

As of Jul. '21

## **SDQ / MDSD (Santo Domingo, DR) (Elev. 58')**

→ Customs: No forms required.

- Arrival routes this section: **MIA to SDQ – 1, 2**  
**CLT to SDQ – 1 WATRS**  
**CLT to SDQ – 2**

### **MIA to SDQ – 1**

- Expect to cross **JUELE @ FL290**.
- After boundary, Expect direct KODIX.

#### **Rwy. 17**

- Request KODIX 2G Arrival or Expect Dir. **SD150** (which is part of the arrival)... that fix connects nicely with the RNAV approach.
- Plan for RNAV (GNSS) App... ILS is generally OTS.
- Consider making SD150 a hard 3000' for good path guidance.
- PAPI seems to be High if you remain on FD. Consider transition to PAPI @ ~ FAF.

#### **Rwy. 35**

- Expect Dir. KODIX, Dir. VINRO RNAV...
- Or, request the KODIX 2H, VINRO and RNAV 35 and to "descend via".
- Make SD160 a hard 3000' for good path guidance.

SDQ r	124.3 / 127.8	MALVN / JUELE
App. r	119.3	-

### **MIA to SDQ – 2**

- See arrival notes above.

PAP	134.15 / 124.5	ALBBE
SDQ r	124.3 / 127.8	RETAK
App. r	119.3	-

## CLT to SDQ – 1 WATRS (Western Atlantic Ocean routing)

- See arrival notes above.
- Reference **Atlantic Orientation Chart (H/L) 2** in Comply365.
- See **International Supplement** in the back of this document for **HF procedures, Position Reports, Extended Overwater** (beyond 162 NM) and **RNP4** procedures.
- Expect KWEEN 4 SID.
- Prior to WATRS entry point, ATC will ask for **JAINS** estimate, requested altitude and planned MACH.
- When radar service is terminated, ATC will tell you to “contact NY AIRINC” and will provide **HF primary & backup** freq's.
- At **JAINS**, give NY AIRINC full position report and request SELCAL check.
- Begin RNP4 procedures ~ @ **JAINS** + 7nm.
- Expect to cross **POKEG @ FL270**.

### Rwy. 17

- After the boundary, Expect Dir. KERSO.
- Request KERSO 2G Arrival or Expect Dir. **SD150** (which is part of the arrival)... that fix connects nicely with the RNAV approach.
- Plan for RNAV (GNSS) App... ILS is generally OTS.
- Consider making SD150 a hard 3000' for good path guidance.
- PAPI seems to be High if you remain on FD. Consider transition to PAPI @ ~ FAF.

### Rwy. 35

- Expect Dir. KOBET, Dir. OTVOG RNAV...
- Or, request the KOBET 2H, RNAV 35 and to “descend via”.

NY AIRINC VHF	130.7	JAINS	*WATRS entry point
“ HF	8918 / 6577	-	*expected primary & backup HF freq's.
“	“	ILIDO	
MIA r	126.45 / 126.27 / 135.2	LETON	
“	“	IORIO	
SDQ r	124.3 / 127.8	POKEG (MALVN, JUELE, SEKAR)	
App. r	119.3	-	

## CLT to SDQ – 2

- See arrival notes above.
- Expect KWEEN 4 SID.
- Areas beyond 162 NM (see enroute chart), use **RNP4** procedures.
- Expect to cross **POKEG @ FL270**.

### Rwy. 17

- After the boundary, Expect Dir. KERSO.
- Request KERSO 2G Arrival or Expect Dir. **SD150** (which is part of the arrival)... that fix connects nicely with the RNAV approach.
- Plan for RNAV (GNSS) App. ILS is generally OTS.
- Consider making SD150 a hard 3000' for good path guidance.
- PAPI seems to be High if you remain on FD. Consider transition to PAPI @ ~ FAF.

### Rwy. 35

- Expect Dir. KOBET, Dir. OTVOG RNAV...
- Or, request the KOBET 2H, RNAV 35 and to “descend via”.

JAX	134.85	CASPR
MIA	134.35	OMALY
“	134.8	COUKY
“	126.27	-
“	126.45	-
SDQ r	124.3 / 127.8	POKEG (MALVN, JUELE, SEKAR)
App. r	119.3	-

## DEPARTURE - E/O 1060'

- May receive clearance at gate.
- Approaching US, logon to CPDLC.
- Departure routes this section: **SDQ to MIA – 1, 2**

## SDQ to MIA – 1

- Ref. RNAV SIDs for 17 North Dep. (MALVN 2J or RETAK 2J) or 35 North Dep. (MALVN 2L or RETAK 2L).

SDQ Dep. r	119.3	-
SDQ r	124.3 / 127.8	-
MIA	123.77 / 126.45	MALVN / JUELE

## SDQ to MIA – 2

- *See departure notes above.*

SDQ Dep. r	119.3 / 124.3	-
SDQ r	124.3 / 127.8	-
PAP	134.15 / 124.5	RETAK
MIA	123.77	ALBEE

■ ■ ■ ■ [A/P INDEX](#) / [HOME](#)