VFR TERMINAL AREA CHART
PUERTO RICO - VIRGIN ISLANDS

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. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-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

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

FSS / NO SVFR / NAME (NAM) (PNAM) / CT - 118.3 ★ C ATIS 123.8 / 285 L 72 122.95 / RP 23, 34 / VFR Advsy 125.0 / AOE

FAR 91 — Location Identifier — ICAO Location Indicator shown outside contiguous U.S. — UNICOM — Airport of Entry

Runways with Right Traffic Patterns (public use)

RP * Special conditions exist - see Supplement.

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.

C - Follows the Common Traffic Advisory Frequency (CTAF)

GROUND ELEVATIONS IN FEET: 4390, 3000, 2000

IFR Arrival Route

IFR Arrival/Departure Route

618 (Elevation Base of Tower)

... 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.

PUERTO RICO - VIRGIN ISLANDS TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

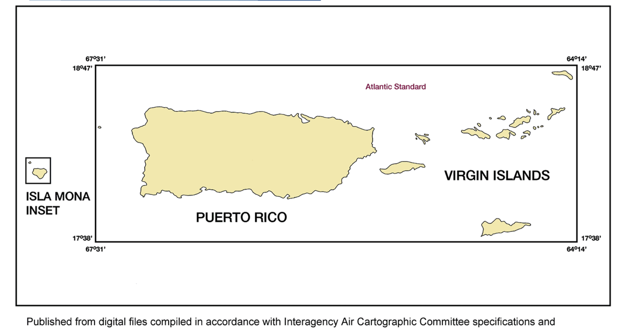
GULF OF MEXICO AND CARIBBEAN PLANNING CHART

SCALE = 1:6,192,178
(1inch = 85 NM)

43RD EDITION EFFECTIVE 0901Z **13 OCT 2016**
TO 0901Z **12 OCT 2017**

Includes airspace amendments effective **15 SEP 2016**
and all other aeronautical data received by **18 AUG 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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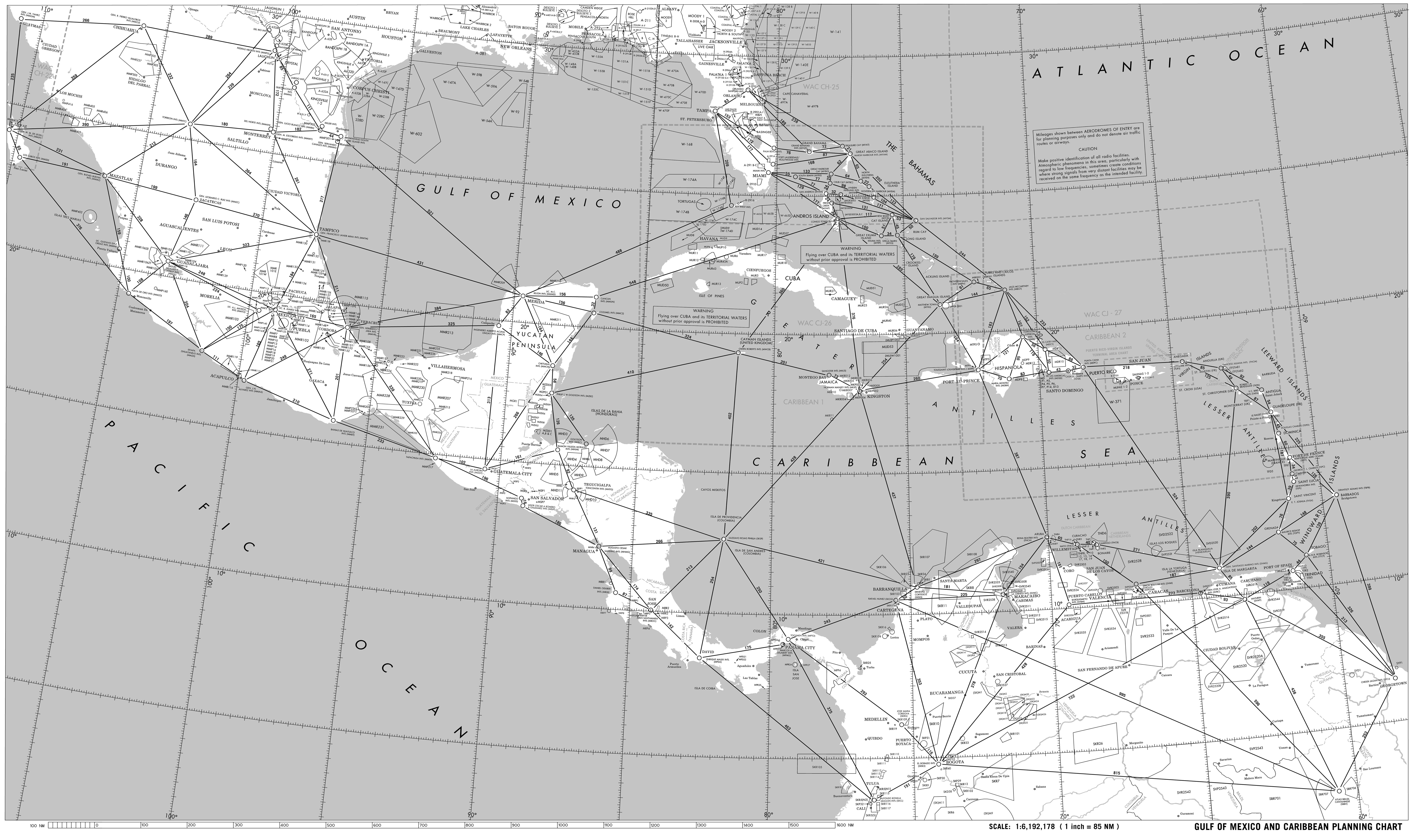
Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: LPR
NSN 7641014099764
NGA REF. NO. VFRTALOCALPRVI

EFF. DATE 16287



100 NM | 0 | 100 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 NM

SCALE: 1:6,192,178 (1 inch = 85 NM)

GULF OF MEXICO AND CARIBBEAN PLANNING CHART

DIRECTORY OF AERODROMES

LEGEND

IDENTIFICATION — Island, city/aerodrome name
LOCATION — Latitude and longitude
LONGEST RUNWAY — Length in hundreds of feet (of landing area)
LIGHTING
1: Pilot Controlled Lighting (PCL)
2: Sequenced Flashing Lights (SF)
3: Portable Lights
4: Runway Flood Lights
5: Low Intensity Runway Lights (LIRL)
6: Medium Intensity Runway Lights (MIRL)
7: High Intensity Runway Lights (HIRL)
8: Touchdown Zone Lighting (TDZL)
9: Centerline Lighting (CL)
10: Runway Alignment Lights (RAIL)
11: Approach Lights (ALSF, SALS, SALSF, SSALR, MALS, MALSF, SSALS, SSALF, MALSR, ODALS)
12: Visual Glide Slope Indicators (PAPI, VASI, APAP, LCVASI)
13: Runway End Indicator Lights (REIL)
14: Optical Landing System (OLS)
15: Rapid Exit Taxiway Indicator Lights (RETIL)
16: Wave Off
FUEL, OCTANE — Octanes may be questionable

*Asterisk preceding an element indicates operation and/or service by prior request only.

AERODROMES OF ENTRY
Most aerodromes require prior permission.

IDENTIFICATION	LOCATION	LONGEST RUNWAY	LIGHTING	FUEL, OCTANE
ANTIGUA AND BARBUDA				
Antigua Island, V.C. Bird Intl (TAPA)	17·08N 61·48W	99	7, 11, 12, 13	100LL, A1
BAHAMAS				
Abaco Island, Marsh Harbour Intl (MYAM)	26·31N 77·05W	61	6, 12	AVGAS, A
Abaco Island, Treasure Cay (MYAT)	26·45N 77·23W	70	6, 11, 12	A
Andros Island, Congo Town (MYAK)	24·10N 77·35W	53		
Andros Island, Fresh Creek (MYAF)	24·42N 77·48W	43	*6	
Andros Island, San Andros (MYAN)	25·03N 78·03W	50	*6	
Berry Island, Chub Cay (MYBC)	25·25N 77·53W	50		
Berry Island, Great Harbour Cay (MYBG)	25·44N 77·50W	45		
Bimini Island, South Bimini (MYBS)	25·42N 79·16W	54		
Cat Island, New Bight (MYCB)	24·19N 75·27W	50		AVGAS, A1
Eleuthera Island, Governors Harbour (MYEM)	25·17N 76·20W	80	6, 11, 12	
Eleuthera Island, North Eleuthera (MYEH)	25·29N 76·41W	60	6	AVGAS, A1
Eleuthera Island, Rock Sound (MYER)	24·54N 76·11W	72	6	
Exuma Island, Exuma Intl (MYEF)	23·34N 75·53W	70	6, 11, 12	AVGAS, A
Grand Bahama Island, Grand Bahama Intl (MYGF)	26·34N 78·42W	110	6, 12	100LL, A
Great Inagua Island, Matthew Town (MYIG)	20·59N 73·40W	70		AVGAS, A
Long Island, Stella Maris (MYLS)	23·35N 75·16W	40	6	AVGAS, A1
New Providence Island, Nassau/ Lynden Pindling Intl (MYNN)	25·02N 77·28W	111	6, 11, 12	100LL, A1
San Salvador Island, San Salvador Intl (MYSM)	24·04N 74·31W	80	6, 11, 12	A1
BARBADOS				
Grantley Adams Intl (TBPB)	13·04N 59·30W	110	7, 8, 9, 11, 12	100LL, A1
BELIZE				
Philip S.W. Goldson Intl (MZBZ)	17·32N 88·18W	97	5, 12	100, A1
BRAZIL				
Boa Vista/ Atlas Brasil Cantanhede (SBBV)	02·51N 60·41W	88	2, 6, 11, 12	100, A1
BRITISH VIRGIN ISLANDS				
Terrance B. Lettsome Intl (TUPJ)	18·27N 64·32W	46	11, 12	AVGAS, A1
CAYMAN ISLANDS				
Grand Cayman Island/ Owen Roberts Intl (MWCR)	19·18N 81·21W	70	2, 7, 11, 12, 13	100LL, A1
COLOMBIA				
Barranquilla/ Ernesto Cortissoz (SKBQ)	10·53N 74·47W	98	2, 7, 9, 11, 12	100LL, A1
Bogota/ El Dorado Intl (SKBO)	04·42N 74·09W	124	2, 7, 8, 9, 11, 12, 13	A1
Cali/Alfonso Bonilla Aragon Intl (SKCL)	03·33N 76·23W	98	2, 7, 9, 11, 12	100LL, A1
Cartagena/ Rafael Nunez (SKCG)	10·27N 75·31W	83	6, 12	100LL, A1
Rionegro/ Jose Maria Cordova (SKRG)	06·10N 75·25W	115	2, 7, 9, 11, 12	100LL, A1
San Andres Island, Gustavo Rojas Pinilla (SKSP)	12·35N 81·43W	78	6, 9, 12	A1
COSTA RICA				
Daniel Oduber Intl (MRLB)	10·36N 85·33W	90	7, 12,	100LL, A1
Juan Santamaria Intl (MROC)	10·00N 84·13W	99	2, 7, 11, 12, 13	100, A1
DOMINICA				
Douglas Charles (TDPD)	15·33N 61·18W	57	7, 11, 12	100LL, A1
DOMINICAN REPUBLIC				
Barahona/ Maria Montez Intl (MDBH)	18·15N 71·07W	98	7, 12	100LL, A1
Casa De Campo Intl (MDLR) La Romana	18·27N 68·55W	97	6, 11, 12, 13	A1
De Las Americas Intl (MDSD)	18·26N 69·40W	110	7, 11, 12, 13	100LL, A1
El Catey Intl (MDCY)	19·16N 66·44W	98	7, 11, 12	100LL, A1
Gregorio Luperon Intl (MDPP)	19·45N 70·34W	101	7, 12	100LL, A1
Punta Cana Intl (MDPC)	18·34N 68·22W	102	7, 9, 11, 12	100LL, A1
DUTCH CARIBBEAN				
Aruba Island, Reina Beatrix Intl (TNCA)	12·30N 70·01W	93	7, 11, 12	100LL, A1
Bonaire Island, Flamingo Intl (TNCB)	12·08N 68·16W	100	7, 11, 12	A1
Curacao Island, Hato (TNCC)	12·11N 68·58W	112	7, 11, 12	100, A1
St. Maarten Island, Princess Juliana Intl (TNCM)	18·02N 63·07W	75	6, 12, 13	100LL, A1
EL SALVADOR				
Ilopango Intl (MSSS)	13·42N 89·07W	73	5, 12, 13	100LL, A1
Msgr Oscar A Romero and Galdamez Intl (MSLP)	13·26N 89·03W	105	2, 5, 6, 7, 11, 12	A1
GRENADA				
Grenada Island, Maurice Bishop Intl (TGPY)	12·00N 61·47W	89	7, 11, 12	100LL, A1
GUADELOUPE				
Grand Terre Island, Le Raizet (TFFR)	16·16N 61·32W	107	7, 12, 13	100LL, A1
GUATEMALA				
La Aurora Intl (MGGT)	14·35N 90·32W	98	7, 11, 12, 13	100LL, A1
GUYANA				
Cheddi Jagan/Timehri Intl (SYCJ)	06·30N 58·15W	74	7, 12	*100LL, A1
HAITI				
Port-Au-Prince/ Toussaint Louverture Intl (MTPP)	18·35N 72·18W	100	7, 8, 12	100LL, A1
HONDURAS				
Goloson Intl (MHLC)	15·45N 86·51W	97	6, 12	100LL, A1
Ramon Villeda Morales Intl (MHLM)	15·27N 87·55W	92	6, 11, 12	100, 100LL, A1
Toncontin Intl (MHTG)	14·04N 87·13W	66	6, 12, 13	100LL, A1
JAMAICA				
Norman Manley Intl (MKJP)	17·56N 76·47W	89	7, 11, 12	100LL, A1
Sangster Intl (MKJS)	18·30N 77·55W	87	7, 11, 12	100LL, A1
MARTINIQUE				
Martinique Aime Cesaire (TFFF)	14·35N 61·00W	98	7, 12, 13	100LL, A1
MEXICO				
Acapulco/Gen. Juan N. Alvarez Intl (MMAA)	16·45N 99·45W	108	2, 7, 11, 12	100LL, A1
Campeche/Ingeniero Alberto Acuna Ongay Intl (MMCP)	19·49N 90·30W	82	7, 12	100LL, A1
Cancun Intl (MMUN)	21·03N 86·52W	115	7, 11, 12	100LL, A1
Chetumal Intl (MMCM)	18·30N 88·20W	72	7, 12	100LL, A1
Chihuahua/Gen. R. Fierro Villalobos Intl (MMCU)	28·42N 105·58W	85	2, 7, 11, 12	100LL, A1
Cozumel Intl (MMCZ)	20·31N 86·56W	104	7, 12	100LL, A1
Del Norte Intl (MMAN)	25·52N 100·14W	66	6, 12	100LL, A1
Gen. Francisco Javier Mina Intl (MMTM)	22·18N 97·52W	83	7, 11, 12	100LL, A1
Gen. Leobardo C. Ruiz Intl (MMZC)	22·54N 102·41W	98	7, 12	100LL, A1
Guadalajara/Miguel Hidalgo Y Costilla Intl (MMGL)	20·31N 103·19W	131	2, 7, 11, 12	100LL, A1
Guaymas/Gen. Jose Maria Yanez Intl (MMGM)	27·58N 110·55W	77	12	100LL, A1

AERODROMES OF ENTRY

IDENTIFICATION	LOCATION	LONGEST RUNWAY	LIGHTING	FUEL, OCTANE
MEXICO				
Huatulco/Bahias De Huatulco Intl (MMBT)	15·47N 96·16W	98	7, 12	100LL, A1
Ixtapa Zihuatanejo Intl (MMZH)	17·36N 101·28W	82	7, 12	100LL, A1
La Paz/Gen. Manuel Marquez De Leon Intl (MMLP)	24·04N 110·22W	82	7, 12	100LL, A1
Manzanillo/ Playa De Oro Intl (MMZO)	19·09N 104·34W	72	2, 7, 11, 12	100LL, A1
Matamoros/Gen. Servando Canales Intl (MMMA)	25·46N 97·32W	75	2, 7, 11, 12	100LL, A1
Mazatlan/Gen. Rafael Buelna Intl (MMMZ)	23·10N 106·16W	88	7, 12	100LL, A1
Merida/Licenciado Manuel Crescencio Rejon Intl (MMMD)	20·56N 89·39W	105	7, 12	100LL, A1
Mexico City/Licenciado Benito Juarez Intl (MMMX)	19·26N 99·04W	131	2, 7, 11, 12, 13	100LL, A1
Monterrey/Gen. Mariano Escobedo Intl (MMMY)	25·47N 100·06W	98	2, 7, 11, 12	100LL, A1
Nuevo Laredo/ Quetzalcoatl Intl (MMNL)	27·27N 99·34W	65	7, 11, 12	100LL, A1
Piedras Negras Intl (MMPG)	28·38N 100·32W	66	7, 12	100LL, A1
Puerto Vallarta/Licenciado Gustavo Diaz Ordaz Intl (MMPR)	20·41N 105·15W	102	7, 11, 12	100LL, A1
Reynosa/Gen. Lucio Blanco Intl (MMRX)	26·01N 98·14W	62	2, 7, 11, 12	100LL, A1
San Jose Del Cabo/ Los Cabos Intl (MMSD)	23·09N 109·43W	98	7, 12	100LL, A1
Tapachula Intl (MMTP)	14·48N 92·22W	65	7, 12	100LL, A1
Toluca/Licenciado Adolfo Lopez Mateos Intl (MMTO)	19·20N 99·34W	138	7, 8, 9, 11, 12	100LL, A1
Torreon Intl (MMTC)	25·34N 103·25W	90	7, 12	100LL, A1
Veracruz/Gen. Heriberto Jara Intl (MMVR)	19·09N 96·11W	79	7, 11, 12	100LL, A1
NICARAGUA				
Managua/Augusto Cesar Sandino Intl (MNMG)	12·08N 86·10W	80	7, 12	100LL, A1
PANAMA				
Enrique Malek Intl (MPDA)	08·23N 82·26W	85	1, 6, 12	100LL, J
Marcos A. Gelabert Intl (MPMG)	08·58N 79·33W	59	6, 12, 13	100LL, J
Tocumen Intl (MPTO)	09·04N 79·23W	100	2, 7, 11, 12	100LL, A1
ST. CHRISTOPHER AND NEVIS				
St. Christopher Island, Robert L. Bradshaw (TKPK)	17·19N 62·43W	76	7, 11, 12	A1
ST. LUCIA				
George F. Charles (TLPC)	14·01N 61·00W	62	7, 12	100LL, A1
Hewanorra Intl (TLPL)	13·44N 60·57W	90	7, 11, 12	A1
ST. VINCENT AND THE GRENADINES				
St. Vincent Island, E.T. Joshua (TVSV)	13·09N 61·13W	47	6, 12	100LL, A
TRINIDAD AND TOBAGO				
Tobago Island, A.N.R. Robinson Intl (TTCP)	11·09N 60·50W	90	7, 11, 12	A1
Trinidad Island, Piarco (TTPP)	10·36N 61·20W	105	7, 8, 9, 11, 12	100LL, A1
TURKS AND CAICOS ISLANDS				
Grand Turk Island/ Jags McCartney Intl (MBGT)	21·27N 71·09W	63	7, 12	A1
Providenciales Island/ Providenciales Intl (MBPV)	21·46N 72·16W	92	7, 12	100LL, A1, A
VENEZUELA				
Barquisimeto Intl (SVBM)	10·03N 69·22W	93	2, 7, 11, 12	100LL, A1
Gen. Jose Antonio Anzoategui Intl (SVBC)	10·06N 64·41W	101	7, 11, 12	100LL, A1
La Chinita Intl (SVMC)	10·33N 71·44W	98	6, 7, 9, 11, 12	100LL, A1
Margarita/ Gen. Santiago Marino Intl (SVMG)	10·55N 63·58W	99	7, 11, 12	100LL, A1
Maturin (SVMT)	09·45N 63·09W	69	7, 12	100LL, A1
Simon Bolivar Intl (SVMI)	10·36N 66·59W	115	2, 7, 11, 12	100LL, A1

CONSULT INTERNATIONAL NOTAMS FOR CHANGES IN AIRPORT DATA.

U.S. AERONAUTICAL TELECOMMUNICATION SERVICES

(SERVICES AVAILABLE FOR AIRCRAFT ENGAGED IN INTERNATIONAL OR OVERSEAS FLIGHT)

The aeronautical voice communications stations listed are available to and utilized by the U.S. Federal Aviation Administration, Air Route Traffic Control Centers (ARTCCs) for air traffic control purposes.

The frequencies in use will depend upon the time of day or night and conditions which affect radio wave propagation. Voice communications are handled on a single channel simplex basis (i.e., with the aircraft and the ground station using the same frequency for transmission and reception) unless otherwise noted in remarks.

The stations will remain on continuous watch for aircraft within their communication areas, and when practicable, will transfer this watch to another station when the aircraft reaches the limit of the communications area.

Stations listed below which are designated "FAA" are operated by the U.S. Federal Aviation Administration. Stations designated "ARINC" are operated by Rockwell Collins - Information Management Services (IMS), 2551 Riva Road, Annapolis, MD 21401. Contact GLOBALink Voice Services, New York Communications Center at Email: nycradio@arinc.com or cable NYCXGXA.

STATION AND OPERATING AGENCY	RADIO CALL	FREQUENCIES	REMARKS
MIAMI (FAA)	Miami FSS	122.2 122.3 122.55 126.7 126.9 255.4 #121.5 #243.0	Local and Short Range. #Emergency
SAN JUAN P.R. (FAA)	San Juan Radio	122.2 126.7 123.65 255.4 #121.5 #243.0	#Emergency
NEW YORK (ARINC)	New York	2887 5550 6577 8846 8918 11396 13297 17907	Caribbean Family A
		5520 6586 8918 11330 13297 17907 21985	Caribbean Family B
		3016 5598 8825 13306	North Atlantic Family A
		129.9 130.7	Extended range
		436623/631-244-2492 SATCOM	Voice

All users of the North Atlantic HF MWARA services should consult International NOTAMS and ICAO Regional Supplementary Procedures, Document 7030, for current procedures concerning the operational use of the North Atlantic HF families. At present, procedures for the distribution of HF communications traffic in the North Atlantic are: (a) All aircraft registered in the hemisphere west of 30W should use family alpha on the southern routes and family bravo on the central and northern routes. (Southern routes are those which enter the New York, San Juan and Santa Maria FIRs. The central and northern routes comprise all others.) (b) All aircraft registered in the hemisphere east of 30W should use family alpha on the southern routes and family charlie on the central and northern routes. (c) All aircraft should use family alpha on the southern route and family delta on the central and northern routes which are outside the organized track system (OTS). (d) Aircraft registered in Australia will use families designated to aircraft registered east of 30W.

SPECIAL NORTH ATLANTIC AND CARIBBEAN AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged on flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems. Frequencies have been designated as follows:

Area	*Frequency*
North Atlantic	123.45
Caribbean	123.45

SELECTIVE CALLING SYSTEM (SELCAL) FACILITIES AVAILABLE

The SELCAL is a communication system which permits the selective calling of individual aircraft over radio-telephone channels from the ground station to properly equipped aircraft, so as to eliminate the need for the flight crew to constantly monitor the frequency in use.

Location	*Operating Agency*	*HF*	*VHF*
New York	ARINC	X	X

FLIGHTS OUTSIDE THE UNITED STATES

When conducting flights, particularly extended flights, outside the U.S. and its territories, full account should be taken of the amount and quality of air navigation services available in the airspace to be traversed. Every effort should be made to secure information on the location and range of navigational aids, availability of communications and meteorological services, the provision of air traffic services, including alerting service, and the existence of search and rescue services. International standards and recommended practices relating to search and rescue are contained in Annex 12 to the Convention on International Civil Aviation. Air Navigation Plans are published for each ICAO region and set forth in detail the facilities, services, and procedures required for international air navigation within that particular region. The search and rescue portion of each plan is reproduced as a part of this section.

Flight plans are required for all flights into international and foreign airspace. The standard flight plan form is the FAA Form 7233-4, available at FAA Flight Services. Flight plans must be transmitted to and be received by all concerned foreign ATC units. Flight plans must be submitted to ATC Region to be entered at least 2 hours prior to entry, unless otherwise stated in the various country requirements. It is extremely important that, when filing flight plans in countries outside the U.S., inquiry be made by the pilot as to the method used for subsequent transmission of flight plan information to pertinent enroute and destination points and of the approximate total elapsed time for such transmissions.

The flight plan serves both the purpose of providing advance notice of foreign airspace penetration and the purpose of providing effective ATC procedures. For some foreign states, the flight plan is the only advance notice required; for others, it serves as a check against previously granted permission to enter national airspace (see aircraft entry requirements for the individual countries and time limitations for advance flight plan filing). Acceptance of a flight plan and the issuance of a flight clearance by a foreign ATC unit does not constitute official approval for airspace penetration if prior permission for airspace penetration is required from civil aviation authorities and such permission has not been previously secured. Airspace violations arising in these instances are pursued, and inflight interception may result.

It is particularly important in the case of flights outside of U.S. airspace that pilots leave a complete itinerary and time schedule of the flight with someone directly concerned, and to keep that person advised of the flight's progress and inform him, prior to departing, that if serious doubt arises as to the safety of the flight, he should first contact FAA Flight Services or the nearest U.S. Foreign Service Post (Embassy and Consular Office), as appropriate. Upon receipt of information from any source that an aircraft of U.S. Registry or an aircraft with U.S. citizens aboard is in distress or missing while on a journey in or over foreign territory or foreign territorial waters, all available information should be passed to the nearest U.S. Foreign Service Post (Embassy and Consular Offices) as well as the search and rescue facilities and services in the particular area of interest.

Current NOTAMs for foreign locations must also be reviewed. The publication International Notices to Airmen, published biweekly, contains considerable information pertinent to foreign flight. Current foreign NOTAMs are also available from the U.S. International NOTAM Office in Washington, D.C., through Flight Services.

CHARTS/PUBLICATIONS FOR FLIGHTS OUTSIDE THE U.S.

Aeronautical charts and/or flight information publications covering many foreign countries are produced by U.S. commercial enterprises, several foreign governments, ICAO, and the U.S. Government. The information provided below deals with materials produced by the U.S. Government.

The Federal Aviation Administration (FAA), Aeronautical Information Services provides digital chart files in this area. See coverage outlines on the Planning Chart. Consult foreign aeronautical information publications outside of the U.S.

Aviators should consult the Domestic/International Notices to Airmen. It contains significant international Class II NOTAM information and special notices to foreign locations, which may affect a pilot's decision to enter or use certain areas of foreign or international airspace. The Notices to Airmen publication consists of four major parts: FDC NOTAMs, Part 95 Revisions, International NOTAMs and Graphic Notices.

Aviators should always check with a country's aviation department or a local aviation handler when planning a trip outside of the United States.

Description of Caribbean VFR Aeronautical Charts (CAC), Operational Navigation Charts (ONC) and World Aeronautical Charts (WAC):

These charts are at a scale of 1:1,000,000 (1 inch equals about 13.7 nautical miles). Information portrayed on these charts includes cities and towns, power lines, principal roads, railroads, boundaries, miscellaneous cultural features, contours, shadient relief, spot elevations, maximum elevation data, lakes, rivers, streams, airports and stable aeronautical facilities. WACs have been discontinued but remain available through their effective date.

Description of Flight Information Publication (FLIP):

Enroute Low Altitude Charts, Enroute High Altitude Charts, or Enroute Charts (combining high and low altitude) and enlarged insets and blowups of terminal areas and/or special routes portray the airways system for IFR operations.

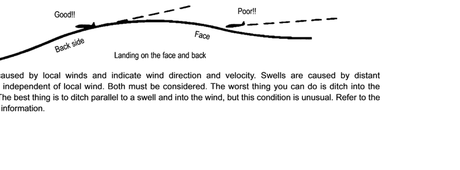
CHECK-OFF LIST FOR DITCHING

INITIAL PREPARATIONS
1. Send DISTRESS messages.
2. Alert and instruct crew and passengers.
3. Secure or jettison all loose objects.
4. Check survival equipment.
5. Evaluate sea and select ditching heading.

FINAL PREPARATIONS
1. Make last transmission of ditching intension and position. (VHF/UHF, throw switch to tone if available.)
2. At night, turn on emergency cabin lights, life jacket lights, and flashlights carried by crew.
3. Give warning to crew and passengers to assume the brace position.
4. Turn to ditch heading and commence final approach.

DITCHING
1. Complete cockpit check, WHEELS UP and FLAPS AS RECOMMENDED FOR TYPE AIRCRAFT.
2. Make long slow approach.
3. If power available, drag aircraft low over water at 20 to 50 feet looking for a smooth spot.
4. At touchdown, cut all power, throw crash switch, and attempt to control any bounce by use of controls.
5. Remain seated in brace position until an aircraft comes to rest.
6. When aircraft comes to rest, evacuate immediately with survival equipment.

SELECTION OF DITCHING HEADING BY EVALUATION OF SEA AND WIND



Note: Waves are caused by local winds and indicate wind direction and velocity. Swells are caused by distant disturbances and are independent of local wind. Both must be considered. The worst thing you can do is ditch into the FACE OF A SWELL. The best thing is to ditch parallel to a swell and into the wind, but this condition is unusual. Refer to the AIM for more detailed information.

RUNWAY VISUAL RANGE (RVR)

CONVERSION TABLE

In many nations RVR values are reported only in meters. As the RVR minimums applicable to United States air carriers conducting operations at foreign airports are prescribed in terms of feet, a substitution table is necessary. Conversion of the normally-reported metric values of RVR does not result in exact values equal to the RVR minimum in feet prescribed for United States air carrier operations, therefore, some adjustments have to be made in the conversion. The following substitution table, which represents a reasonable and workable conversion of the reported metric values of RVR, may be used at airports outside the United States where RVR values are not reported in feet or yards.

Applicable RVR Minimum	Equivalent Metric Value Required
1000 feet	300 meters
1100 feet	350 meters
1300 feet	400 meters
1500 feet	450 meters
1600 feet	500 meters
1800 feet	550 meters
2000 feet	600 meters
2300 feet	700 meters
2400 feet	750 meters
2600 feet	800 meters
3000 feet	900 meters
3300 feet	1000 meters
4000 feet	1200 meters
5000 feet	1525 meters
6000 feet	1825 meters

EMERGENCY PROCEDURES

An emergency can be either a *distress* or *urgency* condition (*distress* communications have absolute priority over all other communications). Pilots do not hesitate to declare an emergency when they are faced with *distress* conditions such as fire, mechanical failure or structural damage. However, some are reluctant to report an *urgency* condition when they encounter situations which may not be immediately perilous, but are potentially catastrophic. An aircraft is in at least an *urgency* condition the moment the pilot becomes doubtful about position, fuel endurance, weather or any other condition that could adversely affect flight safety. This is time to ask for help, not after the situation has developed into a *distress* condition.

Pilots who become apprehensive for their safety for any reason should request assistance immediately. Ready and willing help is available in the form of radio, radar, direction finding stations (DF) and other aircraft. Delay has caused accidents and cost lives. *Safety is not a luxury! Take Action!*

OBTAINING EMERGENCY ASSISTANCE

A pilot in any *distress* or *urgency* condition should immediately take the following action, not necessarily in the order listed to obtain assistance:

(1) Climb, if possible, for improved communications, and better radar and direction finding (DF) detection. However, it must be understood that unauthorized climb or descent under IFR conditions within controlled airspace is prohibited, except as permitted by FAR 91.3(b).

(2) If equipped with a radar beacon transponder (civil) or IFF/SIF (military):
a. Continue squawking assigned MODE A/3 discrete code/VFR code and MODE C altitude encoding when in radio contact with an air traffic facility or other agency providing air traffic services, unless instructed to do otherwise.
b. If unable to immediately establish communications with an air traffic facility/agency, squawk MODE A/3, Code 7700/Emergency and MODE C.

(3) Transmit a *distress* or *urgency* message consisting of as many as necessary of the following elements, preferably in the order listed:
a. If *distress*, MAYDAY, MAYDAY, MAYDAY; If *urgency*, PAN-PAN, PAN-PAN, PAN-PAN.
b. Name of station addressed.
c. Aircraft identification and type.
d. Nature of *distress* or *urgency*.
e. Weather
f. Pilots intentions and request.
g. Present position and heading, or if lost, last known position, time and heading since that position.
h. Any other useful information (altitude or flight level, fuel remaining in minutes, and number of people on board, etc.).

After establishing radio contact, comply with advice and instructions received. *Cooperate!* Do not hesitate to ask questions or clarify instructions when you do not understand or if you cannot comply with clearance. Assist the ground station to control communications on the frequency in use. Silence interfering radio stations. Do not change frequency or change to another ground station unless absolutely necessary. If you do, advise the ground station of the new frequency and station name prior to the change, transmit in the blind if necessary. If two-way communications cannot be established on the new frequency, return immediately to the frequency or station where two-way communications last existed.

When in a *distress* condition with bailout, crash landing or ditching imminent, take the following additional actions to assist search and rescue units:

(1) Time and circumstances permitting, transmit as many as necessary of the message elements in Paragraph (3) above and any of the following that you think might be helpful:
a. Emergency Locator Transmitting (ELT) status.
b. Visible landmarks.
c. Aircraft color.
d. Number of persons and emergency equipment on board.

(2) Actuate your ELT if the installation permits.

(3) For bailout, and for crash landing or ditching if risk of fire is not a consideration, set your radio for continuous transmission.

(4) If it becomes necessary to ditch, make every effort to ditch near a surface vessel. If time permits, an FAA facility should be able to get the position of the nearest commercial or Coast Guard vessel from a Coast Guard Rescue Coordination Center.

(5) After a crash landing unless you have good reason to believe that you will not be located by search aircraft or ground teams, it is best to remain with your aircraft and prepare means for signalling search aircraft.

NOTE:—If no response is received on the air-ground frequency and crash is imminent, activate emergency signal on 121.5 MHz, 243.0 MHz, or the newer 406 MHz, with Emergency Locator Transmitter (ELT), if equipped, to any or all aeronautical stations. The most useful frequency, if available, to attract the attention of a maritime station is the *distress* frequency of 2182 kHz.

SPECIAL EMERGENCY (AIR PIRACY)

(1) A special emergency is a condition of air piracy, or other hostile act by a person(s) aboard an aircraft, which threatens the safety of the aircraft or its passengers.

(2) The pilot of an aircraft reporting a special emergency condition should:
a. If circumstances permit, apply distress or urgency radio-telephony procedures. Include the details of the special emergency.
b. If circumstances do not permit the use of prescribed distress or urgency procedures, transmit:
(1) On the air/ground frequency in use at the time.
(2) As many as possible of the following elements spoken distinctly and in the following order:
a. Name of the station addressed (time and circumstances permitting).
b. The identification of the aircraft and present position.
c. The nature of the special emergency condition and pilot intentions (circumstances permitting).
d. If unable to provide this information, use code words and/or transponder as follows:
State:
TRANSPONDER SEVEN FIVE ZERO ZERO
Meaning:
I am being hijacked/forced to a new destination
Transponder Setting
Mode 3/A, Code 7500

NOTE: Code 7500 will never be assigned by ATC without prior notification from the pilot that his aircraft is being subjected to unlawful interference. The pilot should refuse the assignment of code 7500 in any other situation and inform the controller accordingly. Code 7500 will trigger the special emergency indicator in all radar ATC facilities.

(3) Air traffic controllers will acknowledge and confirm the receipt of transponder code 7500 by asking the pilot to verify it. If the aircraft is not being subjected to unlawful interference, the pilot should respond to the query by broadcasting in the clear that the aircraft is not being subjected to unlawful interference. Upon receipt of this information, the controller will request the pilot to verify the code selection depicted in the code selector windows in the transponder control panel and change the code to the appropriate setting. If the pilot replies in the affirmative or does not reply, the controller will not ask further questions but will flight follow, respond to pilot requests and notify appropriate authorities.

(4) If it is possible to do so without jeopardizing the safety of the flight, the pilot of a hijacked passenger aircraft, after departing from the cleared routing over which the aircraft was operating, will attempt to do one or more of the following things, insofar as circumstances may permit:
a. Maintain a true airspeed of no more than 400 knots, and preferably an altitude of between 10,000 and 25,000 feet.
b. Fly a course toward the destination which the hijacker has announced.

(5) If these procedures result in either radio contact or air intercept, the pilot will attempt to comply with any instructions received which may direct the aircraft to an appropriate landing field.

SEARCH AND RESCUE

Altering Procedures in Foreign Countries*

Upon receipt of information from any source that a craft of U.S. Registry or a craft with U.S. citizens aboard is in distress or missing while on a journey in or over foreign territory or foreign territorial waters, all available information should be immediately passed to the nearest U.S. Foreign Service Post (Embassy and Consular Offices) as well as the search and rescue facilities and services in the particular area of interest.

General

(1) Search and Rescue (SAR) is a lifesaving service provided through the combined efforts of the federal agencies signatory to the National SAR Plan, and the agencies responsible for SAR within each state. Operational resources are provided by the U.S. Coast Guard, DOD components, the Civil Air Patrol, the Coast Guard Auxiliary, state, county and local law enforcement and other public safety agencies, and private volunteer organizations. Services include search for missing aircraft, survival aid, rescue, and emergency medical help for the occupants after an accident site is located.

By federal interagency agreement, the National Search and Rescue Plan provides for the effective use of all available facilities in all types of SAR missions. These facilities include aircraft, vessels, pararescue and ground rescue teams, and emergency radio fixing. Under the plan, the U.S. Coast Guard is responsible for the coordination of SAR in the Maritime Region, and the USAF is responsible in the Inland Region. To carry out these responsibilities, the Coast Guard and the Air Force have established Rescue Coordination Centers (RCCs) to direct SAR activities within their regions. For aircraft emergencies, distress, and urgency, information normally will be passed to the appropriate RCC through an ARTCC or Flight Services.

(2) Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly takeoff without telling anyone where they are going. File a flight plan for your safety.

(3) To receive this valuable protection:
a. File a VFR or DVFR Flight Plan with FAA Flight Services. For maximum protection, file only to the point of first intended landing, and refile for each leg to final destination. When a lengthy flight plan is filed, with several stops en route and an ETE to final destination, a mishap could occur on any leg, and unless other information is received, it is probable that no one would start looking for you until 30 minutes after your ETA at your final destination.
b. If you land at a location other than the intended destination, report the landing to Flight Services and advise them of your original destination.
c. If you land en route and are delayed more than 30 minutes, report this information to Flight Services and give them your original destination.
d. If your ETE changes by 30 minutes or more, report a new ETA to Flight Services and give them your original destination. Remember that if you fail to respond within one-half hour after your ETA at final destination, a search will be started to locate you.
e. It is important that you close your flight plan IMMEDIATELY AFTER ARRIVAL AT YOUR FINAL DESTINATION WITH FLIGHT SERVICES. The pilot is responsible for closure of a VFR or DVFR flight plan; they are not closed automatically. This will prevent needless search efforts.
f. The rapidity of rescue on land or water will depend on how accurately your position may be determined. If a flight plan has been followed and your position is on course, rescue will be expedited.

(4) If a crashed aircraft is observed:
a. Determine if crash is marked with yellow cross; if so, the crash has already been reported and identified.
b. If possible, determine type and number of aircraft and whether there is evidence of survivors.
c. Fix the position of the crash as accurately as possible with reference to a navigational aid. If possible provide geographic or physical description of the area to aid ground search parties.
d. Transmit information to nearest FAA or other appropriate radio facility.
e. If circumstances permit, orbit scene to guide in other assisting units until their arrival or until you are relieved by another aircraft.
f. Immediately after landing, make a complete report to the nearest FAA facility, or Air Force or Coast Guard Rescue Coordination Center. The report can be made by long distance collect telephone.

(5) To enhance chances for survival and rescue in the event of a crash landing, the following advice is given:
a. For flight over uninhabited land areas, it is wise to take and know how to use survival equipment for the type of climate and terrain.
b. If a forced landing occurs at sea, chances for survival are governed by degree of crew proficiency in emergency procedures and by the availability and effectiveness of water survival equipment.
c. If it becomes necessary to ditch, make every effort to ditch near a surface vessel. If time permits, an FAA facility should be able to get the position of the nearest commercial or Coast Guard vessel from a Coast Guard Rescue Coordination Center.
d. The rapidity of rescue on land or water will depend on how accurately your position may be determined. If a flight plan has been followed and your position is on course, rescue will be expedited.
e. Unless you have good reason to believe that you will not be located by search aircraft and rescue crews, it is best to remain near your aircraft and prepare means for signalling search aircraft.

*** NOTE:—Concerned persons within the United States who have information that a flight is missing in or over a foreign territory or international waters should contact FAA Flight Services. The information will be forwarded to the nearest U.S. Rescue Coordination Center which will coordinate with the State Department on the initiation of search and rescue action.**

**** NOTE:—Vessel positions may be obtained through international aeronautical communication stations who maintain communication links with the Automated Merchant Vessel Report (AMVER) Centers. AMVER is a computerized worldwide merchant plotting program operated by the United States Coast Guard designed to maintain and provide information on vessel location for use in search and rescue operations.**

PUERTO RICO–VIRGIN ISLANDS VFR TERMINAL AREA CHART

AIRPORTS

NAME	LAT. LONG.	ELEV.	RUNWAYS NO.	RUNWAYS LONGEST	RUNWAYS SURFACE	FACILITIES FUEL	FACILITIES REPAIRS	FACILITIES LIGHTING	REMARKS
Adjuntas	18°11'-66°45'	2340	1	1600	Asphalt				Private, Unattnd
Antonio/Nery/ Juarbe Pol	18°27'-66°41'	21	1	3963	Asphalt			Runway med-intens.	Attnd days, Landing fee
Antonio Rivera Rodriguez	18°08'-65°30'	49	1	4301	Asphalt			Runway med-intens.	Attnd days, Landing fee over 7500 lbs., LRA
Auguste George	18°44'-64°20'	30	1	2690	Asphalt				
Benjamin Rivera Noriega	18°19'-65°18'	49	1	2600	Asphalt			Runway med-intens.	Attnd days, Landing fee 7500 lbs. & over, LRA
Boqueron	18°01'-67°09'	03	1	3000	Asphalt				Private, Unattnd
Charlotte Amalie Harbor SPB	18°20'-64°56'	00	2	10,000	Water				Private, Attnd days
Christiansted Harbor SPB	17°45'-64°42'	00	1	7000	Water	100, A			Private, Attnd days
Cyril E King	18°20'-64°58'	24	1	7000	Asphalt	100LL, A	Minor	Runway med-intens.	Attnd days, Landing fee, LRA
Cuylers	18°27'-66°22'	15	1	2000	Turf				Private, Unattnd
Eugenio Maria De Hostos	18°15'-67°09'	28	1	4998	Asphalt			Runway med-intens.	Attnd days, Landing fee, LRA
Fajardo Harbor SPB	18°20'-65°37'	00	2	6000	Water				Private Attnd ireg
Fernando Luis Ribas Dominicci	18°27'-66°06'	10	1	5539	Asphalt	100, A	Minor	Runway med-intens.	Attnd days, Landing fee, LRA
Henry E. Rohlsen	17°42'-64°48'	74	1	10,004	Asphalt	100LL, A1+	Major	Runway hi-intens.	Attnd days, Landing fee, LRA
Hermenegildo Ortiz Quinones	18°08'-65°48'	33	1	2450	Asphalt			Runway med-intens.	Attnd days, Landing fee
Jose Aponte De La Torre	18°15'-65°39'	38	1	11,000	Asphalt-Concrete	100LL, A	Minor	Runway med-intens.	Attnd days
Lajas	18°01'-67°05'	30	1	2866	Turf				Private, Attnd days
Luis Munoz Marin Intl	18°26'-66°00'	09	2	10,400	Asphalt	100, 115, A++	Major	Runway hi-intens.	Attnd, Landing fee, LRA
Mercedita	18°00'-66°34'	29	1	6900	Asphalt	A	Minor	Runway hi-intens.	Attnd days, Landing fee, LRA
Rafael Hernandez	18°30'-67°08'	237	1	11,702	Asphalt-Concrete	100, A1	Major	Runway hi-intens.	Attnd, Landing fee
San Juan SPB	18°27'-66°07'	10	1	10,000	Water				Private, Attnd days
Terrance B Lettsome Intl	18°27'-64°32'	16	1	4646	Asphalt	AvGas, A1			Attnd days, AOE
Virgin Gorda	18°27'-64°26'	14	1	3078	Gravel				Private
Virgin Gorda North Sound SPB	18°30'-64°23'	00	1	3934	Water				

SPB: Indicates seaplane base or anchorage.

Private airports: Indicated by (Pvt) on face of chart and "Private" in remarks column. Use only in emergency or by specific authorization. General use by other than owner may be prohibited by State Law or restricted by owner.

NOTE: Airport information tabulated above was abstracted from the latest available reports and may not reflect existing conditions as of date of issue of this chart. Consult the CHART SUPPLEMENT, and INTERNATIONAL NOTAMs for changes in airport data.

SPECIAL USE AIRSPACE ON PUERTO RICO/VIRGIN ISLANDS TERMINAL AREA 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 123.65 or 255.4 prior to transiting area.

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.

EMERGENCY SIGNALS

GROUND–AIR VISUAL CODE FOR USE BY SURVIVORS

No.	MESSAGE	CODE SYMBOL
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑
6	If in doubt use International symbol	S O S

INSTRUCTIONS

1. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.
2. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
3. Symbols should be at least 10 feet high or larger. Care should be taken to lay out symbols exactly as shown.
4. In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
5. On snow covered ground, signals can be made by dragging, shoveling or tramping. Depressed areas forming symbols will appear black from the air.
6. Pilot should acknowledge message by rocking wings from side to side.

GROUND–AIR VISUAL CODE FOR USE BY GROUND SEARCH PARTIES

NO.	MESSAGE	CODE SYMBOL
1	Operation completed.	LLL
2	We have found all personnel.	LL
3	We have found only some personnel.	++
4	We are not able to continue. Returning to base.	XX
5	Have divided into two groups. Each proceeding in direction indicated.	⇋
6	Information received that aircraft is in this direction.	→ →
7	Nothing found. Will continue search.	NN

Note: These visual signals have been accepted for international use and appear in Annex 12 to the Convention on International Civil Aviation.