



Mosquito Research & Control Unit

Cayman Islands Government

FOI Question (Received 7 September 2026):

Dear FOI Manager,

I am writing to request the following information regarding the aircraft operated by the Mosquito Research & Control Unit for mosquito-control operations:

1. The age of the aircraft and its registration number.
2. The annual cost of operating the aircraft, preferably for each of the last three financial years.
3. The number of flight hours flown by the aircraft in each of the last three years.

If available, I would be grateful if the annual operating cost could include fuel, maintenance, insurance, crew, and other directly attributable operating expenses.

FOI Response (Responded 29 September 2026):

Thank you for your Freedom of Information request regarding the aircraft operated by the Mosquito Research & Control Unit (MRCU) for mosquito control operations.

MRCU operates two S2RHG-T65 Turbo Thrush aircraft:

Registration	Serial number	Date of manufacture
VP-CKE	T65HG-017DC	1 April 2006
VP-CKF	T65HG-013DC	1 November 2005

Both aircraft are approximately 20 years old.

For 2023, 2024 and 2025, MRCU's aircraft-related expenditure and aviation crew payroll were as follows:

Year	Aircraft-related expenditure	Aviation crew payroll	Total identified expenditure
2023	CI\$401,287.48	CI\$313,821.00	CI\$715,108.48
2024	CI\$408,403.06	CI\$347,000.00	CI\$755,403.06
2025	CI\$337,770.81	CI\$392,296.00	CI\$730,066.81

The aircraft-related expenditure includes costs associated with aviation fuel, aircraft maintenance and parts, contracted agricultural pilot services, freight and shipping, airworthiness and regulatory fees, parking, and other aircraft and hangar-related expenses.

The figures above reflect the aircraft-related expenditure and aviation crew payroll identifiable from the information available, including fuel, maintenance and parts, contracted pilot services, freight and shipping, regulatory and airworthiness fees, parking, and other aircraft and hangar-related expenses.

In relation to flight hours, the aircraft utilisation information available for this request is presented as a cumulative three-year figure covering 1 September 2023 to 1 September 2026. The available information does not provide a year-by-year breakdown for 2023, 2024 and 2025.

For the three-year period:

Aircraft	Hobbs hours	Flights
VP-CKE	165.2	244
VP-CKF	512.2	660
Total	677.4	904

Accordingly, the two aircraft accumulated a combined 677.4 Hobbs hours across 904 flights during the three-year period.

Across 2023 to 2025, the combined identified aircraft-related expenditure and aviation crew payroll totalled CI\$2,200,578.35. Based on the cumulative utilisation figures above, this equates to an average of approximately CI\$3,248.57 per recorded Hobbs hour, or CI\$2,434.27 per flight.

It is important to note that Hobbs time does not represent the full period during which the aircraft is operating. For MRCU's aircraft, Hobbs time begins accumulating once the aircraft reaches a forward speed of approximately 30 knots. Therefore, engine-on activities undertaken

before that point, including preparation for flight and loading operations, are not fully reflected in the recorded Hobbs hours.