

**Boeing 737-300,
VP-CKY**

**Owen Roberts
International Airport,
Grand Cayman**

15 January 2014

Serious Incident

Safety Recommendation 2014-036

It is recommended that the Civil Aviation Authority of the Cayman Islands review whether accidents and serious incidents are being reported in accordance with the requirements of the Civil Aviation Act 1982 (Overseas Territories) Order 2001 and the Cayman Islands Civil Aviation (Investigation of Air Accidents and Incidents) Regulations.

Date Safety Recommendation made:

2 October 2014

LATEST RESPONSE

Response received:

2 January 2015

The Civil Aviation Authority of the Cayman Islands states that the recommended review has been carried out and it is agreed that, in this instance, the required reporting chain was not observed. But for other circumstances, this serious incident may have gone unreported.

The necessity of reporting Accidents and Serious Incidents directly to the AAIB has already been addressed with the Airline and the Airport Authority and an additional release is being drafted for promulgation on the CAACI Web Site and in the quarterly, electronic news bulletin.

AAIB Assessment – Adequate - Closed

RESPONSE HISTORY

N/A

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15 January 2014

Serious Incident

Safety Recommendation 2014-037

It is recommended that the Cayman Islands Airports Authority satisfy itself that it can be confident in the reliability and accuracy of the Automated Weather Observing System installed at Owen Roberts International Airport.

Date Safety Recommendation made:

2 October 2014

LATEST RESPONSE

Response received:

2 January 2015

In view of the AAIB findings and recommendations related to the above incident, the Cayman Islands Airports Authority has taken steps to mitigate the reliability and accuracy of wind information passed to aircraft by relocating both the Windsock and AWOS for Runway 08 from its location on the south side of the runway to an obstacle free location on the north side of the Runway adjacent to the Touchdown Zone.

The new location of the AWOS system for Runway 08 in addition to the AWOS for Runway 26 provides the ATCO with the most accurate representation of wind speed and direction of the touchdown zone for each runway and by comparing the readings from both systems the ATCO can be confident in the reliability and accuracy of the information displayed.

AAIB Assessment – Adequate - Closed

RESPONSE HISTORY

N/A