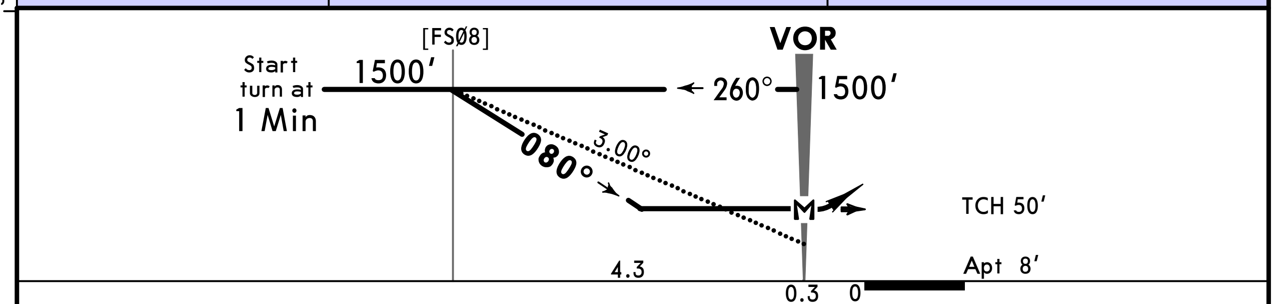
MISSED APCH: Climb STRAIGHT AHEAD to 1500', turn RIGHT direct to GCM VOR and hold.

Alt Set: hPa and INCHES Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'

IFR and VFR aircraft operations in excess of 250 KIAS below 10500' are not permitted within the Cayman Islands TMA and Owen Roberts CTR.

1400
MSA GCM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ODALS
PAPI

1500' RT GCM 115.6

Std

STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND		
1 DA/MDA(H) A/B: **610'** (602') C/D: **710'** (702')		Max Kts	MDA(H)	
	ODALS out			
A	R1500m	100	610'(602')	V1500m
B		135	610'(602')	V1600m
C	R2400m	180	710'(702')	V2400m
D		205	710'(702')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

MWCR/GCM ROBERTS INTL

JEPPESEN 12 JUN 20 (13-4)

GRAND CAYMAN, CAYMAN IS VOR Rwy 26

*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

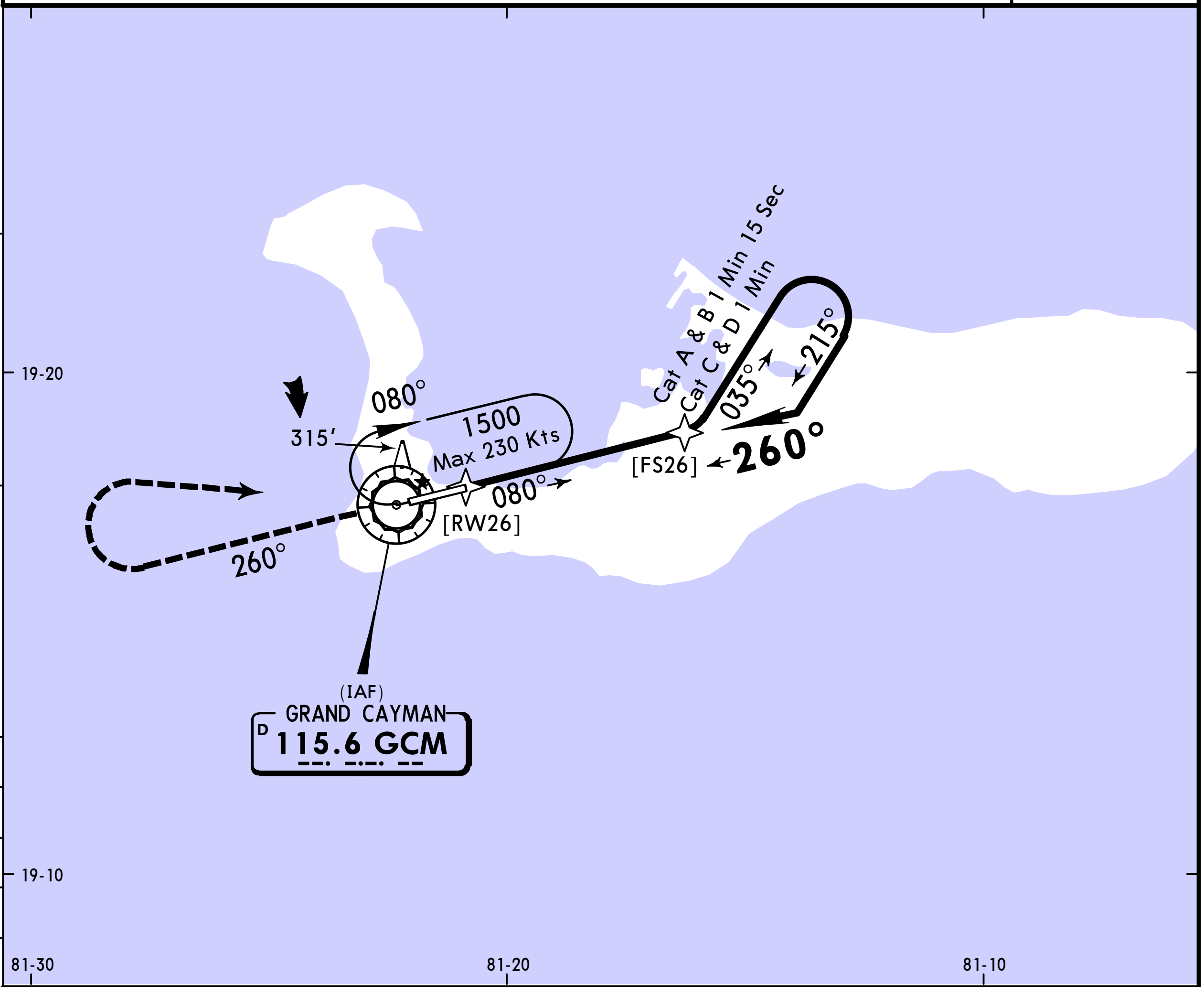
BRIEFING STRIP ™

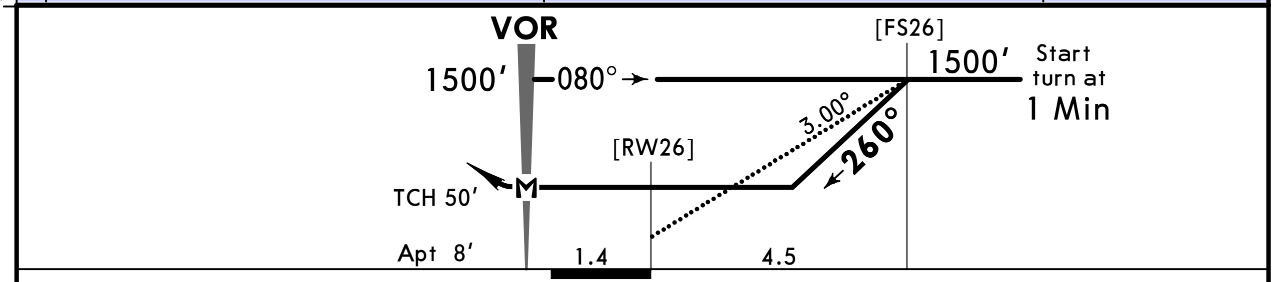
VOR GCM	Final Apch Crs		DA/MDA(H)	Apt Elev	MSA GCM VOR
115.6	260°	No FAF	Refer to Minimums	Apt Elev 8′ Rwy 5′	1400

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, turn RIGHT direct to GCM VOR and hold.

Alt Set: hPa and INCHES | Rwy Elev: 0 hPa | Trans level: FL 180 | Trans alt: 17000′

IFR and VFR aircraft operations in excess of 250 KIAS below 10500′ are not permitted within the Cayman Islands TMA and Owen Roberts CTR.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

PAPI-L | 1500′ | RT | GCM 115.6

Std

	STRAIGHT-IN LANDING	Max Kts	CIRCLE-TO-LAND MDA(H)	
	CDFA 1 DA/MDA(H) A/B: **610′**(602′) C/D: **710′**(702′)			
A	R1500m	100	610′(602′)	V1500m
B	R1500m	135	610′(602′)	V1600m
C	R2400m	180	710′(702′)	V2400m
D	R2400m	205	710′(702′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

NORTH SIDE VISUAL ARRIVAL-Rwy 08

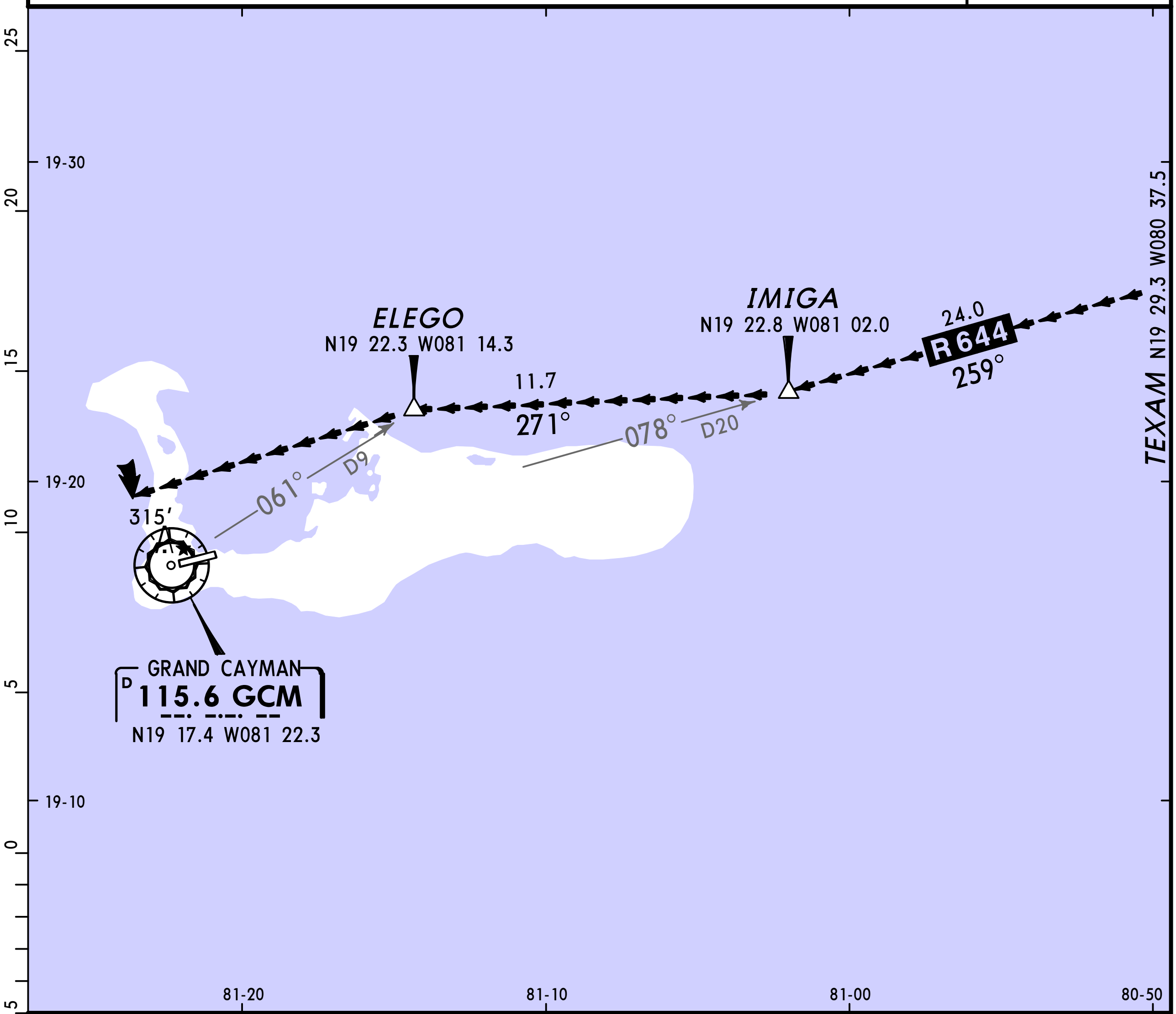
*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

BRIEFING STRIP ™

NAVAIDS Refer to Planview	Final Apch Crs Refer to Planview	No FAF	No Minimums	Apt Elev 8′ Rwy 08 8′	MSA GCM VOR 1400′

MISSED APCH: No Missed Approach procedure.

Alt Set: hPa and INCHES TDZ Elev: 0 hPa Trans level: FL 180 Trans alt: 17000′



NORTH SIDE VISUAL ARRIVAL

RUNWAY 08

From TEXAM without RNAV:

Via GCM VOR R-078 inbound to IMIGA Int, then turn RIGHT tracking 271° to ELEGO Int, then join left downwind Rwy 08.

From TEXAM with RNAV:

Via GCM VOR R-078 inbound to IMIGA Int, then turn RIGHT direct ELEGO Int, then join left downwind Rwy 08.

CHANGES: Procedure title, instructions without RNAV.

GRAND CAYMAN, CAYMAN IS
SOUTH SIDE VISUAL ARRIVAL Rwy 08

*ATIS	*GRAND CAYMAN Approach	*OWEN ROBERTS Tower
132.35	120.2	118.0

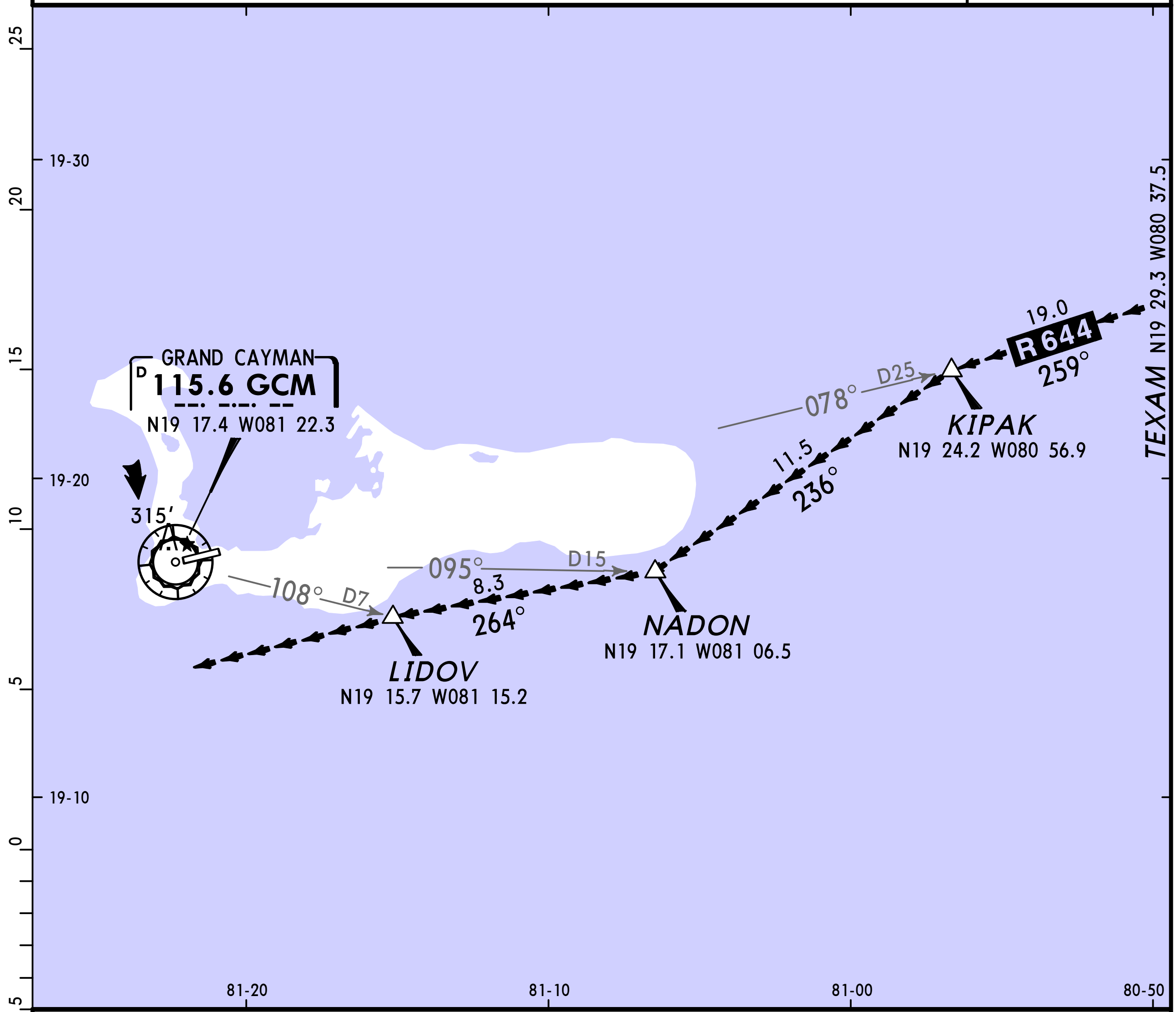
BRIEFING STRIP ™

NAVAIDS Refer to Planview	Final Apch Crs Refer to Planview	No FAF	No Minimums	Apt Elev 8′ Rwy 08 8′

MISSED APCH: No Missed Approach procedure.

Alt Set: hPa and INCHES | TDZ Elev: 0 hPa | Trans level: FL 180 | Trans alt: 17000′

MSA GCM VOR 1400′



SOUTH SIDE VISUAL ARRIVAL

RUNWAY 08

From TEXAM without RNAV:

Via GCM VOR R-078 inbound to KIPAK Int, then turn LEFT tracking 236° to NADON Int, then turn RIGHT tracking 264° to LIDOV Int, then join right downwind Rwy 08.

From TEXAM with RNAV:

Via GCM VOR R-078 inbound to KIPAK Int, then turn LEFT direct NADON Int, then turn RIGHT direct LIDOV Int, then join right downwind Rwy 08.

CHANGES: Procedure title, instructions without RNAV, LIDOV coordinates.

JeppView for Windows

Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GRAND CAYMAN, (ROBERTS INTL - MWCR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MWCR

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20200831

Runway 08/26 Temporary Markings in Effect. Expected until August 31, 2020.

Type: Terminal
Effectivity: Temporary
Begin Date: 20200909
End Date: 20201031

Approach Lighting System Runway 08 unserviceable from September 9, 2020 at 2301 UTC until October 31, 2020 at 0500 UTC.

Type: Terminal
Effectivity: Temporary
Begin Date: 20200903
End Date: 20210228

A 198' crane erected at N19:18:54 W081:23:09, 2.07 NM northwest of MWCR ARP (Seacrest Tower). The crane has a radius of 220' and is equipped with a warning light at the tip. Expected duration to be September 3, 2020 until February 28, 2021.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20211231

A crane will be erected at 191819N 0812300W, 1.63 NM west northwest of MWCR ARP. The crane has a radius of 215' and is equipped with a warning light at the tip. Expected duration is July 2020 until December 2021. Daily schedule is 1200 - 2200 UTC.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to ongoing Rwy 08/26 pavement overlay work, airport is closed at night, SUN to FRI from 0300Z to 1200Z. Only coordinated and approved medical evacuation flights are permitted to arrive or depart at night, SUN to FRI between 0300Z to 1200Z. U-turns prohibited on Rwy. To avoid Rwy excursions pavement damage, turns on the Rwy are prohibited for Acft with a MTOW of more than 15500 lbs(7000 kg). Acft with MTOW of more than 15500 lb (7000 kg), 180 deg turns shall be completed on Rwy turn pads at the end of Rwy 08 and 26. The use of differential braking to stop one gear (braked pivot turn technique) is prohibited. During turn maneuverers on Rwy turn pads, a low but steady ground speed should be maintained during the turn. This is of paramount importance to avoid Rwy pavement damage to turn pad areas. Ldg Acft completing their Ldg roll before a Twy will be instructed by ATC to vacate the Rwy at the next available Twy turnoff point.