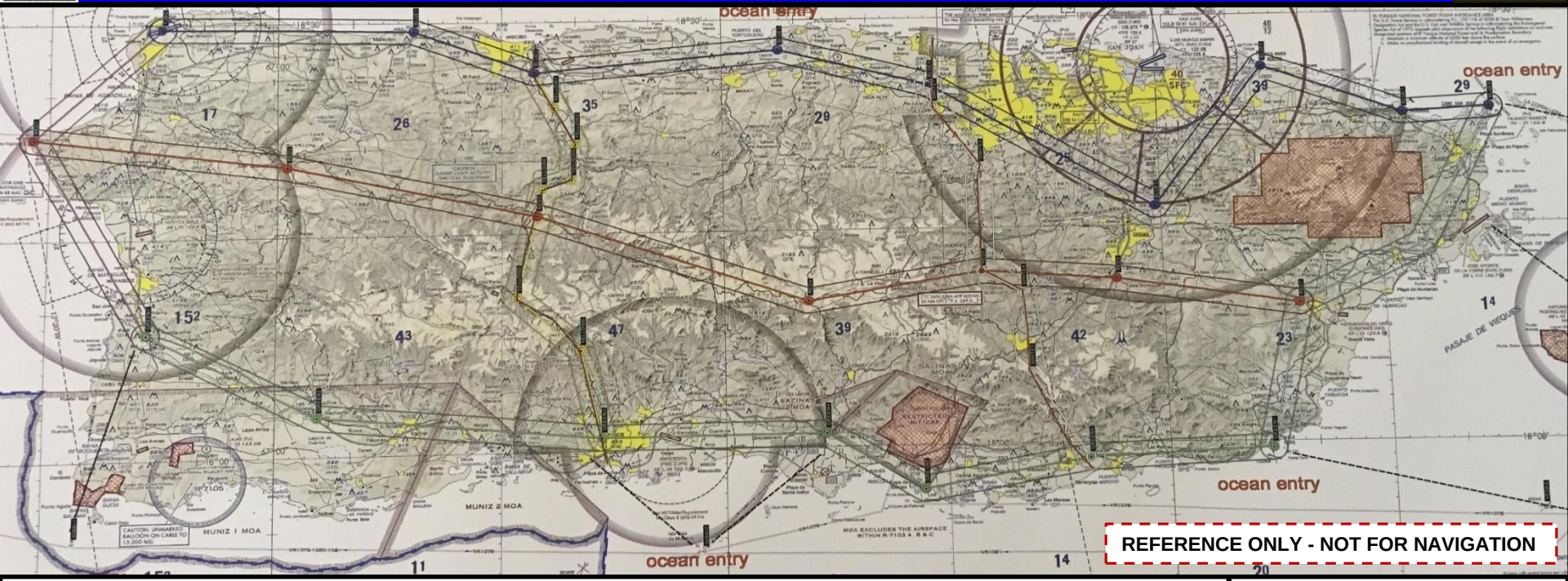
Puerto Rico Rotary Wing Airspace Deconfliction



Air Route Structure Procedures

- Routes: Color coded and numbered north-to-south or east-to-west (e.g. “Red-1”)
  - +/- 500m wide (rules of the road, stay right of course)
  - Follow roads and VFR reporting points (exception to flight obstacles)
  - Converging traffic…aircraft on the right have right-of-way.
  - Aircraft may deviate for weather and/or obstacles
  - *6x* “Feet Wet/Dry” ocean entry and exit points to facilitate Naval transitions
- De-confliction created by altitude and direction (rules of the road)
- Aircraft enter the nearest route point in direction of travel, exit the point closet to the operational area.

Common Traffic Advisory Frequency exp: ***“Army 231 is a flight of two H-60, Green 5 westbound to Ponce”***

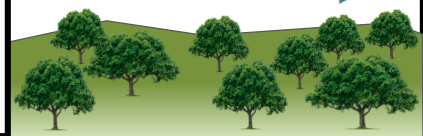
Deconfliction map intended for DSCA operations.

DE-CONFLICTION

Tilt Rotor
1,500’ AGL

South/West at 900’ AGL

North/East at 500’ AGL



TILT ROTOR:
1500 FT AGL

ROTOR WING:
S/W 900ft AGL
N/E 500ft AGL

CTAF:
PRI: 126.2
ALT: 123.1

OVER WATER:
200ft MIN.
OVER WATER ENTRY:
AT KNOWN POINT

LIMITED DISTRIBUTION

A T L A N T I C O C E A N

P U E R T O R I C O

C A R I B B E A N S E A

SAN JUAN CLASS C

ocean entry

ocean entry

ocean entry

ocean entry

ocean entry

ocean entry

ocean entry

ocean entry

ISLA DE CULEBRA

ISLA DE VIEQUES

VIRGIN PASSAGE

SOMOA DE VIEQUES

PASAJE DE VIEQUES

MUNIZ 1 MOA

MUNIZ 2 MOA

WARNING W-371

MOA EXCLUDES THE AIRSPACE WITHIN R-7103 A, B & C

SAN JUAN LOW CONTROL AREA 5500 MSL

Lambert Conformal Conic Projection Standard Parallels 7th and 28th
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9						

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only five route centerlines, direction of flight along the route, and the route designation are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for these routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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

Features normally used as checkpoints for visual flight by VFR traffic are emphasized on this series of charts so they may be readily identified.

Example ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

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

Warning: National Defense Operating Areas. Operations hazardous to the flight of aircraft conducted within these areas.

NOTE: DOD USERS, REFER TO CURRENT DOD (NGA) FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE

FAA air traffic service outside U.S. airspace is provided in accordance with Annex 11 and Annex 15 of ICAO Convention. ICAO Convention and applicable to state aircraft but compliance with ICAO standards and practices is encouraged.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded 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 concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet 12 5

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REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions of items to your chart. Frequently asked questions (FAQs) are answered on our website at https://ask.gov/faqs. See the FAQs prior to contact via toll free telephone (1-800-626-7699), fax (1-636-229-8897), or email at 9-AWT-AeronautWeb@faa.gov or mail to: FAA Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Routine "AIM" section 5-6-0 for Intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the intercept direct VFAT signals.

CONTROL TOWER FREQUENCIES ON PUERTO RICO-VIRGIN ISLANDS TERMINAL AREA 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 certified VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

Airport Traffic Area (ATA) and Airport Traffic Area Approach available.
"SIGN-UP" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	GND/ATIS	TOWER	GND CON	ATIS	ASR/PAR
CIBEL E BANQ	0700-2200	118.1 (NOBSK OF ISLANDS)	121.9	124.0	
	(0700-2130 SR)	118.8 257.4			
FERNANDO LUIS RIBAS DOMINICCI	0700-1900	135.875 298.85	121.7	120.4	
HENRY E. ROHLSEN	0700-2200	118.4 239.3	121.7	135.65	
LUIS MUNOZ MARIN INTL	CONTRALOSE	132.05 337.8	121.9 346.4	125.8	
MAYAGUEZ HERNANDEZ	0700-2100	124.95	120.875	118.325	
	O/T SP SNOWM				
TERRANCE B LETTSOME INTL	0700-2300	118.4	121.9	127.75	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHARLOTTE AMALIE	135.65 279.6	0700-2200
ST THOMAS CLASS C		(0700-2130 SR)
		O/T CLASS D
SAN JUAN CLASS C	120.9 290.2 (NORTH AND EAST)	CONTRALOUS
	119.4 269.2 (WEST AND SOUTHWEST)	

A2

C2