

## Aviation Training

### AIA078E- Cayman Airways Operation Manual

Description: An Operation Manual for airline operations. This manual provides elements to be included in line with such as the requirements of Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aero planes, and Part III — International Operations — Helicopters. It is intended to identify topics that may need to be considered by the operator. Based on national and ICAO regulations.

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#### Pre-Flight

- ❖ Make an ATC courtesy call 10 minutes prior to departure when possible. Example of a courtesy call:

“Miami Tower, Cayman 103, will be ready for push & start in approximately 10 minutes, clearance on request to Grand Cayman.”

- ❖ Where available, utilize Ground Power until 5 minutes prior to pushback and engine start. At this point switch to APU. If ground power is not available, APU usage shall be afforded for not more than 45 minutes prior to pushback.
- ❖ Switch on anti-collision light prior to pushback and engine start.

#### Taxi Procedures

- ❖ Test aircraft control surfaces prior to taxi.
- ❖ Switch on taxi light prior to taxi.
- ❖ Do not exceed 18knts unless high speed taxi has been authorized by ATC or the appropriate authority, not above 30knts.
- ❖ In addition to the aforementioned taxi speed limitations, when on the apron, or in the vicinity of the ramp at an aerodrome, taxi no faster than a man can walk.
- ❖ Not above 15knts if entering a turn where the angular difference is 45° or less from initial aircraft heading.
- ❖ Not above 10knts if entering a turn where the angular difference is greater than 45° from initial aircraft heading.

## Flap Procedures

Departure:

- ❖ Runway of length **8,500ft or more: Flaps 1** (*Flaps one requires a longer runway, but yields better climb performance. If runway length is not a factor, flaps one also yields a slightly reduced trip fuel.*)
- ❖ Runway of length **8,499ft or less: Flaps 5**

Arrival:

- ❖ **Flaps 30** unless runway length, weather, aircraft weight, and noise restrictions, different flap settings are used.
- ❖ Runway of length **6,100ft or less: Flaps 40** is approved. In addition, CAT II/III approaches, the reduced deck angle provides extra forward vision when breaking out at minimums.

## Pre-Departure/Arrival

If the fuel imbalance between the wings is **more than 500lbs.** an approach/departure may not be executed until the imbalance is less than 500lbs.

**We are not RNAV equipped in our B733 aircraft.** We can accept a clearance to an RNAV FIX, however we cannot accept an RNAV approach.

## Engine Restrictions:

- ❖ **Not above 57% N1 under normal taxi conditions.** *\*If asked to expedite taxi by ATC or appropriate authority, **not above 65% N1***
- ❖ **Below 60knts, No reverse thrust to be used** (including idle reverse). *\*If the operational safety of the aircraft could be compromised, reverses below 60knts is permitted.*

## Climb/Descent

Maintain a forward speed of **no greater than 250knts below 10,000ft.** *\*If permitted by ATC or the appropriate authority, a high-speed climb or descent is permitted.*

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