

RELIABILITY OF THIS SHEET (as determined by standard practices)

MAP FEATURE	DATE OF INFORMATION	AREA
COASTAL HYDROGRAPHY	1963	
ALL OTHER FEATURES	1968	

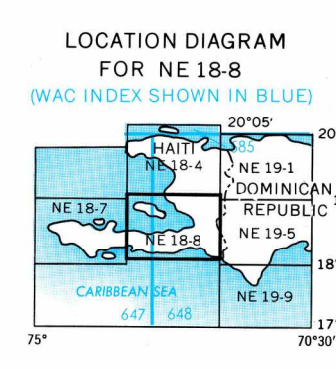
COMPILED FROM BEST AVAILABLE SOURCE MATERIALS

Horizontal Datum: 1927 North American Datum
Vertical Datum: Mean Sea Level
Transverse Mercator Projection

PLACING ACCURACY	AREA
Horizontal	within 100 ft.
Vertical	within 100 ft.

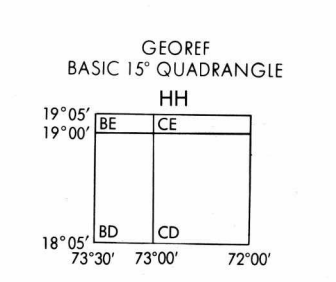
OVERPRINT LEGEND / LEGÈNDE SURIMPRIMÉE

All-weather, loose surface road, up to two lanes wide; Route sans revêtement, de tout temps, à voie ou double	
Bridge: Pier	
Build-up areas: Agglomération	
Dam: Barrage	
Deletion: Suppression	
Hard surface road, all-weather, up to two lanes wide; Route en dur, de tout temps, à voie unique ou double	
Located object: Construction	
Pier: Jetée	
Tank: Réservoir	



GLOSSARY

Bay	.....	Bay
Canal	.....	Canal
Cape	.....	Cape
Cay	.....	Cay
Chain	.....	Mountain range
Étang	.....	Lake
Golfe	.....	Gulf
Île	.....	Island
Lac	.....	Lake
Montagne	.....	Mountain
Plaine	.....	Plain
Pointe	.....	Point
Rivière	.....	Gully
Trou	.....	River
	.....	Cove



CAUTION
AIR INFORMATION CURRENT THROUGH NOVEMBER 1991
Consult NOTAMS and Flight Information Publications for the latest information. The 900 Aeronautical Chart Updating Manual or MDZ (U.S. Aeronautical Chart Amendment) documents for other chart revision information.

LINES OF EQUAL MAGNETIC VARIATION FOR 1980
(Annual rate of change 9' increase)
LIGNES D'ÉGAL DÉCLINAISON MAGNÉTIQUE POUR L'ANNÉE 1980
(Variation annuelle: augmentation de 9')

Prepared under the direction of the Defense Intelligence Agency and published by the Aeronautical Chart and Information Center, U.S. Air Force, St. Louis, Mo. 63118. Compiled in 1969 from best available source materials.
Partial revision by the Defense Mapping Agency Aeronautics Center, November 1991.

ROADS ROUTES
Dual Highway, under construction
Autobus, en construction

All-weather, hard surface, two or more lanes wide; A toute saison, revêtement dur, deux voies ou plus		Principal
All-weather, loose or light surface, two or more lanes wide; A toute saison, revêtement léger ou à surface meuble, deux voies ou plus		Secondary
All-weather, hard surface, one lane wide; A toute saison, revêtement dur, une voie		Principal
All-weather, loose or light surface, one lane wide; A toute saison, revêtement léger ou à surface meuble, une voie		Secondary
Fair or dry weather, loose surface; Par temps sec, à surface meuble		Principal
Cart track, footpath; Chemin d'exploitation; Sentier, piste		Secondary
International route; Route internationale		Principal
National route; Route nationale		Principal
Secondary route; Route secondaire		Secondary

DEPTHS IN FATHOMS / PROFONDEURS EN BRASSES
ELEVATIONS IN FEET / COTES EXPRIMÉES EN PIEDS

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)
The Maximum Elevation Figures shown in quadrangles bounded by listed 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 features in each quadrangle, including terrain and obstructions (towers, towers, antennas, etc.). In areas of extensive available relief, the MEF is shown to a one space across the zero.

EXAMPLE: 12,000 feet

JOINT OPERATIONS GRAPHIC (AIR)

Scale 1:250,000
5 0 5 10 15
Statute Miles
5 0 5 10 15
Nautical Miles

CONTOUR INTERVAL APPROXIMATELY 330 FEET (100 METERS)
WITH SUPPLEMENTARY CONTOURS AT APPROXIMATELY 165 FEET (50 METERS)
EQUIDISTANCE DES COURBES DE NIVEAU 330 PIEDS (100 MÈTRES) ENVIRON;
DES COURBES INTERCALAIRES, 165 PIEDS (50 MÈTRES) ENVIRON

BLUE NUMBERED LINES INDICATE THE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONE 18, CLARKE 1866 SPHEROID. THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED.

LES LIGNES CHIFFRÉES EN BLEU CORRESPONDENT AU QUADRILLAGE WYHRMÉTRIQUE U.T.M. FUSEAU SPHÉROÏDE DE CLARKE 1866 ZONE 18. LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DU QUADRILLAGE SONT OMISS.

ELEVATIONS IN FEET / COTES EXPRIMÉES EN PIEDS
DEPTHS IN FATHOMS / PROFONDEURS EN BRASSES

AERODROMES With runway pattern Avec réseau des pistes	EDMS/50's 726	VISUAL AIDS AND OBSTRUCTIONS AIDES VISUELLES ET OBSTACLES	Obstruction Obstacle	110B - Elevation of obstruction top above sea level Altitude du sommet de l'obstacle au-dessus du niveau de la mer
RADIO FACILITIES INSTALLATIONS RADIOÉLECTRIQUES	VOR VORTAC TACAN VOR/DME RADIO RANGE LF/MF RADIOPHARE D'ALIGNEMENT LF/MF	HELIPORT HELIPORT	110B - Elevation of obstruction top above ground level Niveau du sommet de l'obstacle au-dessus du niveau du sol	Group obstruction Groupe d'obstacles
MULTIPLE RADIO FACILITIES INSTALLATIONS RADIOÉLECTRIQUES MULTIPLES	NDB-RNG PARIS	VEGETATION Woods - broadleaf Orchards - Vineyards Vergers - Vignes	Radio facility obstruction Obstacle d'installation de radio	Power transmission line Ligne de haute tension
			CONTROLLED AIRSPACE ADIZ	ATLANTIC ADIZ

Only obstructions 200 feet or more above ground level are shown.
The information on obstructions is not necessarily complete. Seuls les obstacles de 200 pieds ou plus au-dessus du sol sont signalés. Les renseignements sur les obstacles ne sont pas toujours complets.

THE REPRESENTATION OF INTERNATIONAL BOUNDARIES IS NOT NECESSARILY AUTHORITY.
LA REPRÉSENTATION DE LIMITES INTERNATIONALES N'EST PAS NECESSAIREMENT AUTORITAIRE.
THE ALIGNMENT OF PRIMARY ADMINISTRATIVE BOUNDARIES IS APPROXIMATE.
LE TRACÉ DES LIMITES D'ADMINISTRATION PRINCIPALE EST APPROXIMATIF.
THE RAILWAY ON THIS CHART IS OWNED BY THE HAITIAN NATIONAL RAILWAY CO.
LE CHEMIN DE FER FIGURANT SUR CETTE CARTE APPARTIENT À LA COMPAGNIE NATIONALE DE CHEMIN DE FER DE HAÏTI.