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# Cayman Islands Legislative Assembly

## Parliamentary Question

October, 2015

Date for Answer \_\_\_\_\_  
(For Official Use Only)

Honourable W McKeeva Bush, OBE, JP, MLA  
Name \_\_\_\_\_  
(Member of the Legislative Assembly)

West Bay  
Constituency \_\_\_\_\_

Honourable Moses I Kirkconnell, MBE, JP, MLA (Deputy Premier)  
To Ask \_\_\_\_\_  
(Elected Member)

Minister of District Administration, Tourism and Transport  
(Responsible for) \_\_\_\_\_

### Question


Can the Honourable Minister say:-

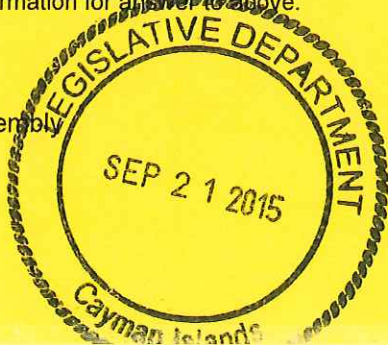
- (a) What is the total planned cost of the addition to the Owens Roberts International Airport?
- (b) Why are there not Jetways in the addition?
- (c) Why is there not an extension to the "Runway" or a Taxi-way provided in the Plan?

Chief Officer DAT&T  
Head of Department

Hon W McKeeva Bush, OBE, JP, MLA  
Signed: \_\_\_\_\_  
(M.L.A.)

Please assist by supplying information for answers to above.

  
Clerk of the Legislative Assembly



Admissible

**Parliamentary Question asked by**  
**The First Elected Member from the Electoral District of West Bay**  
**To**  
**The Honourable Minister of District Administration, Tourism and**  
**Transport**

**Question:** Can the Hon. Minister state what is the total planned cost of the addition to the Owen Roberts International Airport?

Madam Speaker, the budget for the ORIA Terminal Renovation and Expansion project is \$55 million inclusive of construction costs, Consultant and Government fees.

**Question:** Can the Hon. Minister state why are there not Jetways in the addition?

Madam Speaker, the outline business case identified a priority of needs for ORIA as follows:

1. Safety and regulatory compliance - resolving safety and regulatory issues was considered to be the highest priority CIAA need
2. ORIA terminal capacity shortfall – a terminal capacity solution was urgently needed that would address the adverse impact on visitor experience caused by overcrowding and bottle necks at peak times
3. ORIA short/medium term airside capacity – airside capacity constraints lead to plane movement delays and limit the traffic volumes in the peak season

The Master Plan document prepared as part of the Outline Business case established priority investments ensuring affordability over the twenty year planning horizon, taking into account that the capital programme is funded out of the Passenger Facility Charge. Given the affordability constraints and given the fact that the provision of passenger boarding bridges (Jetways) do not contribute to any of the needs priorities stated above, they are not currently included in the terminal plan although it is recognized that they do represent a benefit for visitors in terms of convenience.

The Master Plan considered that passenger boarding bridges could be provided as a Phase 4 construction stage and therefore provision has been made to add them at a later date should funds become available. In the meantime the Master Plan did identify alternatives including mobile passenger boarding ramps which Cayman Airways is currently in the process of purchasing which will aid embarkation and disembarkation particularly for those with mobility challenges. In addition CIAA is looking at the option of box tunnels that could be pulled out during inclement weather to protect passengers from the rain.

**Question:** Can the Hon. Minister state why is there not an extension to the “Runway” or a Taxi-way provided in the Plan?

Madam Speaker, the current runway length of 7,008 feet is sufficient to meet the mix of aircraft using or wishing to use the airport including British Airways proposed switch to Boeing 777s in 2016.

Significant constraints exist for an extension either westward or eastward due to major road realignments to the west and environmental implications going east into the North Sound. As no airlines have currently indicated a future commitment to long haul routes particularly out of Europe the extension of the runway is identified as a trigger event.

A parallel taxiway was considered in the Master Plan, both partial and full length. However, due to the limitations of the airport property to the west as well as the impacts on General Aviation and commercial/cargo aprons, the Master Plan recommends that the priority in the short term should be to improve runway safety and efficiency and the provision of a partial or full length parallel taxi way should be included in the long term planning horizon of 11 – 20 years.