GRAND CAYMAN (GCM/MWCR)

Elevation 8ft

CATEGORY B

AV brief – not required

GENERAL

- The airfield on Grand Cayman is situated in the SW corner of the island less than 1 nm E of Georgetown.
- Montego Bay on Jamaica is some 200 nm to the SE; the Cuban coast is 170 nm to the N.
- No Radar available, together with limited runway exits, mean moderate delays can build up quickly with EATs issued at modest traffic levels.
- There is no local Engineering support at this station. An engineer travels with the aircraft on the NAS-GCM-NAS shuttle.
- Expect to uplift round-trip fuel for NAS-GCM-NAS sectors. Fuel is available at GCM, however it is off airport, and needs to be pre-planned to allow for transit time to the airport.
- Crew will have to disembark to clear immigration during the turnaround. Be aware that this will be done in close proximity to waiting passengers.

Threats

CFIT
- There are no terrain problems although there is a mast to 311ft asl just over 1 nm SE of the Rwy 26 threshold.

Fire Smoke and Fumes
- Airfield fire cover promulgated at Cat 7 but Cat 9 will be available for all BAV scheduled services.

Loss of Control
- Bird Hazard exists.

Mid Air Collision
- Light aircraft activity is significant and uncontrolled due to the lack of radar. A good look out is essential and it is strongly recommended to avoid high speed arrivals.

Runway Excursion
- Both LDAs require careful consideration of allowable tailwinds.
- Rwy is white. Touch down markings are white with a black outline so can be difficult to see.
- Runway does not have a painted edge reducing the lateral cues in the flare increasing the likelihood of a heavy landing.

Runway Excursion – Unstable Approaches
- SESMA data and ASRs confirm the experience of, and ongoing threat from, high energy and unstable approaches during operation into Caribbean airfields, including Grand Cayman.
- To enable appropriate threat identification in the Descent Brief, use the Flight Ops Safety Plan and review the guidance under 'Approach' section of this brief, to ensure that compliance with the Safe Landing Policy – including the Stable Approach Criteria – is achieved.

ARRIVAL

Diversion Airports			
MONTEGO BAY	MBJ/MJKS	202 nm/103°T	CAT B
KINGSTON	KIN/MJKP	273 nm/107°T	CAT B
NASSAU	NAS/MYNN	408 nm/038°T	CAT A
MIAMI	MIA/KMIA	395 nm/008°T	CAT A

- Due procedural service only and limited runway exits, moderate delays can build quickly with EATs issued at modest traffic levels.

Unstable Approaches

- In order to avoid high energy or unstable approaches, consider the following guidance to identify the appropriate threats for the Descent Briefing.

Avoid

At the briefing stage consider:

- What are you going to fly?

  Expect change – develop a strategy for a change of runway or approach type; particularly when changing to a visual approach or to reduced track miles.

  Agree the profile to be monitored in order to achieve the Stable Approach Criteria (SAC) by 1000ft auto callout and, of particular importance, how compliance with the profile will be confirmed.

  Set gates and bottom lines to ensure SAC are achieved by 1000ft auto callout and maintained to touchdown.

- How you are going to fly it?

  Use of AFDS modes for non-ILS and visual approaches.

  Monitor the gates you have set and brief what you will do if gates are not met with a plan for early intervention.

  Although the 1000ft auto callout is the bottom line for achieving the SAC, success relies on achieving the planned profile throughout the approach to touchdown.

- Brief and plan the go-around.

Trap

- Identify the threats associated with any changes to your plan; verbalise and resolve the threats.

- Review the agreed profile, monitor the profile and intervene if the profile is not being flown.

Mitigate

- Effective intervention is difficult during high workload due to runway or approach changes in unfamiliar environments.
- Anticipate the 1000ft auto callout with a review of the vertical profile, aircraft configuration and approach speed.
- If SAC not achieved by 1000ft auto callout and maintained to touchdown, flight crew must initiate go-around.

Approach

- Arrival from the N will involve over-flying Cuba. Communications with Havana through Boyeros radio (VHF or HF) required prior to entry.
- Cuba transition altitude is 3000'; Cayman transition altitude is 18,000' – expect a change in altimeter setting.
- GCM require a call 10 minutes prior to the boundary (KANEX).
- Crews should plan to be FL240 or below by KANEX during the descent.
- GCM may require estimates and position reports based on radials and DMEs.
- The airfield does not stand out well from the surrounding territory; consider following the STAR to the instrument procedure instead of joining visually.
- Visual approaches may be used to speed up traffic movement, however ATC plan for IFR procedures. If a visual approach is used, aircraft will be expected to follow instructions and self position to traffic pattern. Expect free speed if cleared for a visual approach but avoid flying high speed unnecessarily.
- The preferred landing runway is 08.
- Visual turns to final must not be made over Georgetown. Aircraft must be established on final approach before crossing the coastline (2nm final).
- For Rwy 08 RNAV expect direct routing via ALONA and MOBIX or for a VOR approach, via GORAN, GORAN 3 arrival.
- For Rwy 26 RNAV expect direct routing via TAGUN PODIS or for a VOR approach, via GUBEL 3 arrival.
- Data shows an increasing number of heavy landings as well as high energy braking in order to vacate at D without making a 180° turn. This is creating adverse customer reports and requiring maintenance input leading to delays affecting the schedule. Unless there is a safety or critical operational requirement crews are to use the full length for landing.

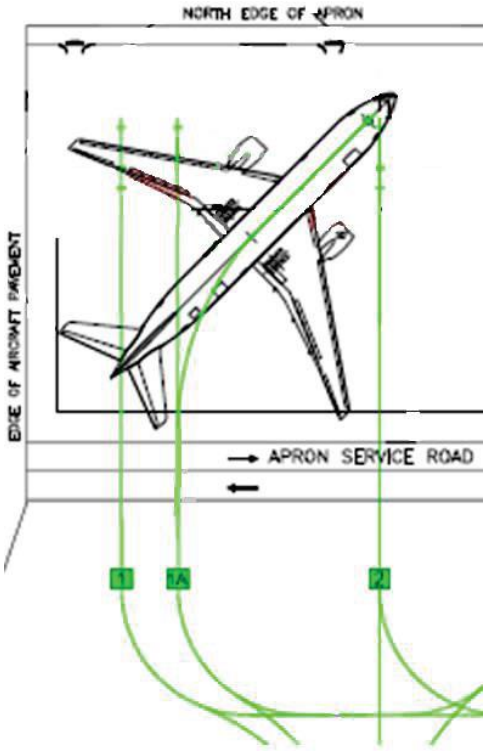
GROUND

- Back-tracking is required after landing and before take-off. There are turning areas at the runway ends. 180° turns are done following the local procedure of following the yellow lead in line into the turn pad followed by a turn back towards the runway.
- Rwy 08 threshold turn pad, direction of turn is anticlockwise.
- Rwy 26 threshold turn pad, direction of turn is clockwise.
- Congestion on the Ramp is a possibility; it may be necessary to park on the taxiway.

- ATC do not allow the use of Twy D to vacate the runway, due to wingtip clearance issues caused by the apron service road.

  -However, with 20 minutes notice, a procedure has been agreed with the airport where the service road can be closed allowing appropriate wingtip clearance when vacating Twy D and taxiing to Stand 1A.

  – If landing on Rwy 08 and would like to vacate at Twy D, without intending to backtrack, ATC will allow this if sufficient notice given. Making the request on initial contact is preferred.



B777-200 Final Parking Position

- Parking procedure:

  – Taxi onto stand 1A under marshaller guidance.

  – Approximately halfway into stand turn right by 45° onto the yellow and black checkered line under guidance from marshaller to the right of original marshaller. Marshaller will be stood at approximately 45° from the aircraft nose and may initially be hard to see.

  – Aircraft will be stopped diagonally across the stand by marshaller (see diagram above).

- In the event that the above procedure is not possible, the alternative towing procedure below must be followed:

  – Taxi onto stand 1A under marshaller guidance.

  – Marshaller will stop aircraft half way onto stand.

  – Shutdown engines.

  – Tug will be attached and aircraft towed along yellow and black stand line towards the right to park at 45° to stand. This prevents aircraft infringing taxiway.

DEPARTURE

- **Pre-Flight Procedures:** Ensure rigorous completion of pre-flight procedures as operational experience shows that backtrack and the 180° turn can cause distraction resulting in departure without receipt of the Final Loadsheet or completion of the Before Take-Off Checklist.
- KANEX 2 SID – KANEX is the boundary with Havana. Expect to give estimates, which will be handed over by Cayman control.
- Crews can expect Cayman to issue a level restriction of FL240 or below, during the CLIMB, at KANEX.
- Havana ATC may issue a descent clearance to be FL240 at DYNAH – boundary with Miami, prior to NAS.

WEATHER

- The Cayman Islands sit within the NE trade wind belt and enjoy a stable climate.
- Occasional cold fronts pass through the islands in the winter months, which if strong enough result in local winter storms known as Nor'westers.
- The Hurricane season runs from Jun to Nov but the months of Sept-Nov are most active.
- A high of 42°C can be reached during August.

OPERATIONAL INFORMATION

Handling Agent	CAYMAN DISPATCH SERVICES
Handling Agent VHF	134.0
Potable Water	UPLIFT BAN

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU