CARIBBEAN 2
LEGEND

SOUTH / NORTH

Airports having 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 User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns. — FSS, NO SVFR, FAR 91, NAME (NAM) (PNAM) Location Identifier, ICAO Location Indicator shown outside contiguous U.S., CT - 118.3 ★ ATIS 123.8, 285 L 72 122.95, Airport of Entry, VFR Advsy 125.0, AOE, UNICOM

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown when full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- TCA - Terminal Control Area
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class D Airspace/Control Zone
- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- Class E Airspace low altitude Federal Airways are indicated by center line. (132° — W 4)
- Class E Airspace low altitude RNAV 2 Routes are indicated by center line. (T 319 — TK 313 (Helicopter Only))
- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)
- *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)

COMMUNICATION BOXES

122.1R 122.6 123.6 OAKDALE 362 OAK — 122.6 CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

R - Receive only

122.1R — FSS radio providing voice communication — MIAMI

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- VORTAC
- DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Wind Turbine
- Wind Turbine Farm (2894' UC)
- Group Obstruction
- Elevation of the top above mean sea level — 2049
- Height above ground — (1149)
- Under construction or reported; position and elevation unverified — UC
- Obstruction with high-intensity lights; may operate part-time
- NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower 618 (Elevation Base of Tower)
- Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

MISCELLANEOUS

— 1°E — Isogonic Line (2020 VALUE)

● Marine Light

SOUTH / NORTH

CARIBBEAN 2

VFR AERONAUTICAL CHART SCALE 1:1,000,000

Federal Aviation Administration

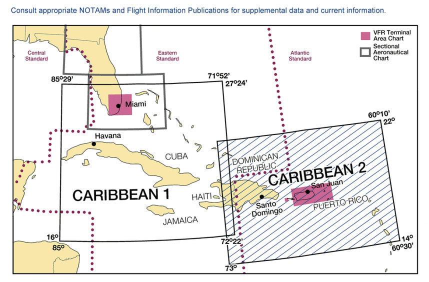
EFFECTIVE 0901Z **25 FEB 2021**

TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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



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

FAA Product ID: CAC2

NSN 7641016606495

NGA REF. NO. VFRTACARIB2

EFF. DATE 21056

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of the chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely off the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

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 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

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 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1: NORTH SIDE — Sheet of paper — MARK A — POINT A — MATCH LINE — Overlap area — LINE B

Figure 2: same latitude — Overlap area — MATCH LINE — MARK A — MARK C — LINE B (transferred) — SOUTH SIDE — POINT B

Figure 3: NORTH SIDE — POINT A — MATCH LINE — LINE B — MARK C (transferred) — Overlap area

CONTROL TOWER FREQUENCIES ON CARIBBEAN 2 CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

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

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
CANEFIELD	0800-1700 MON 0800-1600 TUE-FRI O/T 24 HR PPR	118.7			
CAP HAITIEN INTL	0700-1800	118.7			
CASA DE CAMPO INTL	CONTINUOUS	118.6			
CIBAO INTL	CONTINUOUS	118.3	121.9		
CLAYTON J LLOYD	0700-2200	118.5			
CYRIL E KING	0700-2230 (0700-2130 DST)	118.1 (NORTH OF ISLAND) 118.8 257.6	121.9	124.0	
DE LAS AMERICAS INTL	CONTINUOUS	118.1	121.9	127.65	
DOUGLAS CHARLES	0600-2200	118.9			
DR JOAQUIN BALAGUER INTL	SR-2400	118.9	121.7		
EL CATEY INTL	CONTINUOUS	118.35	121.7	132.65	
FERNANDO LUIS RIBAS DOMINICCI	0700-1900	135.875 298.85	121.7	120.4	
GEORGE F CHARLES	0600-2000	118.0	121.8	132.6	
GREGORIO LUPERON INTL	0700-2000 O/T O/R	118.0	121.9		
HENRY E ROHLSEN	0700-2200	118.6 239.3	121.7	135.65	
JAGS MCCARTNEY INTL	0600-2000 O/T O/R	118.6	121.9		
LE RAIZET	CONTINUOUS	118.4 121.85	118.4	127.6	
LUIS MUNOZ MARIN INTL	CONTINUOUS	132.05 257.8	121.9 348.6	125.8	
MARIA MONTEZ INTL	SR-2200	118.5	121.8		
MARTINIQUE AIME CESAIRE	CONTINUOUS	118.5	121.9	127.85	
PORT AU PRINCE INTL	0600-2200 O/T O/R	118.3			
PRINCESS JULIANA INTL	0700-2100 O/T O/R	118.7		127.65	
PROVIDENCIALES INTL	0600-2000 O/T O/R	119.9	121.9	132.45	
PUNTA CANA INTL	CONTINUOUS	118.8 118.775	121.9	132.85	
RAFAEL HERNANDEZ	0700-2100 O/T BY NOTAM	124.95	120.875	118.325	
ROBERT L BRADSHAW INTL	0600-2100 O/T 24 HR PPR	118.3	121.9		
SAN ISIDRO INTL (MIL)	CONTINUOUS	122.7	121.8		
TERRANCE B LETTSOME	0700-2200	118.4	121.9	127.75	
V C BIRD INTL	0600-1800	118.2	121.9	132.4	
VANCE WINKWORTH AMORY	0600-2100	120.5	121.6		

SPECIAL USE AIRSPACE ON CARIBBEAN 2 CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-7103 A*	TO 12,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SAN JUAN CERAP	
R-7103 B*	3000 TO 12,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SAN JUAN CERAP	
R-7103 C*	2000 TO 12,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	SAN JUAN CERAP	
R-7105*	TO 15,000	CONTINUOUS	SAN JUAN CERAP	
W-371	TO FL 200	BY NOTAM	SAN JUAN CERAP	

*R-7103 A, R-7103 B, R-7103 C, R-7105: VFR aircraft must contact SAN JUAN RADIO on 255.4 prior to transiting area.

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

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
	DOMINICAN REPUBLIC			
MDP1	NATIONAL PALACE	UNLIMITED	CONTINUOUS	
MDP3	DEFENSE MINISTRY	UNLIMITED	CONTINUOUS	
MDP4	SAN ISIDRO AB	UNLIMITED	CONTINUOUS	
MDP5	27 DE FEBRERO NAVAL BASE	UNLIMITED	CONTINUOUS	
MDP6	COMBAT SUPPORT COMMAND ARTILLERY	UNLIMITED	CONTINUOUS	
MDP7	NATIONAL PRIME BRIGATE HQ	UNLIMITED	CONTINUOUS	
MDP8	LAS CALDERAS NAVAL BASE	TO 10,000	CONTINUOUS	
MDP9	LOMA DE ALTO BANDERA	UNLIMITED	CONTINUOUS	
MDP14	PRESIDENTIAL HOUSE	UNLIMITED	CONTINUOUS	
MDR10	MILITARY TRAINING AREA ALPHA	TO 30,000	BY ATC	SANTO DOMINGO CON
MDR11	MILITARY TRAINING AREA BRAVO	2000 TO 6000	BY ATC	SANTO DOMINGO CON
MDR12	CIVIL AVIATION TRAINING CHARLIE	TO 10,000	BY ATC	SANTO DOMINGO CON
MDD13	DOMINICAN PETROLEUM REFINERY	TO 3000	CONTINUOUS	

NOTE: OVERFLYING CITY OF SANTO DOMINGO IS PROHIBITED. OVERFLYING MILITARY OR POLICE CORPS BUILDINGS IS PROHIBITED UP TO 3000'.

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
	FRENCH ANTILLES			
TFD3	MILITARY AREA	BY NOTAM	BY NOTAM	MARTINIQUE APP
TFR1	MORNE LARCHER DIAMANT	TO 3000	SR-SS	MARTINIQUE APP
TFR2	PETIT CUL DE SAC MARIN	TO 600	SR-SS	POINTE A PITRE TWR
	HAITI			
MTP3	PELIGRE LAKE	TO 14,000	CONTINUOUS	
MTP4	TERRIENNE STATION	TO 6500	CONTINUOUS	
MTP5	CAP HAITIEN CITADELLE	TO 5500	CONTINUOUS	
	MONTSERRAT			
TRP1	MONTSERRAT	UNLIMITED	CONTINUOUS	
	SAINT BARTHELEMY			
(TF)TAR2	SAINT BARTHELEMY VFR CORRIDOR	TO 8200		ST BARTHELEMY AFIS
	SAINT MARTIN			
(TF)TAR1	SAINT MARTIN VFR CORRIDOR	TO 2600		ST BARTHELEMY AFIS
	TURKS AND CAICOS ISLANDS			
MBR001	WETLANDS, NORTH CAICOS	TO 2500	CONTINUOUS	
MBR002	GRACE BAY, PROVIDENCIALES	TO 10,000	CONTINUOUS	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
MUNIZ 1, 2	1000 AGL TO 8000	INTERMITTENT 0700-1900 MON-SAT	SAN JUAN CERAP	
SALINAS 1	500 AGL TO 15,000	INTERMITTENT 0700-2200	SAN JUAN CERAP	
SALINAS 2	500 AGL TO 3000	INTERMITTENT 0700-2200	SAN JUAN CERAP	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

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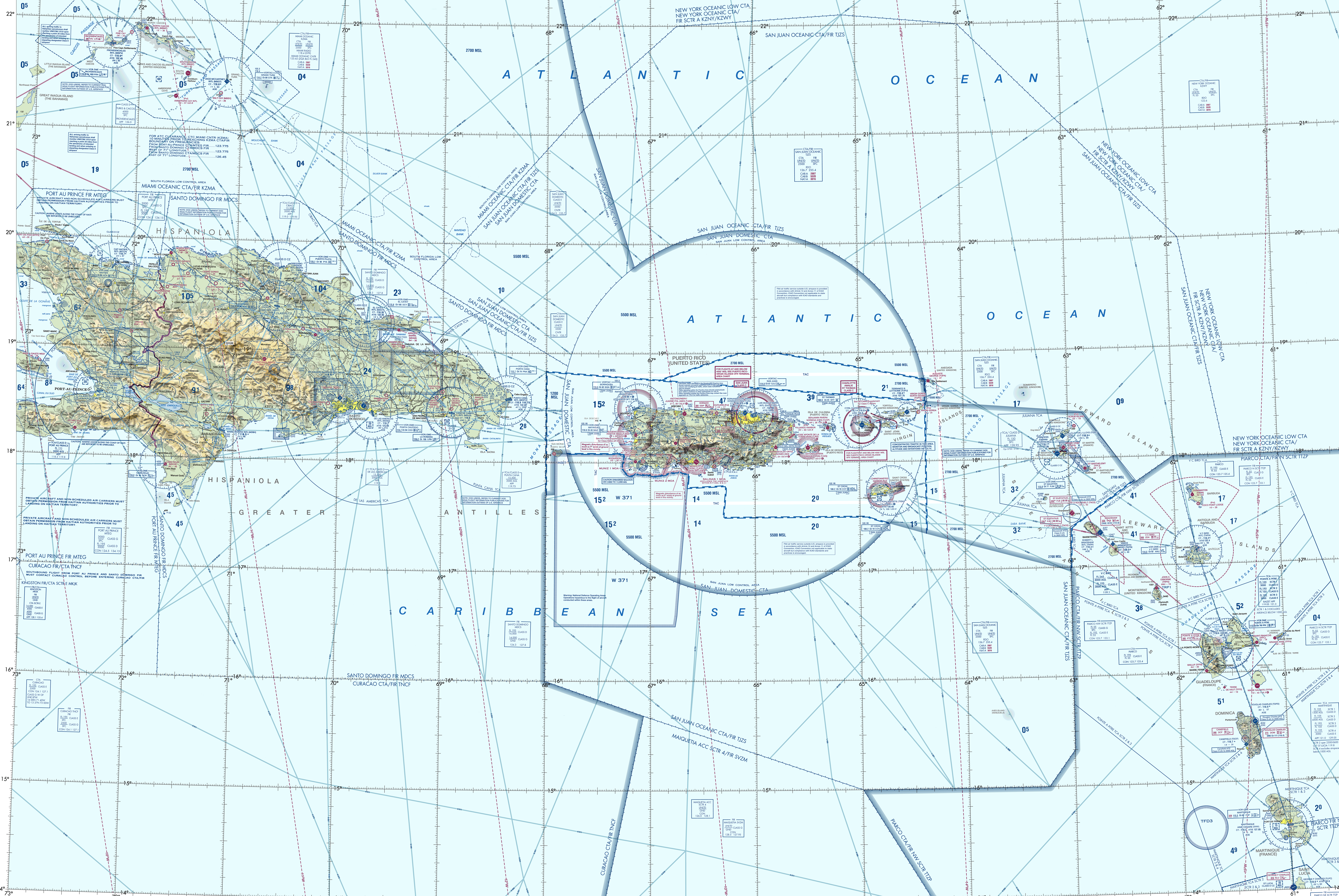
REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.



NAUTICAL MILES / STATUTE MILES / KILOMETERS

GROUND ELEVATIONS IN FEET

CONTOUR INTERVAL 1000 feet

HIGHEST TERRAIN elevation is 10128 feet located at 19° 02'N - 071° 01'W

Spot elevation .... • 4254

Approximate elevation .... x 3200

CONVERSION OF ELEVATIONS — FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 — METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection Standard Parallels 17° 20' and 22° 40'

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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

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

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

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

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use 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 guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will 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 interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

CARIBBEAN 2