CARIBBEAN 1
LEGEND

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 fields are listed IFR additional runway information refer to the Chart Supplement.

AIRPORTS

- Other than land surface
- Limited to daylight hours
- Hard surfaced runways 1,500 ft. to 8,999 ft. in length
- Hard surfaced runways more than 9,000 ft. or with some multiple runways less than 9,000 ft.
- Hard surfaced runways multiple runways more than 9,000 ft.
- Seaplane Base

AIRPORT DATA

Blue indicates VHF/UHF Radio Aids to Navigation

CTAF/UNICOM: 122.8
Control tower frequency: 118.3
ATIS: 135.9
Automatic terminal information service
VFR A/G: 123.6
Ground to air voice frequency

Amount of Services ——— 24HOURS

FSS - Flight Service Station
LRCO - Limited remote communications outlet
CT - 118.3 - Control Tower (CT) - primary frequency
• - Fee indicator operation part-time. See tower frequencies for hours of operation.
TPA - Traffic Pattern Altitude
ATIS 135.9 - Automatic Terminal Information Service
ASOS/AWOS - 120.275 - Automated Surface Observing System/Automated Weather Observing System - voice broadcast of weather conditions (if available) and frequency
UNICOM - Aeronautical advisory station
CTAF - Common traffic advisory frequency (where tower is not in operation and frequency is other than primary CT frequency)
2000 - Elevation in feet
L - Lighting limitations exist. Refer to Supplement.
72 - Length of longest runway in hundreds of feet.
S - Runway is lighted. Refer to Supplement for operational times.
Runway information is for the most usable runway and does not represent the longest runway or full length lighting.

ADDITIONAL AIRPORT INFORMATION

- Private; PVT - Not public use having landing area
- Military - Other than land surface; all military aircraft must obtain prior permission to land
- Seasonal
- Unverified
- Heliport - small, usually having landmark letters; others on request

Fuel available (should be used for radio beacons and lighted airways) but not necessarily for public use unless indicated by operational hours or remarks.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE — Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and nearcontrolled airspace affected below 10,000 ft. MSL are shown.

- Class A Airspace
- Class B Airspace within three statute miles of designated airports
- Class B Airspace
- Class C Airspace
- Ceiling of Class B Airspace in hundreds of feet MSL. Class B airspace is from the ceiling up to but not including the floor.
- Class E (AVI) Airspace
- Class E airspace 700 ft. AGL unless otherwise indicated
- Class E airspace 1,200 ft. AGL unless otherwise indicated
- Class E airspace 14,500 MSL unless otherwise indicated

Class E airspace has altitude Federal Airways are indicated by yellow line.

Class E airspace has altitude Victor Airways are indicated by white line.

- Prohibited, Restricted, Warning, Alert Areas
- Military Operations Area (MOA)
- Temporary Flight Restrictions (TFR)
- Special Use Airspace
- Special Aircraft Traffic Area (SATA)
- ADIZ - Air Defense Identification Zone
- MARU 2 (See DoD Publication)

COMMUNICATION BOXES

122.8 UNICOM 122.8
CTAF/UNICOM
Airports without control towers
Control tower frequency
Constant/ common traffic advisory frequency
Operates less than continuous or On Request
Radio call to be used when communicating with FSS
Other facilities, i.e., FSS Outlet, RCO, etc.

RADIO AIDS TO NAVIGATION

- VOR/ VOR-DME
- VORTAC
- TACAN
- NDB
- NDB - DME

OBSTRUCTIONS

Obstructions 1,000 ft. AGL or higher

Obstruction 1,000 ft. AGL or higher with high intensity white strobe lights

Group Obstruction

Obstruction with obstruction lights, synchronized flashing lights

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Pipeline
- 210' (Elevation Base of Tower)

Spot elevations are in feet above mean sea level. Point symbol does not indicate a recommended course. Spot elevations may be selected to show highest elevation in a quadrangle or highest known elevation of a specific area. Includes mountains, spires and man made structures.

MISCELLANEOUS

- 1°15' — Magnetic Variation (2025 VALUE)
- Marine Light

CARIBBEAN 1

VFR AERONAUTICAL CHART SCALE 1:1,000,000

Federal Aviation Administration

EFFECTIVE 0901Z **12 JUN 2025**
TO 0901Z **7 AUG 2025**

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: CAC1

NSN 7643101950543

VFRTACARIB1

25163

PLOTTING DIRECT ROUTE ON NORTH/SOUTH BIAS

There are approximately nine 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 MATCH LINE symbols, one pair on each side of the chart.

STEP 1 - Draw a horizontal line (MATCH LINE) connecting the two MATCH LINE symbols. Place matching marks on each side of the chart just to the left or right of the vertical neatline. (Figure 1, LINE A)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. Measure the distance from the point to the edge along the MATCH LINE this paper should be on with a straight edge. (Figure 2, example shown with MARK A)

STEP 3 - Slide the paper sideways left or right so that the distance measured in STEP 2 from the departure or destination point (POINT A), MARK A, is on edge of the paper where it meets that MATCH LINE.

STEP 4 - Without moving the paper, on the same MATCH LINE, measure the distance (MARK B) from the corner of the paper where it meets the MATCH LINE left to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B (MARK B) to the matching MATCH LINE on the MATCH LINE. (Figure 3, example shown)

STEP 6 - Align the edge of the paper with MARK B on the and align the top or bottom edge of the paper with the MATCH LINE on the opposite side of the chart. Draw a line from the point corresponding with the chart. Pivot the paper to the destination or destination point (POINT B).

STEP 7 - Measure and record the distance from MARK C. Extend a line straight from the edge of the chart.

STEP 8 - Turn the chart over and transfer MARK C to that side and extend it to the MATCH LINE. Pivot a line from MARK C to the destination. (Figure 3)

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The highest terrain elevation within each quadrangle formed 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 at time of publication. Drilling, erection, cranes, quarrysites, including terrain and obstructions (trees, towers, antennas, etc.)

Example: 12,500 feet **125**

REPORTING CHART ERRORS

You are requested to report any errors or omissions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at https://faa.gov/go/ipac/ prior to contacting us via toll free number or e-mail. Report errors or omissions via telephone at 1-800-626-1676 (option 1) or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 1, Suite 4600, Silver Spring, MD 20910-3281.

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Lambert Conformal Conic Projection Standard Parallels 17°20' and 27° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984).

CONTROL TOWER FREQUENCIES ON CARIBBEAN 1 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 primary VHF ILS/MLS frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

Ground Control is usually in operation during periods of light traffic.
Call for ATIS/Clearance Monday through Friday.
CT's indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ACKLINS ISLAND	1400-2200	118.3	121.8	127.1	
FORT LAUDERDALE EXEC (CERTAIN HOLIDAYS MIL)	CONTINUOUS	125.0 (22.L)	121.75	113.85	
	CONTINUOUS	119.1 (27.L)	121.9	128.5	
GRAND BAHAMA INTL	1400-2000, CT, PR	118.3	121.8		
GUANTANAMO BAY NAS	1200-0400	118.1 (10.R)	121.9 (ASR)	132.075 (ASR)	
HOMESTEAR ARB	CONTINUOUS	124.35 (12.L)	121.9 (ASR)	132.075 (ASR)	
KEY WEST INTL	CONTINUOUS	119.9 (9.L)	121.9 (ASR)	127.025	ASR/PAR
KEY WEST NAS/ BOCA CHICA FIELD	0700-2300	119.1 (5.R)	121.7 (SE-W)	307.025	ASR/PAR
LYNDEN PINDLING INTL	CONTINUOUS	118.3 (14.R)	121.7	119.7	
MIAMI EXEC	0700-2300	118.2 (9.R)	121.7	128.1	
		118.2 (27R-09L)	121.7 (27R-09L)	128.1 (ARR)	
MIAMI INTL	CONTINUOUS	124.3 (8L/26R) 120.4 (9R/27L) 125.9 (12/30)	121.9 (8L/26R) 121.7 (9R/27L) 121.65 (12/30)	132.15 (ARR) 133.675 (DEP)	
MIAMI-OPA LOCKA EXEC	0700-2300	118.9 (9.L)	121.7	124.3	
NAPLES MUNI	0600-2300	126.3	121.9	134.225	
NASSAU INTL	CONTINUOUS	118.7 (28.L)	121.9 (28.L)	113.8 (28.L)	
NEW SMYRNA	0700-2300	119.3 (29.R)	121.9	123.725	
PEMBROKE PINES (NORTH PERRY)	CONTINUOUS	119.3 (10.R)	121.9	133.725	
PEMBROKE PINES (SHERIFFS)	0600-2000, CT, OTR	119.8	121.7	135.45	
PENDLETON	0600-2000	122.8	122.8	122.8	
RAMEY	0600-2400	126.7 (9.L)	121.9 (9.L)	132.475	
SOUTHWEST FLORIDA INTL	0600-2400	126.75 (33.R)	121.9 (33.R)	134.62	
SPANISH WELLS	1400-2200	118.3	122.8	122.8	
TAYLOR COAST ARP	0700-2100	126.3	122.95	134.825	
TREASURE CAY	0600-2400, HOLITN	120.4 (24.L)	121.65 (24.L)	124.425	
VERO BEACH	0700-2300	124.3		124.425	

SPECIAL USE AIRSPACE ON CARIBBEAN 1 CHART

Within affected areas aircraft shall be operated in accordance with the FAR and in the interest of national security. "ID" as officially known "ID and including." "ID" to "ID" inclusive. ALT or FL = MSL or as specified in communications. Times are local unless otherwise noted.

Other than by NOTAM or Publication, changes in effective hours, Area, vertical limits will be made by the using or controlling agency as far in advance as practicable. Request for such changes should be submitted to the agency indicated.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY / DISTRICT / FACILITY	FREQUENCIES
R-2501 A	SFC-60,000 MSL	INTERMITTENT 0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 B	14,000 TO 60,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 F	4000 TO 14,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 G	SFC-60,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 H	1000 TO 60,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 I	1000 TO 60,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 J	4000 TO 60,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2501 N	3000 TO 60,000 MSL N OF 24°45'N, E OF 81°00'W, S OF 25°00'N, W OF 80°00'W, 4000 TO 60,000 MSL S OF 24°45'N, E OF 81°00'W, S OF 25°00'N, W OF 80°00'W, 5000 TO 60,000 MSL	0400-0600 MON-FRI 0400-0600 SAT-SUN	miami CENTER	
R-2512 A	SFC-UNKN	CONTINUOUS	miami CENTER	
W-158	UNLIMITED	INTERMITTENT BY NOTAM	miami CENTER	
W-174 A, F, G	SFC-FL700	INTERMITTENT BY NOTAM	miami CENTER	
W-174 B, C, D, E	SFC-FL700	INTERMITTENT BY NOTAM	miami CENTER	
W-174 H	SFC-FL700	INTERMITTENT BY NOTAM	miami CENTER	
W-497 A, B, C, D	SFC-FL700	INTERMITTENT BY NOTAM	miami CENTER	
W-497 E	UNLIMITED	BY NOTAM	miami CENTER	
A-220 A	SFC-18000	0400-0600 MON-FRI 0400-0600 SAT-SUN	MIA ACC	
A-221 A	SFC-9000	0400-0600 MON-FRI 0400-0600 SAT-SUN	MIA ACC	
A-222 A	SFC-9000	0400-0600 MON-FRI 0400-0600 SAT-SUN	MIA ACC	

NOAA Vessels are operated within Class A, B, C, and D airspace, and have all airspace authorizations.

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

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
		BAHAMAS ISLANDS		
MOA 3301	ANDROS BANKS	SFC-9000	CONTINUOUS	NASSAU ACC
MOA 3302	GREAT ABACOS, BAHAMA	SFC-9000	CONTINUOUS	NASSAU ACC
MOA 3303 A, B, C	GREAT ABACOS, BAHAMA	SFC-9000	CONTINUOUS	NASSAU ACC
MOA 3303 A, B, C	ANDROS BANKS	SFC-9000	CONTINUOUS	NASSAU ACC
MOA 3304	ANDROS BANKS	SFC-9000	BY NOTAM	NASSAU ACC
		CUBA		
GRUP 1302	GUANTANAMO BAY NAVAL RESERVATION	UNLIMITED	CONTINUOUS (SURFACE TO UNLIMITED) EXCEPT WHEN ACFT CLEAR THEIR AREA AND ARE NOT UNDER RADAR SURVEILLANCE OF NAVSTA GUANTANAMO BAY	CUBA/GUANTANAMO BAY NS
GRUP 1301	CUBA NAS (GUANTA	SFC-UNLIMITED	CONTINUOUS (SURFACE TO UNLIMITED)	CUBA/GUANTANAMO BAY NS
		TURKS AND CAICOS ISLANDS		
W6001	NETHERLANDS/W CAICOS	SFC-3000	CONTINUOUS	
W6002	SMOKE BAY, NE/CARICAGO	SFC-12000	CONTINUOUS	

MOA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY / CONTACT FACILITY	FREQUENCIES
SUGARLOAF	500 AGL TO 3000	CONTINUOUS, "MONDAY-SATURDAY HOURS" MON-FRI 0700-2400, SAT-SUN 0800-2400	miami CENTER	
LAKE PLACID BASE - TWO	7000	CONTINUOUS, "MONDAY-SATURDAY HOURS" MON-FRI 0700-2400, SAT-SUN 0800-2400	miami CENTER	
AVARAU	600 AGL TO 3000	CONTINUOUS, "MONDAY-SATURDAY HOURS" MON-FRI 0700-2400, SAT-SUN 0800-2400	miami CENTER	
TORNADO	500 AGL TO 3000	CONTINUOUS, 0700-2200	miami CENTER	

*Altitudes apply from 6 AGL up unless noted to the contrary. All MOAs extend from the surface to 18,000 unless otherwise indicated or as shown in Yellow lines by GAR Pictorial.

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

CONVERSION OF ELEVATIONS

FEET (Hundreds) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

GROUND ELEVATION AT MSL DATUM

Obstruction Lighted Obstruction Unlighted Navigation Tower

CONTOUR INTERVAL 1000 feet
— 4000 —

HIGHEST TERRAIN elevation is 7700 feet located at 18° 22'N - 74° 02'W
Spot elevation ..... • 4054
Approximate elevation ..... • 4000

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on the appropriate emergency radio frequency. Pilots are responsible for the actions to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets approach your aircraft, you should be aware that they may be in the area to not only pay strict attention, contact air traffic control immediately on the local frequency or 243 MHz guard. If U.S. or VFF SKEs and follow the interceptor visual ICAO signals. We recommend that non-compliance may result in the use of force.

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

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is designated Class E. Class E airspace begins at 1,200 feet AGL, or 700 feet above the terrain and certain special use airspace areas.

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

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

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.

CARIBBEAN 1