GORAN TWO ARRIVAL

SPEED: MAX 250 KT BELOW 10500'

TRANSITIONS

<table>
<thead>
<tr>
<th>FROM</th>
<th>TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALOBO</td>
<td>GORAN</td>
</tr>
<tr>
<td>ATUVI</td>
<td>GORAN</td>
</tr>
<tr>
<td>DELKA</td>
<td>GORAN</td>
</tr>
<tr>
<td>EMONA</td>
<td>GORAN</td>
</tr>
<tr>
<td>KANEX</td>
<td>GORAN</td>
</tr>
<tr>
<td>KARUL</td>
<td>GORAN</td>
</tr>
<tr>
<td>LEROL</td>
<td>GORAN</td>
</tr>
<tr>
<td>MAMBI</td>
<td>GORAN</td>
</tr>
<tr>
<td>MATIS</td>
<td>GORAN</td>
</tr>
<tr>
<td>NALRO</td>
<td>GORAN</td>
</tr>
<tr>
<td>NUBIS</td>
<td>GORAN</td>
</tr>
<tr>
<td>TEXAM</td>
<td>GORAN</td>
</tr>
<tr>
<td>ULISA</td>
<td>GORAN</td>
</tr>
</tbody>
</table>

NOT TO SCALE
Transitions:

- **From ALOBO to GUBEL:** Via GCM R-174 inbound to D12 GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From ATUVI to GUBEL:** Via GCM R-360 inbound to D12 GCM, then turn LEFT via GCM 10 DME Arc and GCM R-080 inbound.
- **From DELKA to GUBEL:** Via GCM R-045 inbound to D12 GCM, then turn LEFT via GCM 10 DME Arc and GCM R-080 inbound.
- **From EMONA to GUBEL:** Via GCM R-078 inbound to D12 GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From KANEX to GUBEL:** Via GCM R-187 inbound to D12 GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From LEROL to GUBEL:** Via GCM R-050 outbound to D8 GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From MAMBI to GUBEL:** Via GCM R-360 inbound to GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From MATIS to GUBEL:** Via GCM R-118 inbound to D12 GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From NALRO to GUBEL:** Via GCM R-050 outbound to D8 GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From NUBIS to GUBEL:** Via GCM R-204 inbound to GCM, then turn RIGHT via GCM 10 DME Arc and GCM R-080 inbound.
- **From RIKEL to GUBEL:** Via GCM R-078 inbound to D12 GCM, then turn LEFT to intercept GCM R-080 inbound.
- **From TEXAM to GUBEL:** Via GCM R-045 inbound to D12 GCM, then turn LEFT via GCM 10 DME Arc and GCM R-080 inbound.
- **From ULISA to GUBEL:** Via GCM R-045 inbound to D12 GCM, then turn LEFT via GCM 10 DME Arc and GCM R-080 inbound.

Routing:

- Via GCM R-080 inbound to GUBEL descending to ATC assigned flight level/altitude. Hold at GUBEL maintaining ATC assigned altitude unless/until cleared by ATC to execute the VOR DME approach procedure to Rwy 26.
EAST END TWO DEPARTURE (RWY 08)

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

INITIAL CLIMB

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.

ALTITUDE

Climb to 5000' or flight level/altitude assigned by ATC.

KANEX TWO DEPARTURE (RWY 08)

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

INITIAL CLIMB

Climb on runway heading to 500’, then turn LEFT to intercept B/UB-767 route.

ALTITUDE

Climb to 8000' or flight level/altitude assigned by ATC.

**NOTES:**

- East End Two Departure
- KANEX Two Departure
- Initial Climb
- Altitude
- Speed
- Bearings, coordinates, procedures renumbered.
MAMBI TWO DEPARTURE  
(RWY 08)  
**SPEED:** **MAX 250 KT BELOW 10500'**

### INITIAL CLIMB

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.

### ALTITUDE

Climb to **8000'** or flight level/altitude assigned by ATC.

NALRO TWO DEPARTURE  
(RWY 08)  
**SPEED:** **MAX 250 KT BELOW 10500'**

### INITIAL CLIMB

Climb on runway heading to REVAN, then turn RIGHT to intercept R/UR-640 route.

### ALTITUDE

Climb to **7000'** or flight level/altitude assigned by ATC.

**NOTES:**
- Bearings, coordinates, procedures renumbered.
- Not to scale.
**GRAND CAYMAN, CAYMAN IS**

**SID**

**RED BAY TWO DEPARTURE**

(RWY 08)

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

**INITIAL CLimb**

Climb on runway heading to REVAN, then turn RIGHT heading 226°, intercept and proceed on GCM R-192 until D15.0 GCM, turn RIGHT to intercept R/UR-644 route.

**ALTITUDE**

Climb to 8000' or flight level/altitude assigned by ATC.

---

**RIKEL TWO DEPARTURE**

(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.

**ALTITUDE**

Climb to 8000' or flight level/altitude assigned by ATC.
STING RAY TWO DEPARTURE  
(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.

**ALTITUDE**

Climb to **8000’** or flight level/altitude assigned by ATC.

---

TEXAM TWO DEPARTURE  
(RWY 08)  
**SPEED:** MAX 250 KT BELOW 10500’

**INITIAL CLIMB**

Climb on runway heading to REVAN, then intercept R/UR-644 route.

**ALTITUDE**

Climb to **5000’** or flight level/altitude assigned by ATC.

---

**CHANGES:** Bearings, coordinates, procedures renumbered.  
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TURTUGA TWO DEPARTURE
(RWY 08)

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

**INITIAL CLIMB**
Climb on runway heading to 500', then turn LEFT heading 048° to intercept and proceed on GCM R-063 to ELEGO. Then turn RIGHT heading 091° to intercept R/UR-644 route.

**ALTITUDE**
Climb to 5000' or flight level/altitude assigned by ATC.

ULISA TWO DEPARTURE
(RWY 08)

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

**INITIAL CLIMB**
Climb on runway heading to REVAN, then turn RIGHT to intercept R/UR-644 route.

**ALTITUDE**
Climb to 8000' or flight level/altitude assigned by ATC.
KANEX TWO DEPARTURE
(RWY 26)

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

**INITIAL CLimb**
Climb on runway heading to TIMAR, then via GCM R-255 to D6.0 GCM, turn LEFT and intercept GCM R-225 inbound to GCM. Intercept B/UB-767 route.

**ALTITUDE**
Climb to 8000' or flight level/altitude assigned by ATC.

MAMBI TWO DEPARTURE
(RWY 26)

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

**INITIAL CLimb**
Climb on runway heading to TIMAR, then turn RIGHT to intercept R/UR-640 route.

**ALTITUDE**
Climb to 8000' or flight level/altitude assigned by ATC.

**CHANGES:** Bearings, coordinates, procedures renumbered.

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**NALRO TWO DEPARTURE**
(RWY 26)

**SPEED:** MAX 250 KT BELOW 10500′

**INITIAL CLIMB**

Climb on runway heading to TIMAR, then turn LEFT to intercept R/UR-640 route.

**ALTITUDE**

Climb to 7000′ or flight level/altitude assigned by ATC.

**SEAVIEW TWO DEPARTURE**
(RWY 26)

**SPEED:** MAX 250 KT BELOW 10500′

**INITIAL CLIMB**

Climb on runway heading to TIMAR, then turn LEFT heading 121° to intercept and proceed on GCM R-152 until D15.0 GCM, then turn LEFT to intercept R/UR-640 route.

**ALTITUDE**

Climb to 7000′ or flight level/altitude assigned by ATC.
**TEXAM TWO DEPARTURE**

(RWY 26)

**SPEED:** Max 250 KT below 10500'

---

**INITIAL CLimb**

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.

**ALTITUDE**

Climb to 7000' or flight level/altitude assigned by ATC.

---

**ULISA TWO DEPARTURE**

(RWY 26)

**SPEED:** Max 250 KT below 10500'

---

**INITIAL CLimb**

Climb on runway heading to TIMAR, then turn LEFT to intercept R/UR-644 route.

**ALTITUDE**

Climb to 8000' or flight level/altitude assigned by ATC.
Aircraft shall not make final turn over George Town for landing Rwy 08. Flights below 1500' prohibited.
**ATIS**

- **RNAV**
  - Final Apch Crs: 079°
- **GRAND CAYMAN Approach**
  - Minimum Alt: SASER 1500' (1492')
  - LNAV MDA(H): 400' (392')
- **OWEN ROBERTS Tower**
  - Apt Elev: 8'
  - TDZE: 8'

**MISSED APCH:** Climb to 1500'. Right turn to VODAK and hold or as directed by ATC.

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

1. SAFE ALTITUDE WITHIN 100 NM 1500'.  
2. Flight below 1500' within 2000' of coast line prohibited except for landing and take off.

IFR and VFR aircraft operations in excess of 250 Knots IAS, below 10500', is not permitted within the Cayman TMA and Owen Roberts CTR.

MAP at RW8

- **SASER**
- **MOBIX**
- **VODAK**

**PANS OPS**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4</td>
<td>90</td>
<td>120</td>
<td>140</td>
</tr>
<tr>
<td>540' (532') - 1 1/4</td>
<td>540' (532') - 2</td>
<td>620' (612') - 2</td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:** Communications, TDZE.
### BRIEFING STRIP

<table>
<thead>
<tr>
<th>Alt Set: hPa and INCHES</th>
<th>0 hPa</th>
<th>Trans level: FL 180</th>
<th>Trans alt: 17000'</th>
</tr>
</thead>
</table>

1. **MINIMUM SAFE ALTITUDE WITHIN 100 NM 1500'**
2. Flight below 1500' within 2000' of coast line prohibited except for landing and take-off.

**PANS OPS**

<table>
<thead>
<tr>
<th>Max Kts</th>
<th>MDA(H)</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>90</td>
<td>540'(532')-1¾</td>
<td></td>
</tr>
<tr>
<td>120</td>
<td>540'(532')-2</td>
<td></td>
</tr>
<tr>
<td>140</td>
<td>540'(532')-2</td>
<td></td>
</tr>
<tr>
<td>165</td>
<td>620'(612')-2</td>
<td></td>
</tr>
</tbody>
</table>

**IFR and VFR aircraft operations in excess of 250 Knots IAS, below 10500', is not permitted within the Cayman TMA and Owen Roberts CTR.**

**CHANGES:** Communications, TDZE.
270°
250°
174°
360°
(MIA)
A
B
C
D

PANS OPS

GRAND CAYMAN, CAYMAN IS
VOR DME or VOR Rwy 08

*ATIS
132.35

*GRAND CAYMAN Approach
120.2

*OWEN ROBERTS Tower
118.0

VOR GCM 115.6 Final Apch Crs D4.3
Minimum Alt 1500' (1492') (CONDITIONAL) MDA(H) 520' (512')
Apt Elev 8' TDZE 8'

GRAND CAYMAN
115.6 GCM

10 DME Arc 1500 NoPT 1500 NoPT
10 DME Arc

MISSED APCH: Climb outbound on GCM VOR R-080 to 1500', then:
with DME: turn RIGHT to GORAN D8.0 and hold.
without DME: turn RIGHT to GCM VOR and hold inbound on R-080, left turns.

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

**ROBERTS INTL**

**10 MAR 06**

---

**GRAND CAYMAN, CAYMAN IS**

**VOR DME or VOR Rwy 26**

---

**ATIS**

- 132.35

**Final Approach Crs**

- GCM
  - 115.6
  - 260°

**Minimum Alt**

- D5.9
  - 1500' (1495')

**MDA/(H)**

- (CONDITIONAL)
  - GCM
  - 520' (515')

**Apt Elev**

- 8'

---

**MISSED APCH:**

- Climb outbound on GCM VOR R-260 to 1500', then:
  - **with DME:** turn RIGHT to GUBEL D8.0 and hold.
  - **without DME:** turn RIGHT to GCM VOR and hold inbound on R-080, left turns.

---

**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 TMA and Owen Roberts CTR.**

---

**MAP at VOR**

**Descent Gradient 5.2%**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<tbody>
<tr>
<td>5.2%</td>
<td>369</td>
<td>474</td>
<td>527</td>
<td>632</td>
<td>737</td>
<td>843</td>
</tr>
</tbody>
</table>

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**STRAIGHT-IN LANDING RWY 26**

**MDA/(H) 520'/515'**

**With D5.9**

<table>
<thead>
<tr>
<th>A</th>
<th>1 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>1 NM</td>
</tr>
<tr>
<td>C</td>
<td>1 1/2 NM</td>
</tr>
<tr>
<td>D</td>
<td>1 1/2 NM</td>
</tr>
</tbody>
</table>

**CIRCLE-TO-LAND**

**MDA/(H) 560'/555'**

**Without D5.9**

<table>
<thead>
<tr>
<th>A</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td></td>
</tr>
</tbody>
</table>

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**CHANGES:** Procedure.
**GRAND CAYMAN, CAYMAN IS**

**NDB Rwy 08**

**ATIS**

132.35

**Final Apch Crs**

NDB ZIY 344

**MDA(H)**

No FAF 610' (602')

**Apt Elev**

8' TDZE 8'

**ALT**

118.0

**Map at NDB**

**MDA(H)** 610' (602')

**Chambers**

GRAND CAYMAN 115.6 GCM

10 MAR 06

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

**MISSP**

Climb on Rwy heading to 1500', then RIGHT turn direct ZIY NDB and hold, or as directed by ATC.

**Alt Set:** hPa and INCHES 1400' **TDZ Elev:** 0 hPa **Trans level:** FL 180 **Trans alt:** 17000'

**MWCR/GCM**

**ROBERTS INTL**

**ATIS**

132.35

**Final Apch Crs**

NDB ZIY 344

**MDA(H)**

No FAF 610' (602')

**Apt Elev**

8' TDZE 8'

**ALT**

118.0

**Map at NDB**

**MDA(H)** 610' (602')

**Chambers**

GRAND CAYMAN 115.6 GCM

10 MAR 06

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

**MISSP**

Climb on Rwy heading to 1500', then RIGHT turn direct ZIY NDB and hold, or as directed by ATC.
**BRIEFING STRIP**

**Visual**
- Final Apch Crs
- Refer to Planview

**No FAF**
- No Minimums
- Apt Elev 8'
- TDZE 8'

**TRANSPORTATION**
- 17000'
- 180

**CHANGES:** MSA and RNAV procedure added.
**SOUTH SIDE VISUAL APPROACH-Rwy 08**

**RUNWAY 08**

*From TEXAM without RNAV:*

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

*From TEXAM with RNAV:*

Via GCM 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:** MSA and RNAV procedure added.