CARIBBEAN 2
LEGEND

Airport/Heliport Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart Users Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 9000 ft. or hard-surfaced runways of unknown length
- Open and certified hard-surfaced runway, seaplane landing area, or glider landing area 1500 feet, or greater
- All recognizable hard-surface runways, including those closed, under construction, or with length unknown

ADDITIONAL AIRPORT INFORMATION

- Private "(PVT)" - Non-public use having emergency or military prior permission
- Military - Other than hard-surfaced, all military airports and military airstrips, MTA, IWS, AIP, etc. Not open to the public without prior permission and coordination
- Seaplane Base
- Heliport
- Abandoned - Landing area(s) abandoned but still recognizable 2001 ft. or greater

Fuel - available Mon-Fri 1100-2130 A,B; to 0030 F-W; daytime hours only unless otherwise specified. Consult Chart Supplement for details and for availability of airports with hard-surfaced runways less than 1500 feet.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport has obstacles which dropout use

AIRPORT TRAFFIC SERVICE (ATS)

AIRSPACE INFORMATION

RADIO AIDS TO NAVIGATION

OBSTRUCTIONS

TOPOGRAPHIC INFORMATION

MISCELLANEOUS

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention which affect safety of flight. Chart error reports may be submitted through our website at http://faa.gov/ats/aeronav. See the FAQs page for contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us. Mail error reports to: Attn: Chief, Aeronautical Information Services, Aeronautical Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

CARIBBEAN 2
VFR AERONAUTICAL CHART SCALE 1:1,000,000

Federal Aviation Administration

1ST EDITION EFFECTIVE 0901Z **10 NOV 2016**
TO 0901Z **XX XXX 2018**

Includes aeronautical data received by **15 SEP 2016**

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY DEPARTMENT OF DEFENSE, FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

SAMPLE:
NOT TO BE USED FOR NAVIGATION

FAA Product ID: CAC23XXX
NSN 7641013XXXXXX
Item Pkg No. XXXXXCAC2
PIN 16315

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each Caribbean Sectional. This overlap provides a convenient area for plotting direct routes between a pair of corresponding latitude line marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) connecting the two latitude line marks. Place matching marks on each side of the chart (will be the left or right edge of the chart) at the same longitude.

STEP 2 - Decide which side of the chart has the departure point (or navigational aid) closest to the chart. On that side, tape or a blank piece of paper along the MATCH LINE (this paper should be colored blue to avoid confusion with other charts).

STEP 3 - Slide the paper sideways left or right until the departure point (or navigational aid) is at the centerline or destination point (POINT B). Make a mark or a dot on the paper where it meets the MATCH LINE.

STEP 4 - Without moving the paper, on the same side of the chart, place a straight edge from the center of the paper where it meets the MATCH LINE to the point of interest (POINT A) on the chart.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 6 - Place the straight edge with MARK A on it and align the top or bottom edge of the paper with the MATCH LINE. Transfer MARK A to the other side of the chart at the same latitude as MARK A. (Figure 4)

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Place the straight edge and transfer MARK C to that side and extend it to the MATCH LINE. Put a line from MARK C to the destination. (Figure 5)

CONTROL TOWER FREQUENCIES ON CARIBBEAN 2 WORLD AERONAUTICAL CHART

Frequencies in all control towers are indicated on the face of the chart by the letters CT followed by the primary VHF frequency. If a second VHF frequency is used, it is indicated by a slash (/) and the letter "A" (for Alternate) or "B" (for Beyond). If a UHF frequency is used, the UHF frequency is listed. If no control TS indicates the part-time tower frequency is intended to be collocated full-time FSS for use as a Remote Communications Outlet (RCO). Pilots should contact the FSS to request the use of the tower frequency when the tower is closed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24" indicates continuous service throughout the month available.
"MTWTHFSU" indicates Monday through Friday.
"Sunset-Sunrise" indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PRM
CAPITAL (SDQ) INTL	GND-USE ACTLTS	118.7			
CAP HAITIEN INTL	GND-VISO	118.7			
CAYO LARGO (CYL)	GND-VISO	118.7			
GREAT EXUMA (GEX)	CONTRACTOR	118.3	121.8		
LUCAYA (LUC) INTL	GND-VISO	118.3			
TORTOLA (EIS)	CONTRACTOR	118.3	121.9 (BOARD OF ISLANDS)	121.8	124.0
ST THOMAS (STT)	24HR-FOR VFR	118.3	121.8		
ST CROIX (STX) HAMILTON INTL	24HR-FOR VFR	118.3	121.8		
ST JOHN (SJO) RAYMOND INTL	24HR	118.3			
ST LUCIA (UVF) INTL	CONTRACTOR	118.3	121.9		128.65
ST MARTIN (SXM)	CONTRACTOR	118.3	118.3 (AFSS)	127.2	124.0
ANAMUR(O)					
ANTIGUA (ANU) CHARLES	GND-CON	118.3	121.8		128.5
GRENADE (GRNA) INTL	CONTRACTOR	118.3	121.9		
HENRY E ROHLSEN	GND-CON	118.3	121.9		135.65
JACMEL (JAC) INTL	GND-VISO	118.7	121.8		
JOSE MARTI(HAV) INTL	CONTRACTOR	118.1	121.9		127.0
ST MAARTEN	CONTRACTOR	118.3	121.8		127.8
ST KITTS (SKB) NEVIS INTL	GND-CON	118.3	121.8		128.6
MARIE GALANTE (MSB)	[illegible]				
MARIGOT, AND COUNTR	CONTRACTOR	118.3	121.9		127.90
MONTSERRAT (MNI)	GND-VISO	118.3			128.65
PROVIDENCIALES (PLS)	GND-CON	118.3	121.9		127.65
PUERTO PLATA (POP)	CONTRACTOR	118.3	118.3 (TCA)	125.4	135.85
SAN JUAN (SJU)	24HR			118.8	119.3/124.7
SANTO DOMINGO (SDQ)	CT-TF-ROMAN				
SABINA (SBH) INTL	GND-VISO	118.7			
SABINILLA (STI)(THE) INTL	GND-CON	118.3	121.9		127.15
TORTOLA (TUPOLO)	GND-CON	118.3	121.9		128.5
TURKS AND CAICOS (PIC)	GND-CON	118.3	121.9		128.5
WALE NEMBHARDH(HAKIM)	GND-CON	118.3			127.4

SPECIAL USE AIRSPACE ON CARIBBEAN 2 WORLD AERONAUTICAL CHART

Unless otherwise noted altitudes are expressed in feet MSL (Mean Sea Level) "SFC" (or surface) means "the surface of the earth" "UNLIMITED" means "the sky" "CLOSED" or "INACTIVE" refer to ground communications, not the airspace itself.

Z Either Noon by NOTAM
Y Either Sunrise-Sunset or Sunset-Sunrise indicates FAA and Joint NOTAM
Sunset-Sunrise indicates Sunset-Sunrise
After Sunset Sun-rise indicates the reverse of the above

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY / IMPACT	FREQUENCIES
R-7102 (F)	SFC / UNLIMITED	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SAN JUAN CERAP	
R-7103 (F)	3000 TO 13,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SAN JUAN CERAP	
R-7105 (C)	3000 TO 13,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SAN JUAN CERAP	
R-7107	SFC / UNLIMITED	CONTINUOUS	SAN JUAN CERAP	
R-7108	SFC / UNLIMITED	BY NOTAM	SAN JUAN CERAP	

R-7102 (F), R-7103 (F), R-7105 (C) and R-7107 share common SAN JUAN ARINC VHF CHANNEL 2 (123.6 or 255.6 prior to transition) when

NON-U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, D-DANGER, A-ALERT

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
		DOMINICAN REPUBLIC		
ABP1	NARCISA, PALACO		(PRIMARY)	CENTRAMACS
ABP2	SEVIGNE, AMERICA		(PRIMARY)	CENTRAMACS
ABP4	SAN DIEGO, IN		(PRIMARY)	CENTRAMACS
ABP5	CAP CANA, PUNTA ROCA		(PRIMARY)	CENTRAMACS
ABP6	CYBAIC SUPERIOR COMMANDE		(PRIMARY)	CENTRAMACS
ABP7	NARCISA, PINE BRIGHT (N)		(PRIMARY)	CENTRAMACS
ABP8	LAS CAYENAS, SAN JUAN		(PRIMARY)	CENTRAMACS
ABP9	LAS CAYENAS, SAN JUAN		(PRIMARY)	CENTRAMACS
ABP12	RESIDENCIAL, HOUSE		(PRIMARY)	CENTRAMACS
ABR10	MONAT TRAINING AREA		TO 30,000	BY NOTAM
ABR11	MONAT TRAINING AREA		2000 TO 4000	CENTRAMACS
ABR12	CAP CANA, PUNTA ROCA		TO 10,000	CENTRAMACS
ABR13	CYBAIC SUPERIOR COMMANDE		TO 3000	CENTRAMACS
NOTE: CENTRAMACS FOR UP SAMOS SCHEMACS IS RECAMERS. CENTRAMACS AIRCRAFT OR FIXED CORPS RADARMACS IS RECAMERS UP IS 3000				
		FRENCH ANTILLES		
TR2	POIT CIA DE SAC MARIN		TO 400	38.55 POINTE A PITRE TWR
		HAITI		
ABP1	PORT-AU-PRINCE PALACE & CITY		TO 8000	CENTRAMACS
ABP2	SEVIGNE, AMERICA		TO 8000	CENTRAMACS
ABP3	SEVIGNE, EUROPA		TO 4700	CENTRAMACS
ABP5	CAP HAITEN CITADELLE		TO 2000	CENTRAMACS
ABP6	CAP HAITEN CITADELLE		TO 2000	CENTRAMACS
ABP7	PORT-AU-PRINCE		TO 2000	BY NOTAM
		SAINT BARTHELEMY		
ST2040	SAINT BARTHELEMY VFR CORRIDOR		TO 1000	ST BARTHELEMY APS
		SAINT MARTIN		
ST2041	SAINT MARTIN VFR CORRIDOR		TO 1000	ST BARTHELEMY APS
		TURKS AND CAICOS ISLANDS		
ABR001	NEEDHAMS, WORK CAYS		TO 10,000	CENTRAMACS
ABR002	GRACE BAY, PROVIDENCIALES		TO 10,000	CENTRAMACS

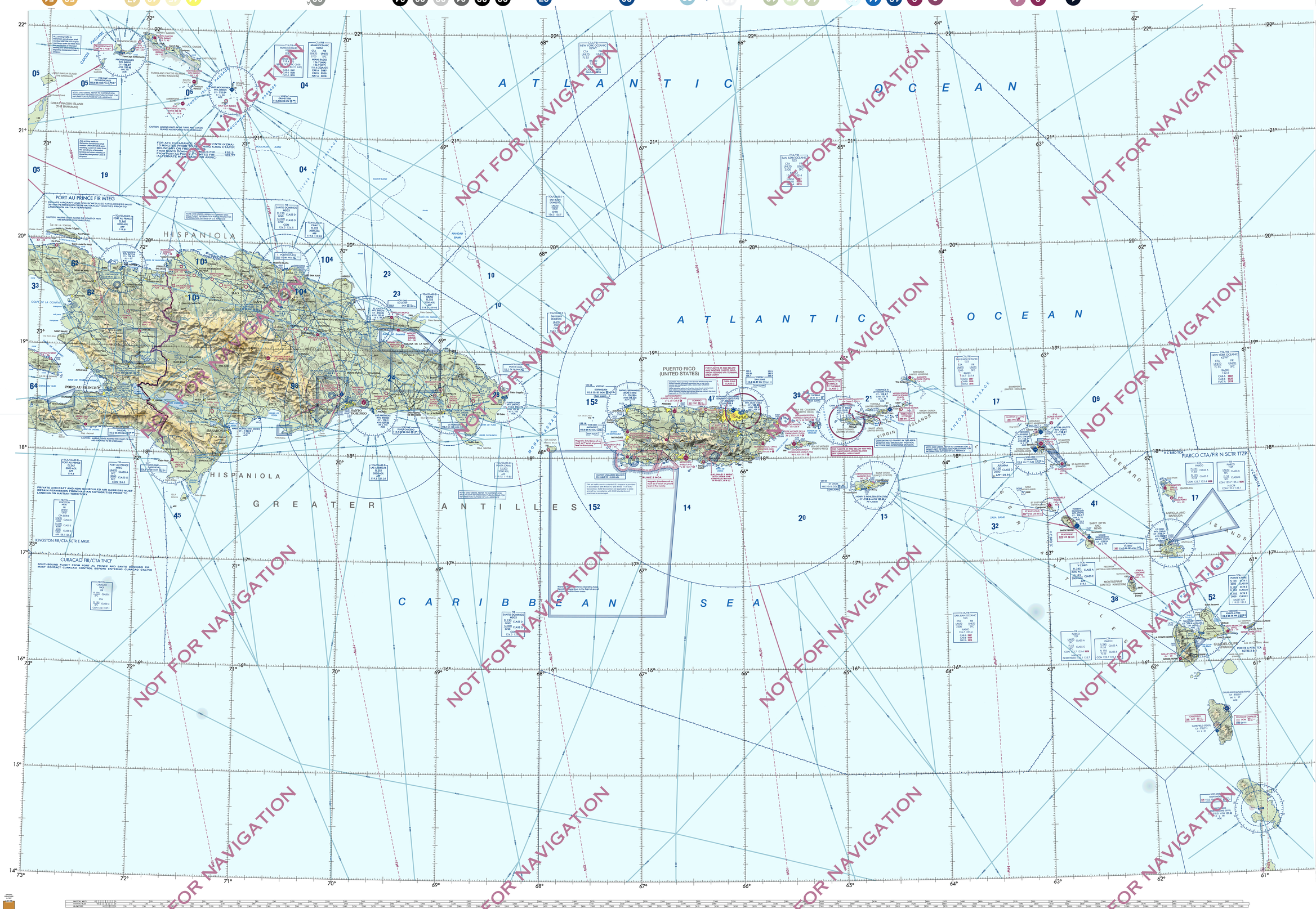
MISC NAME	ALTITUDE*	TIME OF USE*	CONTROLLING AGENCY/ CONTACT	FREQUENCIES
HAZMAT 1	1000 AGL TO 6000	INTERMITTENT BY NOTAM	SAN JUAN CERAP	
HAZMAT 2	500 AGL TO 10,000	INTERMITTENT 0700-0300	SAN JUAN CERAP	
HAZMAT 3	200 AGL TO 3000	INTERMITTENT 0700-0300	SAN JUAN CERAP	

*Unless otherwise noted, altitudes are expressed in feet MSL (Mean Sea Level) and times are local. NOTAMs issued by the local FAA Flight Service Station (FSS) supersede those in this table.

FOR PROCUREMENT
Contact Aeronautical Sales, FAA Chart Sales Agent. Visit our website http://faa.gov/ats/aeronav and click on "Chart Agents" for a list of authorized agents. Your nearest authorized agent: http://faa.gov/ats/aeronav/faa-agents

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission lines, antennas, towers, or other obstacles which may be encountered below reasonable and safe altitudes.

CACCAR2



CONTOUR INTERVAL 1000feet
HIGHEST TERRAIN elevation is 10120 feet located at 19° 02'N - 071° 31'W
Spot elevation ..... 405#
Approximate elevation 1000

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 30° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/ats/aeronav

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

NOTE: DOD USERS, REFER TO CURRENT DOD RADIO FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class E Airspace within the United States extends up to but not including 14,500 feet MSL over the contiguous U.S. within Class E Airspace, excluding the unique Alaska Peak (1200 feet above mean sea level) and Offshore Airspace areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES - All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on emergency channel 243.0 MHz. Pilots are reminded that all aircraft in-route and operational flight responsibilities if intercepted. Review "NAR" section 6-8 for intercept procedures. Additionally, if U.S. military fighter jets are seen in the vicinity of civilian aircraft operating in U.S. airspace, pilots should pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the intercept or visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION ——— THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). Maximum Elevation Figures (MEF) within the area bounded by latitude and longitude lines of 1deg 30min are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on the highest terrain elevation and the highest man-made obstacle in the quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet **125**

CACCAR2