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Revision Letter For Cycle 22-2020

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General Information

Location: CAYMAN BRAC CYM
ICAO/IATA: MWCB / CYB
Lat/Long: N19° 41.2', W079° 53.0'
Elevation: 4 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 6.3° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1121 Z
Sunset: 2245 Z

Runway Information

Runway: 09
Length x Width: 6001 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 6001 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3 ft
Lighting: Edge, REIL

Communication Information

Brac Tower: 118.400
Cayman Approach: 120.200

MWCB/CYB

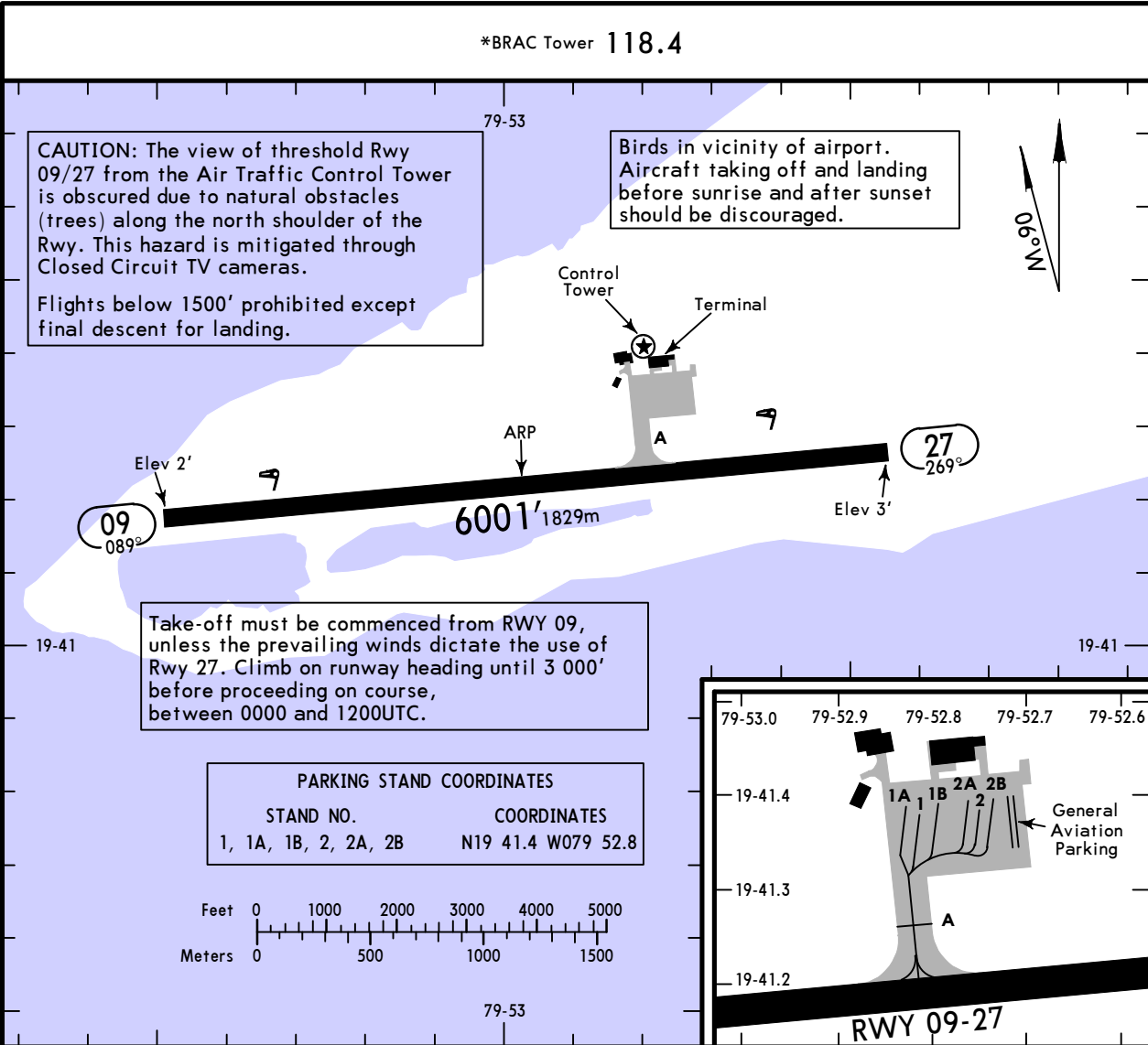
Apt Elev 4'
N19 41.2 W079 53.0



JEPPESSEN CAYMAN BRAC, CAYMAN IS

29 MAY 20 10-9

KIRKCONNELL INTL



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
09					148'
27	HIRL ① REIL PAPI-L (angle 3.0°)				45m

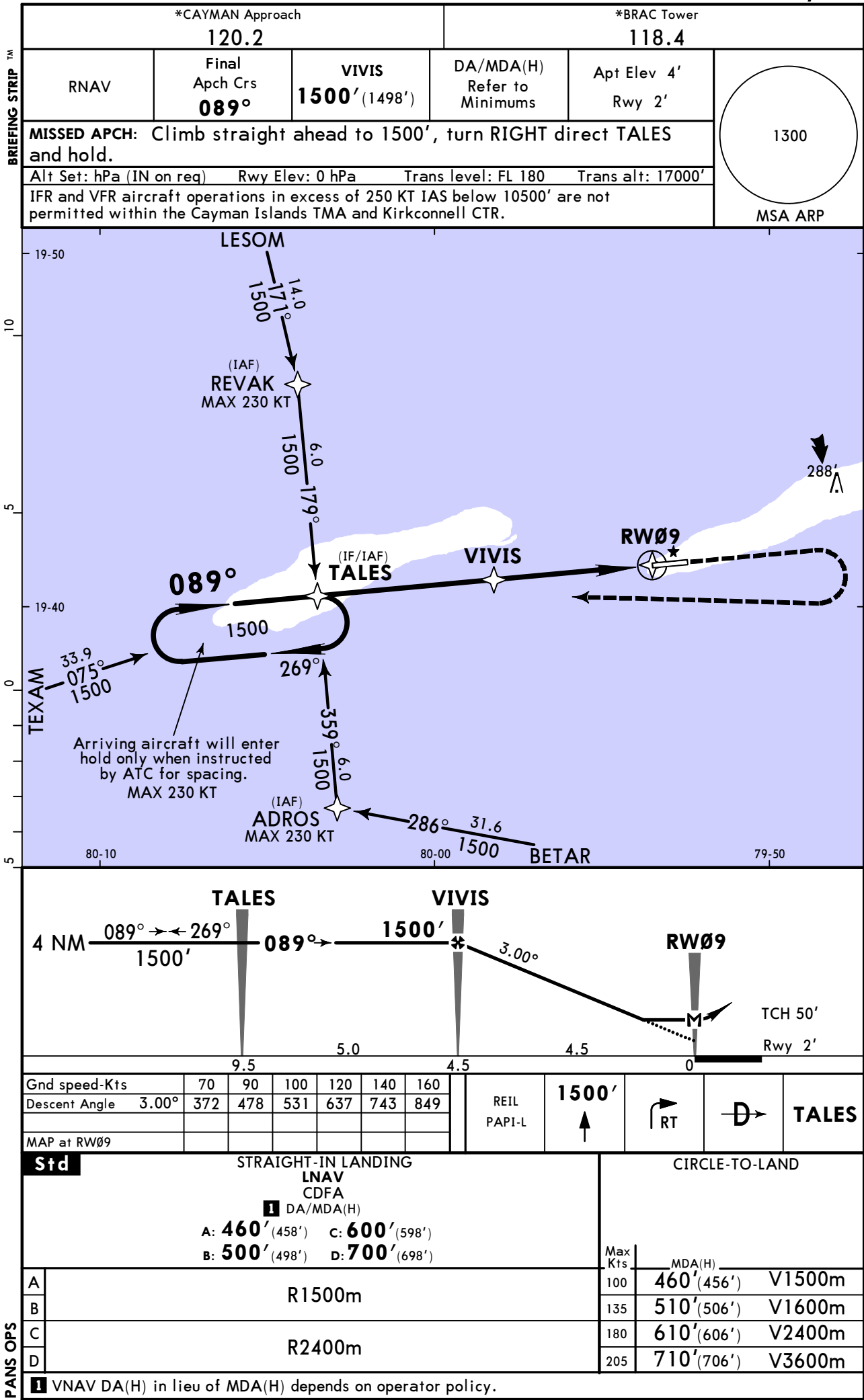
① Raised 1' above the Rwy surface.

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

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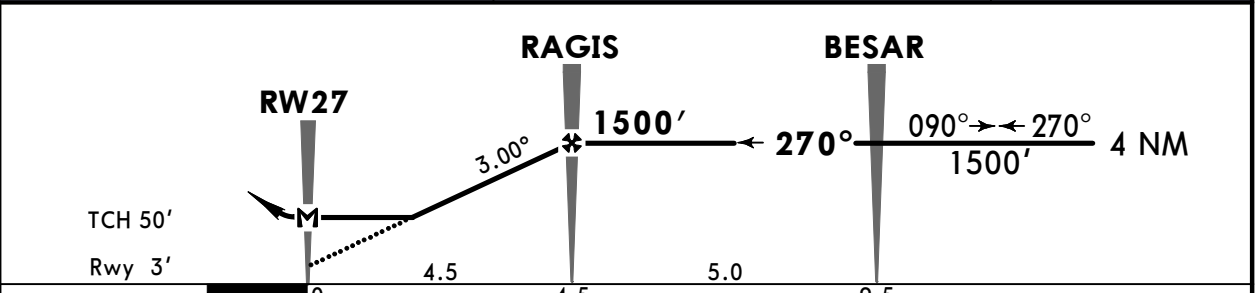
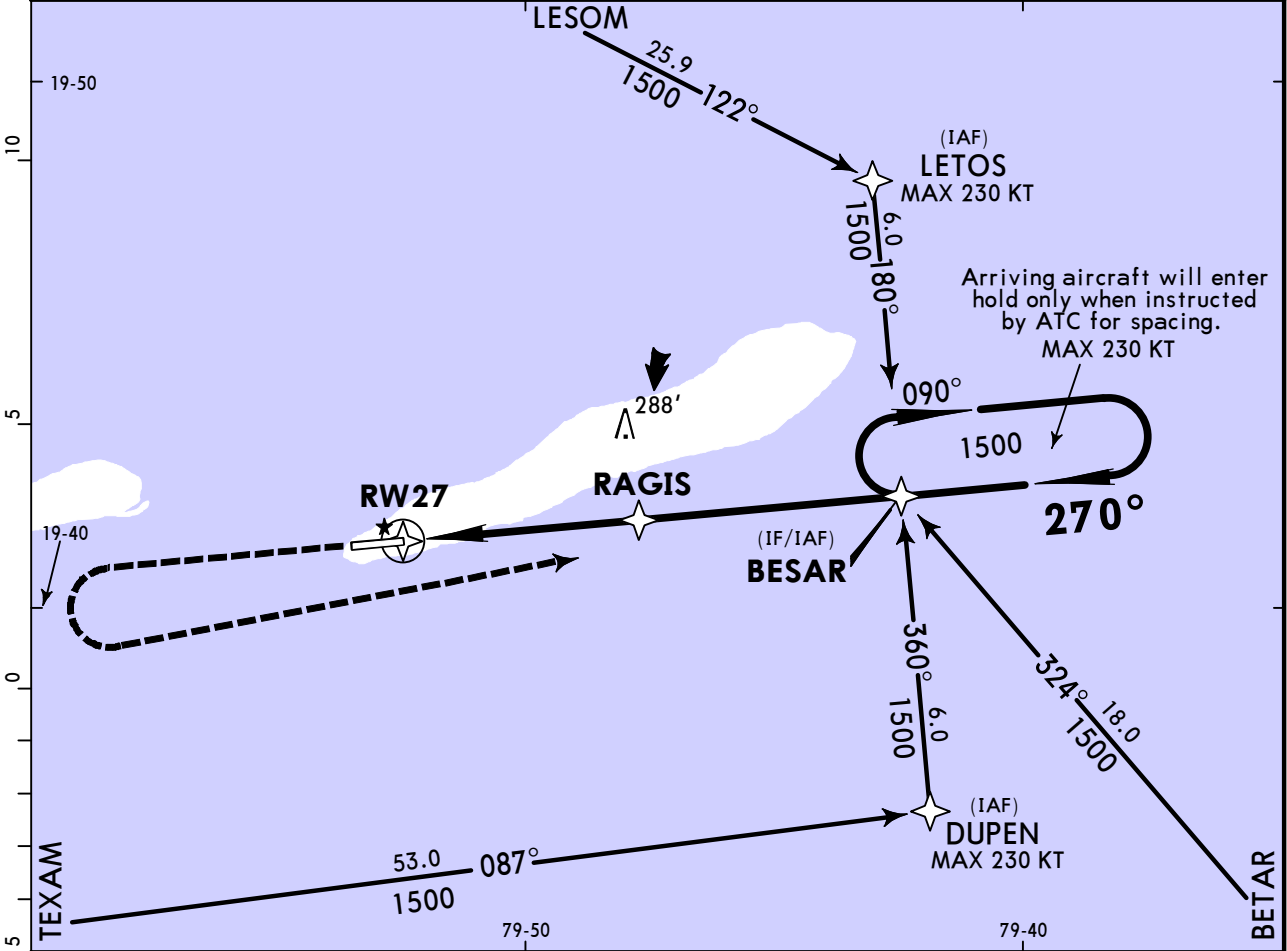
JEPPesen CAYMAN BRAC, CAYMAN IS
29 MAY 20 **(12-1)**
RNAV (GNSS) Rwy 09



MWCB/CYB
KIRKCONNELL INTL

JEPPESSEN CAYMAN BRAC, CAYMAN IS
29 MAY 20 **(12-2)** RNAV (GNSS) Rwy 27

*CAYMAN Approach				*BRAC Tower		
120.2				118.4		
RNAV	Final Apch Crs 270°	RAGIS 1500' (1497')	DA/MDA(H) Refer to Minimums	Apt Elev 4' Rwy 3'	1300 MSA ARP	
MISSED APCH: Climb straight ahead to 1500', turn LEFT direct BESAR and hold.						
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'						
IFR and VFR aircraft operations in excess of 250 KT IAS below 10500' are not permitted within the Cayman Islands TMA and Kirkconnell CTR.						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1500'	LT	D	BESAR
Descent Angle	3.00°	372	478	531	637	743					
MAP at RW27											

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
LNAV CDFA							
1 DA/MDA(H)							
A: 460' (457') C: 600' (597')							
B: 500' (497') D: 700' (697')							
A	R1500m			Max Kts	MDA(H)		
B				100	460' (456')	V1500m	
C				135	510' (506')	V1600m	
D				180	610' (606')	V2400m	
				205	710' (706')	V3600m	

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

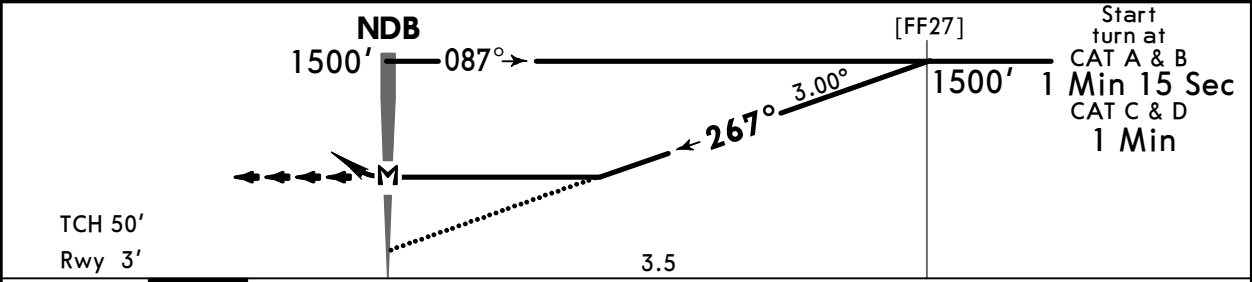
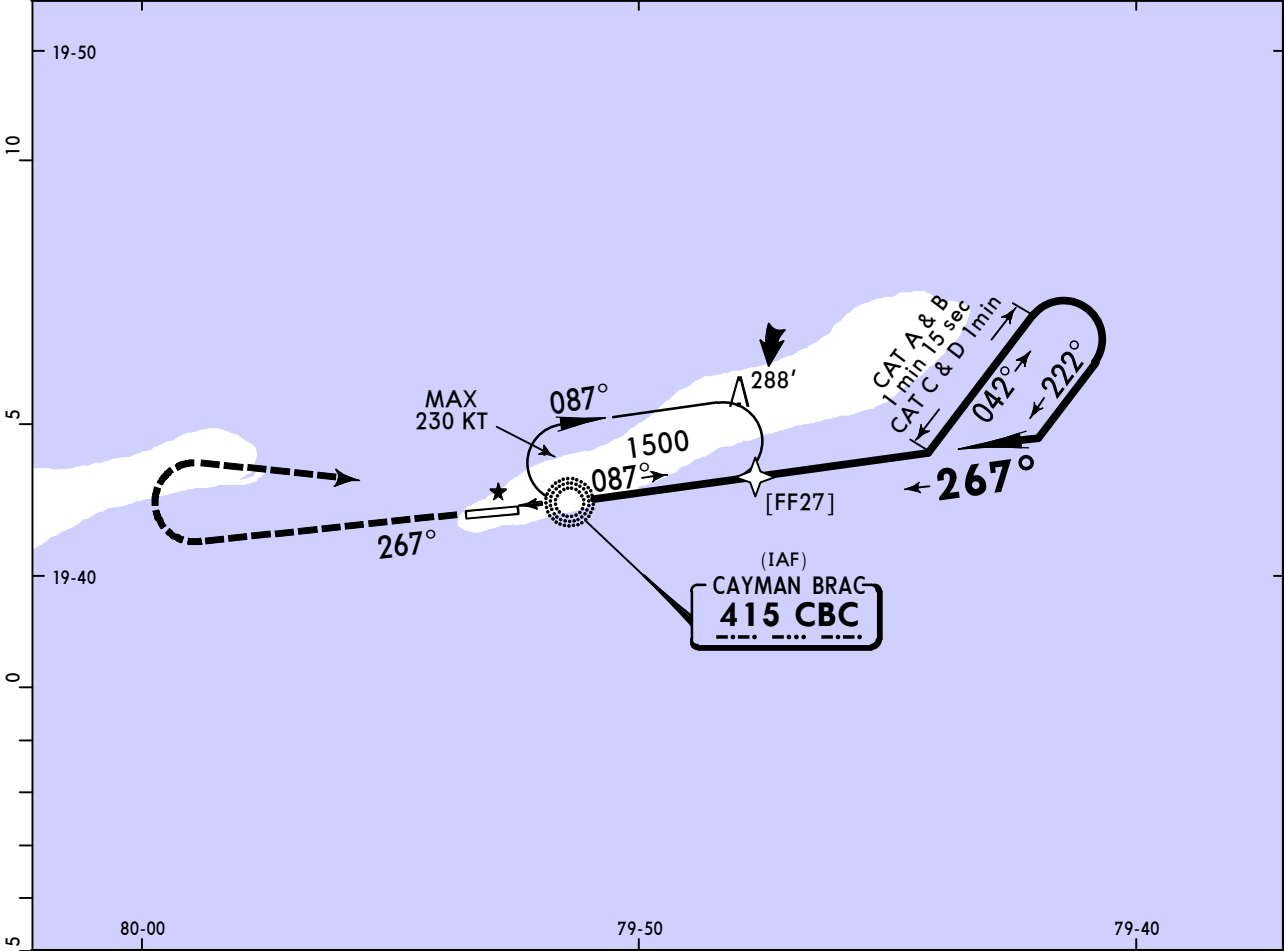
CHANGES: Chart format, New AOM concept.

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JEPPesen CAYMAN BRAC, CAYMAN IS
29 MAY 20 **(16-1)**
NDB Rwy 27

*CAYMAN Approach				*BRAC Tower	
120.2				118.4	
NDB CBC 415	Final Apch Crs 267°	No FAF	DA/MDA(H) 520' (517')	Apt Elev 4' Rwy 3'	1300 MSA CBC NDB
MISSED APCH: Climb straight ahead to 1500', turn RIGHT direct CBC NDB and hold.					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'					
IFR and VFR aircraft operations in excess of 250 KT IAS below 10500' are not permitted within the Cayman Islands TMA and Kirkconnell CTR.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1500' ↑	RT ↻	CBC 415
Descent Angle	3.00°	372	478	531	637	743				
MAP at NDB										

Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
CDFA					
1 DA/MDA(H) 520' (517')			Max Kts	MDA(H)	
A	R1500m		100	520' (516')	V1500m
B			135	520' (516')	V1600m
C	R2400m		180	610' (606')	V2400m
D			205	710' (706')	V3600m

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

Chart changes since cycle 21-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CAYMAN BRAC, (CHARLES KIRKCONNELL INTL - MWCB)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MWCB

Type: Terminal

Effectivity: Temporary

Begin Date: 20200930

End Date: 20201101

(16-1) CBC Non-Directional Beacon (NDB) Frequency 415 KHZ unserviceable. Expected duration to be September 30th, 2020 at 2300 UTC until November 1st, 2020 at 2359 UTC.