

As of Nov. '21

PUJ / MDPC (Punta Cana, DR) (Elev. 47')

- Customs: No forms required.
- For Departure, Pick up Gen. Decs. at ticket counter prior to going through customs/security.
- Arrival routes this section: **MIA to PUJ – 1, 2**
CLT to PUJ – 1 WATRS
CLT to PUJ – 2
JFK to PUJ – 1 WATRS

MIA to PUJ – 1 or 2

- ➔ From **JUELE**: Plan to cross JUELE @ **FL 310**. Expect Dir. PETRI, W28 BEREL **or** JUELE Dir. BEREL then the BEREL 1W, AGNAL trans. (Des. Via) & RNAV (GNSS) to **Rwy. 8**.
- ➔ From **ASIVO**: Plan to cross ASIVO @ **FL 270** & request Dir. DAVNA for RNAV app. To Rwy. 8 (No terrain).

Rwy. 9

- ➔ Expect the BEREL 2B, DASVO trans. (Des. Via) & RNAV (GNSS) approach.

MIA	135.6	-
"	126.32	-
"	127.22	-
"	126.27	-
"	132.3	-
SDQ r	124.3 / 127.8	ASIVO (MALVN, JUELE or SEKAR)
PUJ App. r	119.75	-

CLT to PUJ – 1 WATRS (Western Atlantic Ocean Routing)

- Expect KWEEN 4 SID
- 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.
- 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 once on HF, request SELCAL check.
- Begin RNP4 procedures ~ **JAINS + 7nm**.
- Expect to cross **POKEG @ FL 270**.
- From **POKEG**, Expect Dir. BEREL then the BEREL 1W (Des. Via) for RNAV to Rwy. 8 (alternate routing) Dir. PETRI, W28 BEREL thence.

NY AIRINC VHF	130.7	JAINS	*WATRS entry point
“ HF	8918 / 6577	-	*Expected HF freq's.
“	“	ILIDO	
MIA r	135.2 / 126.45 / 126.27	LETON	
“	-	IORIO	
SDQ r	124.3 / 127.8	POKEG	
PUJ App. r	119.75	-	

CLT to PUJ – 2

- See arrival notes above.
- Expect to cross **POKEG @ FL 270**.
- From **POKEG**, Expect Dir. BEREL then the BEREL 1W (Des. Via) for RNAV to Rwy. 8 (alternate routing) Dir. PETRI, W28 BEREL thence.

JAX	134.85	CASPR
MIA	134.35	OMALY
"	134.8	COUKY
"	126.27	-
"	126.45	-
SDQ r	124.3 / 127.8	POKEG
PUJ App. r	119.75	-

JFK to PUJ – 1 WATRS (Western Atlantic Ocean Routing)

- 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.
- ➔ Prior to WATRS entry point, ATC will ask for **ROLLE** 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 **ROLLE**, give NY AIRINC full position report and request SELCAL check.
- ➔ Begin RNP4 procedures ~ **115 nm prior to ROLLE**.
- ➔ Expect to cross **DONQU** or **FIPEK @ FL 270**.
- ➔ From **DONQU** or **FIPEK**, Expect Dir. BETIR.
- ➔ Expect handoff from SJU to PUJ App.: Approach will either clear you to descend via the BETIR 1W STAR or clear you Direct AGNAL for the RNAV Rwy. 8 approach.

NY AIRINC VHF	129.9	ROLLE	*WATRS entry point
“ HF	6577 / 5550	-	*Expected HF freq's.
“	8918 / 11330	-	“
MIA r	135.2 / 126.45 / 126.27	LUCTI	
SJU r	134.3	DONQU / FIPEK	
PUJ App. r	119.75	-	

DEPARTURE - E/O 1050'

- Call Clearance or Ground for Clearance.
- Approaching US, logon to CPDLC.
- Departure routes this section: **PUJ to MIA – 1, 2**
PUJ to CLT – 1 WATRS
PUJ to JFK – 1, 2 WATRS

PUJ to MIA – 1

- ➔ Departure (Rwy. 8) Expect the MALVN 2W or PIXAR 2W SID **or** Rwy. head to 10D (MEGAM) & 3000' then (L) Dir. initial fix.
- ➔ Rwy. 9, Expect the MALVN 2T or RETAK 2T SID.

SDQ Dep. r	124.3a / 119.75p	-
SDQ r	124.3	-
MIA	123.77 / 126.45	JUELE / MALVN
"	127.22	-
"	126.32	-

PUJ to MIA – 2

- See departure notes above.
- Departure (Rwy. 8) Expect RETAK 2W Dep. LNAV.

SDQ Dep. r	124.3a / 119.75p	-	
SDQ r	124.3	-	
PAP	134.15	RETAK	*Call 10 min. prior w/time estimate and Alt.
MIA	123.77 / 126.45	ALBEE	*Call MIA 10 min. prior to ALBEE

PUJ to CLT – 1 WATRS (Western Atlantic Ocean Routing)

- See departure notes above.
- Departure (Rwy. 8) Expect PIXAR 2W SID.
- 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.
- Prior to WATRS entry point, ATC will ask for **LETON** 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 **LETON**, give NY AIRINC full position report and request SELCAL check.
- Begin RNP4 procedures ~ **LETON + 98nm**.

SDQ Dep. r	124.3a / 119.75p	-	
SDQ r	124.3	-	
MIA r	123.77 / 126.45	-	
NY ARINC HF	13297 / 11330	LETON	*WATRS entry point & *Expected HF freq's.
JAX r	135.05	~ JAINS	

PUJ to JFK – 1 WATRS (Western Atlantic Ocean Routing)

- See departure notes above.
- Departure (Rwy. 8) Expect PIXAR 2W SID.
- 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.
- Prior to WATRS entry point, ATC will ask for **LAMER** 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 **LAMER**, give NY AIRINC full position report and request SELCAL check.
- Begin RNP4 procedures ~ **55 nm prior to LAMER**.

SDQ Dep. r	119.75	-	
SDQ r	124.3	-	
MIA	126.45	ASIVO	
“	135.2	-	
NY ARINC HF	11330 / 8918	LAMER	*WATRS entry point & expected HF freq's.
“	*as assigned	-	*New HF freq., Request SELCAL
NY VHF	133.5 / 126.02	ONGOT	

PUJ to JFK – 2 WATRS (Western Atlantic Ocean Routing)

- See departure notes above.
- NY @ OKONU/-40 Contact

MIA	126.45	ASIVO	
“	135.2	-	
NY ARINC HF	*as assigned	LUCTI	*WATRS entry point & expected HF freq's.
NY VHF	133.5 / 126.02	OKONU	

*May be instructed to contact NY VHF @ OKONU/-40

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