MIAMI
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
- Ultralight Flight Park Selected

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.
Runways with Right Traffic Patterns (public use)
*RP Special conditions exist - see Supplement.

FSS — FAR 91
NO SVFR
NAME (NAM) (PNAM) — Location Identifier; ICAO Location Indicator shown outside contiguous U.S.
CT - 118.3 * ATIS 123.8
285 L 72 122.95
RP 23, 34
VFR Advsy 125.0 — UNICOM
WX CAM — Weather Camera (AK)
AOE — Airport of Entry

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
AFIS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where 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
- Class C Airspace (Mode C - See FAR 91.215/AIM.)
- Class D Airspace
- 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 Class G Airspace. CLASS G
- 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 exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 TK 313 (Helicopter Only) — RNAV Waypoint

- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Areas 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.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 — MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6
OAKDALE 362 OAK — CHICAGO CHI

- Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- ★ Operates less than continuous or On-Request.
- Ⓐ - ASOS/AWOS
- R - Receive only

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.

122.1R MIAMI — FSS radio providing voice communication. 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)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), 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
- Group Obstruction
- Wind Turbine Farm
- 2894' UC — Elevation of the top above mean sea level
- 2049 (1149) UC — Height above ground; Under construction or reported; position and elevation unverified
- Obstruction with high-intensity lights; may operate part-time
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Space Launch Activity Area (See Supplement.)
- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- Marine Light
- −1°E− Isogonic Line (2020 VALUE)
- VPXYZ — VFR Waypoint; NAME (VPXYZ) — VFR Waypoint (Stand-Alone)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- 618 — Lookout Tower (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.

MIAMI SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

SOUTH — NORTH

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/

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

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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 each sectional 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 closest 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 on 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 an edge of the paper where it meets the 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 line 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 — LINE B (transferred) — MARK A — MARK C — Overlap area — MATCH LINE — SOUTH SIDE — POINT B
Figure 3: NORTH SIDE — POINT A — LINE B — MARK C (transferred) — MATCH LINE — Overlap area

CONTROL TOWER FREQUENCIES ON MIAMI SECTIONAL 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
ALBERT WHITTED	0700-2100	127.4 257.6	121.8		
BARTOW EXEC	0730-1730 CLSD EASTER, THANKSGIVING, CHRISTMAS & OTHER HOLS BY NOTAM	121.2	121.9		
BOCA RATON	0700-2300	118.425	121.8		
BROOKSVILLE-TAMPA BAY RGNL	0700-2200	118.55	121.4		
FORT LAUDERDALE EXEC	CONTINUOUS	120.9 239.3	121.75	119.85	
FORT LAUDERDALE/ HOLLYWOOD INTL	CONTINUOUS	119.3 257.8	121.4	135.0	
GRAND BAHAMA INTL	0600-2200	118.5	121.7		
GWINN	0800-1600 MON-FRI	120.4 279.25	121.65 279.25		
HOMESTEAD ARB	CONTINUOUS	133.45 279.55	121.75 275.8	132.275 269.9	
KEY WEST INTL	0700-2100	118.2 257.8	121.9	119.675	ASR
KEY WEST NAS / BOCA CHICA FLD	0700-2200 O/T BY NOTAM	118.575 340.25 305.95 FCLP	121.7 336.45	307.025	ASR/PAR
LAKELAND LINDER INTL	CONTINUOUS	124.5 236.775	121.4	118.025	
LEONARD M THOMPSON INTL	0900-1730 MON-FRI	118.6	124.6	127.65	
LYNDEN PINDLING INTL (NASSAU INTL)	CONTINUOUS	119.5	121.7	118.7	
MACDILL AFB	CONTINUOUS	120.175 294.7	118.575 275.8	133.825 270.1	
MELBOURNE INTL	0600-2400	118.2 257.8	121.9	132.55	
MIAMI EXEC	0700-2300	118.9	121.7	124.0	
MIAMI INTL	CONTINUOUS	118.3 (270°-089°) 123.9 (090°-269°) 256.9	121.8 (08L/08R/12/26L/26R) 127.5 (09/27/30) 348.6	119.15 (ARR) 133.675 (DEP)	
MIAMI-OPA LOCKA EXEC	0700-2300	134.675	120.025	125.9	
NAPLES	0600-2200	128.5	121.6	134.225	
NORTH PERRY	0700-2100	132.1 254.3	120.45 254.3	135.475	
PAGE FLD	0700-2200	119.0 306.95	121.7	123.725	
PALM BEACH INTL	CONTINUOUS	119.1 257.8	121.9 284.6	123.75	
POMPANO BEACH AIRPARK	0700-2100	125.4	121.9	120.55	
PUNTA GORDA	0600-2100	121.0	119.55	135.675	
ST PETE–CLEARWATER INTL	0600-2300	118.3 257.8	121.9 348.6	134.5	
SARASOTA/ BRADENTON INTL	0600-2400	120.1 256.8	121.9 273.6	124.375	
SOUTHWEST FLORIDA INTL	0600-2400	128.75 257.8	121.9 257.8	124.65	
TAMPA INTL	CONTINUOUS	119.5 269.4	121.7 269.4	126.45 (ARR) 128.475 (DEP)	
TREASURE COAST INTL	0700-2100	128.2	119.55	134.825	
VERO BEACH RGNL	0700-2100	126.3	127.45	120.575	
WITHAM FLD	0700-2200	126.6	121.7	134.475	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
MIAMI CLASS B	125.75 322.3 (270°-089°) 120.5 379.9 (090°-269°)	CONTINUOUS
TAMPA CLASS B	119.9 290.3 (001°-150°) 119.65 353.575 (151°-219°) 125.3 316.05 (220°-360°)	CONTINUOUS
FORT LAUDERDALE CLASS C	128.6 306.975 (091°-269°) 119.7 306.3 (270°-090°)	CONTINUOUS
FORT MYERS CLASS C	126.8 (001°-120°) 124.125 371.85 (121°-240°) 125.15 (241°-300°) 127.05 (301°-360°) 306.2 (241°-120°) O/T 134.75 322.5 MIAMI CNTR	0600-2400; O/T CLASS E
WEST PALM BEACH CLASS C	128.3 317.4 (N) 125.2 343.6 (S)	CONTINUOUS
SARASOTA–BRADENTON CLASS C	119.65 353.575	0600-2400; O/T CLASS G
HOMESTEAD ARB	123.8 257.675 O/T 125.5 354.1 MIA APP	0700-2300
KEY WEST NAS /BOCA CHICA FLD	124.025 313.7 O/T 133.5 306.9 MIAMI CNTR	0700-2200

SPECIAL USE AIRSPACE ON MIAMI SECTIONAL 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-2901 A, C	TO BUT NOT INCL 14,000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 B	14,000 TO BUT NOT INCL FL 180	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 D	500 TO BUT NOT INCL 4000 E OF 81°21′00″W, 1000 AGL TO BUT NOT INCL 4000 W OF 81°21′00″W	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 E, H	1000 TO BUT NOT INCL 4000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 F	4000 TO BUT NOT INCL 5000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 G	TO BUT NOT INCL 5000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 I	1500 TO BUT NOT INCL 4000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 M	4000 TO BUT NOT INCL 14,000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 N	5000 TO BUT NOT INCL 14,000 N OF LINE 27°24′46″N, 81°10′59″W, TO 27°29′31″N, 81°05′27″W, 4000 TO BUT NOT INCL 14,000 S OF LINE	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2916	TO 14,000	CONTINUOUS	MIAMI CNTR	
W-168	UNLIMITED	INTERMITTENT BY NOTAM	MIAMI CNTR	
W-174 A, F	TO FL 700	INTERMITTENT 0700-2300 ET	MIAMI CNTR	
W-174 B, C, G	TO FL 700	INTERMITTENT 0700-2300 ET†	MIAMI CNTR	
W-174 E	TO 10,000	INTERMITTENT 0700-2300 ET†	MIAMI CNTR	
W-465 A, B, D	TO FL 700	INTERMITTENT 0700-2300†	MIAMI CNTR	
W-497 A, B	UNLIMITED	BY NOTAM	MIAMI CNTR	
A-291 A, C	TO 2500	0600-2400	NO A/G	
A-291 B, D	TO 3900	0600-2400	NO A/G	

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas

BAHAMAS P–PROHIBITED, D–DANGER

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
(MY) P-3002	MISSILE RANGE	TO 1000	CONTINUOUS	NASSAU ACC
(MY) D-3002	MISSILE RANGE	TO 500	BY NOTAM	NASSAU ACC
(MY) D-3003 A	MISSILE RANGE	UNLIMITED	BY NOTAM	NASSAU ACC
(MY) D-3003 B	MISSILE RANGE	UNLIMITED	BY NOTAM	NASSAU ACC
(MY) D-3004	MISSILE RANGE	TO 3000	BY NOTAM	NASSAU ACC

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
AVON EAST	500 AGL TO BUT NOT INCL 14,000	INTERMITTENT SR-SS MON-FRI	MIAMI CNTR	
AVON EAST HIGH	14,000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI	MIAMI CNTR	
BASINGER	500 AGL TO 5000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI OCNL SAT-SUN	MIAMI CNTR	
LAKE PLACID EAST, NORTH, WEST	7000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI OCNL SAT-SUN	MIAMI CNTR	
MARIAN	500 AGL TO 5000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI OCNL SAT-SUN	MIAMI CNTR	
TORTUGAS	5000	INTERMITTENT 0700-2300	MIAMI CNTR	

*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.

MIAMI