



SAN JUAN AUTOMATED INTERNATIONAL FLIGHT SERVICE STATION

LETTER TO AIRMEN 2006

San Juan Automated International Flight Service Station
A Division of Lockheed Martin Corporation
5000 Road 190, Carolina, PR 00979-7440

LOCKHEED MARTIN SERVICES, INC.
SAN JUAN AUTOMATED INTERNATIONAL FLIGHT SERVICE STATION
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SAN JUAN AIFSS LETTER TO AIRMEN NO. 06-1

Issued: March 16, 2006

Effective: March 31, 2006

SAN JUAN AUTOMATED INTERNATIONAL FLIGHT SERVICE STATION LETTER TO AIRMEN NO. 06-1.

SUBJECT: Information and Service Available in the San Juan Flight Service Area.

CANCELLATION: March 31, 2008

This letter supersedes all previous San Juan Automated International Flight Service Station Letters to Airmen.

It is the purpose of this letter to acquaint and familiarize you, the flying public, with the services which are available from the San Juan Automated International Flight Service Station and to make available pertinent aeronautical information concerning our flight service area.

The San Juan Automated International Flight Service Station is located north of Baldorioty de Castro Expressway (Hwy 26), on the east end of the Luis Muñoz Marín International Airport; on the second floor of the FAA AIFSS/CERAP complex. The station is available to assist you twenty-four hours per day, three hundred sixty-five days a year.

Visitors are welcome during administrative hours, Monday through Friday; except Holidays and when National Security Restrictions are in place. Groups can be scheduled with advance notification. Call our training office at (787) 253-8704 during administrative hours (0700-1530L) to schedule your visit. If you find it necessary to change your plans please advise us as soon as possible. We are located within a U.S. Government installation involved in the movement of air traffic and interruption of these services could result in property damage or the loss of life. We request that you abide by our security procedures.

Whether your contact with us is in person, over the phone, or by radio we strive to provide you with professional, courteous service. Let us know how you feel we are doing. Comments, both positive and negative, allow us to continually improve our ability to serve you. Please forward your comments by phone at 787-253-8707.



Miriam I. DeLeon
Operations Manager
San Juan Automated International Flight Service Station

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THE AUTOMATED INTERNATIONAL FLIGHT SERVICE STATION

On October 4, 2005 the San Juan Automated International Flight Service Station (AIFSS) became a division of Lockheed Martin Corporation. Our mission continues to be to provide assistance to pilots for safe and efficient flight in compliance with United States and International Civil Aviation Organization (ICAO) regulations.

San Juan AIFSS provides Pilot Weather Briefing, Enroute Flight Advisory Service, VFR/IFR flight plan processing and route planning assistance, Search and Rescue, U.S. Customs notification to select airports, and emergency location assistance. Additionally, the AIFSS provides a clearinghouse for all aviation related questions. If we cannot answer your question we can suggest the appropriate agency that can.

TELEPHONE ACCESS TO SAN JUAN AUTOMATED INTERNATIONAL FLIGHT SERVICE STATION

Pilot Briefing and Flight Plan Filing

From Puerto Rico and US Virgin Islands (1-800-WXBRIEF)1-800-992-7433
From Anywhere in the USA.....1-866-822-8537
Supervisor/Controller in Charge Desk787-253-8730
Administrative Office787-253-8707
	...FAX 787-253-8709
Training Office787-253-8704
Notice to Airmen (NOTAM) Issuance/Cancellation787-253-8752

NOTE: Call between the top of the hour to 45 minutes past the hour (:00 to :45)

You will hear a prerecorded greeting. If you are using a pulse or rotary telephone, remain on the line and you will automatically be sequenced to the next available briefer. The briefer can transfer you to any of the prerecorded services. If you are using a touch tone telephone, you may **Press 1 to be connected to a briefer, Press 2 to access prerecorded weather for specific routes or areas, or Press 3 to access the Fast File Flight Plan.**

THE PREFLIGHT BRIEFING

Before beginning a flight, every pilot is required by Federal Aviation Regulations, (FARs), to familiarize themselves with all information concerning their proposed flight including weather and Notices to Airmen, (NOTAMs). The best way to satisfy this requirement is to receive a Preflight Weather Briefing from a Flight Service Station Specialist.

The objective of a weather briefing is to provide the pilot with a "picture" of weather and aeronautical information along the proposed route of flight that will allow him/her to make decisions leading to a safe and efficient flight.

When requesting a preflight briefing identify yourself as a pilot, or student pilot, and provide the following **background information**:

- 1) Aircraft identification or pilot's name
- 2) Type of flight (VFR or IFR)
- 3) Type of aircraft you will be flying
- 4) Departure point
- 5) Proposed time of departure
- 6) Altitude
- 7) Route of flight including any practice approaches
- 8) Final destination
- 9) Estimated duration of flight or estimated time of arrival

Three types of weather briefings are available based on the requirements of your flight. In order to provide you with the best possible service **please advise the briefer which type you require.**

Request a **Standard Briefing** when your flight will take place within six hours of your departure. This briefing will include all pertinent weather and aeronautical information for your route available at the time of the call, including: a synopsis, flight precautions, current weather at your departure, destination and enroute, PIREPs, enroute and destination forecasts, winds aloft, and NOTAMs.

Ask for an **Abbreviated Briefing** when you have already received a standard briefing, if you have already received a TIBS briefing, or if you require only specific information. This briefing is designed to supplement or update data already received. If you require only one or two items, for whatever reason, please be specific in your request to the briefer.

When your proposed time of departure is more than six hours away request an **Outlook Briefing**. After receiving pertinent background information, the briefer will provide forecast data applicable to the proposed flight.

Whenever possible, questions should be asked at the conclusion of the briefing. This allows the briefer to present the data in a logical sequence, thereby lessening the chance of important information being overlooked.

Please note, we have no control over the currency or accuracy of information received from sources outside of U.S. controlled airspace. When planning a flight outside of U.S. airspace, it is advisable for you to contact the appropriate country in whose airspace your flight will take place. Additionally, for your safety as well as ours, all briefings are recorded.

FLIGHT PLAN FILING

International Civil Aviation Organization (ICAO) Rules of the Air, supported by U.S., and FARs require the submission of a flight plan **at the departure aerodrome** prior to operating across international waters and allows for civil penalties for each violation. San Juan AIFSS provides this service only to aerodromes located in Puerto Rico and the US Virgin Islands.

Regardless of the legalities for filing flight plans, it is in your best interest to always have a flight plan on file. With an **active flight plan** if you become overdue at your destination, we will immediately initiate search and rescue actions. Without a flight plan, we may never know you are missing and may not find you in time. **Remember that** filing a flight plan only takes a few minutes of your time and could save your life. You may either file your flight plan with a briefer, or you may record your flight plan using the Fast File service.

Please file your flight plan one hour prior to your planned departure time, especially IFR proposals, to allow for proper processing. To avoid frequency congestion with lengthy transmissions, **file flight plans on the telephone rather than over the frequencies whenever possible**. *NOTE: If it becomes necessary to file over the radio, please break your transmission after every three to four items to allow for other transmissions.*

We will also assist you in flight planning upon your request. This assistance includes aid in determining mileage, headings, frequencies, landmarks, preferential and DP routings, Customs services, flight plan procedures, and Search and Rescue procedures.

FAST FILE

The Fast File allows pilots to record their flight plan information on tape without actually talking to an AIFSS Specialist. The Specialist will retrieve the information and file the flight plan. Inaccurate or incomplete flight plan information may cause your flight plan to not be accepted.

For flight plans **Press 3** during or after the initial greeting, you will hear a prompt asking you to begin your recording. You will get no further prompts. Please record your flight plan in the ICAO format.

FLIGHT PLAN ACTIVATION/CANCELLATION

Be sure to **activate your VFR flight plan** upon departure, **extend your flight plan** if the departure is delayed more than one hour (otherwise the flight plan becomes inactive and you must refile), or **extend your ETA** if you will not complete your flight by the original estimated arrival time.

Cancel your flight plan with SJU Radio over a Remote Communications Outlet (RCO), with SJU AIFSS by phone, or another ATC facility if you are unable to contact SJU AIFSS first. **UNICOM is not an ATC facility** and they have no requirement to pass arrivals to the Flight Service Station. Failure to cancel your flight plan will result in a communications search along

your route of flight, and may lead to a physical search by the U.S. Coast Guard Rescue Coordination Center (RCC). This operation expends a great deal of money and time. Under the provisions of the FARs, **the costs of Search and Rescue efforts may be passed on to the pilot for failure to execute his/her responsibilities.**

PRESTORED FLIGHT PLAN PROGRAM

If your company chooses to participate in our Prestored Flight Plan Program, you must enter into a Letter of Agreement (LOA) which will include specific pilot, aircraft, and flight plan information, as well as the responsibility of both the company and the AIFSS.

The flight plans will be stored in the computer and referenced by the departure point and destination. You may activate them by either calling on the telephone or on the frequencies. When you call, please specify that you are activating a **Prestored Flight Plan** and give us the prestored flight plan number along with the departure and destination points. (This will expedite the process). We will then call up the flight plan and make any changes as applicable and transmit the information accordingly.

The flight plans may be either IFR or VFR and may be changed as weather dictates. We may need additional altitude and route information if the flight is normally VFR and you are changing it to IFR.

IFR scheduled flights may be programmed to be sent to San Juan CERAP at a specific time on a specific day of the week. If your flight plan is programmed to be sent automatically, and there are no changes to the flight plan, no further action is needed to activate the flight plan. The flight plan will be sent from our computer to the CERAP's computer one half hour in advance, and will remain at the sector for one and one half hour after the proposed time.

You must notify us, in writing, of any permanent changes to aircraft or flight plans. **Please allow 15 to 30 days for re-programming.**

MICROPHONE TECHNIQUES

Proper microphone technique is important in radio/telephone communications. All transmissions should be concise, in a normal conversational tone of voice, and in English.

When originating a radio transmission to SJU Radio be aware the Inflight Specialist is monitoring up to 12 frequencies. Before transmitting, listen to ensure you will not block another aircraft's transmission. Then indicate the channel or frequency on which a reply is expected. Remember that if you are utilizing a VOR ensure the volume is high enough that you can hear our response.

RADIO AIDS AND COMMUNICATIONS

Simplex frequencies available are

122.0	EFAS - Enroute Weather Advisories & Information
122.2	Flight Plan activation/cancellation, weather request and PIREPS.
123.65	Flight Plan activation/cancellation, weather request and PIREPS.
126.7	Flight Plan activation/cancellation, weather request and PIREPS.
255.4	Military
121.5	Emergency
243.0	Emergency

Duplex frequencies:

113.5	BQN VOR	108.2	COY VOR
110.6	MAZ VOR	109.0	PSE VOR
114.0	SJU VOR transmit only	108.6	STT VOR

To utilize a duplex frequency, transmit on 122.1 (for STT VOR use 123.6) while listening on the appropriate VOR station. **Make sure the volume is turned up.**

ENROUTE FLIGHT ADVISORY SERVICE (FLIGHT WATCH)

To help you obtain weather along your route of flight, the Federal Aviation Administration has established Enroute Flight Advisory Service (EFAS) at certain flight service stations, including San Juan. Weather is a dynamic phenomenon that can change and deteriorate very rapidly. Flight Watch was created specifically to assist you in the enroute portion of your flight. **Flight Watch is available on frequency 122.0 from 6:00 am until 10:00 p.m. local time seven days a week.** The Specialists providing this weather data receive additional training in meteorology to better serve your needs.

The key to success of Flight Watch is your participation. You are urged to report winds, turbulence, wind shear, visibility, temperature, icing, and other weather conditions you may be experiencing for relay to other pilots requesting weather advisories for the same area. Moreover, if these conditions differ from current forecasts, Flight Watch will notify other FAA facilities as well as the National Weather Service for widespread dissemination. Thus, your report can be of significant help to many pilots.

Please note: Flight Watch is to be used only for enroute weather advisories and pilot reports. It is not intended for filing, activating, or closing flight plans, preflight briefings, or position reporting.

FIR BOUNDARY REPORTING

In accordance with ICAO regulations, **all VFR** aircraft entering and/or departing the San Juan FIR/CTA **must** establish 2-way radio communications with San Juan Radio. You, the pilot, are responsible for notifying adjacent Air Traffic Service units and requesting that a position report be relayed to San Juan Radio for flight following and Search and Rescue purposes, if you are unable to contact us directly.

FLIGHT OPERATIONS IN OCEANIC AIRSPACE

Federal Regulations require aircraft of U.S. Registry outside the U.S., to comply with ICAO requirements. This includes flights in oceanic airspace to operate IFR between sunset and sunrise. In other words, **VFR flight is not authorized between sunset and sunrise in international airspace.**

SEARCH AND RESCUE

Should an aircraft not arrive at its destination or should fail to report the FIR boundary within 30 minutes of its estimated time, or a reliable source reports that an aircraft not on a flight plan is overdue, a communication search is commenced. If the aircraft is not located by this means, the search area will be expanded, other agencies will be called, which may lead to a physical search. One factor, which often contributes to a positive resolution of the search, is the supplemental information from the flight plan. Pilots should include all information that would assist others to locate your aircraft if you become overdue. **Pilots who fail to cancel their VFR flight plans constitute the majority of search and rescue actions.**

Remember, search and rescue procedures are generally not begun until after you become overdue at your **final** destination or fail to report the FIR boundary within 30 minutes of your estimated time.

ADF/VOR ORIENTATION

VOR or ADF Orientations are utilized at San Juan AIFSS. This requires a working VOR or ADF. You would be asked to tune in specific VORs or NDBs and give a Course Selector reading for each NAVAID. The specialist will then be able to cross fix your position based on the direction you are from the NAVAIDS. **State whether you wish a practice orientation or if an actual emergency exists.**

PILOT SCHOOL PRACTICE AREA

A student practice area extends from the town of Vega Alta west to the town of Palmas Altas, and from the town of Corozal north to the north coastline (18 degrees 30 minutes north). The practice area operates from the surface to 3000 feet MSL. Student Pilots operating in this area should contact the San Juan AIFSS and request status of VR routes 1076, 1079, 1080, and 1081. If active, the confines of these routes should be avoided during the active times since high-speed military aircraft will be operating at low altitudes.

Pilots should be aware that this area is for student training and other aircraft may be operating with reduced visibility and may make unexpected maneuver. Heavy jet traffic flies over this area and wake turbulence can be present. When transiting this area, use extreme caution and increase outside cockpit vigilance. FAR Part 91 dealing with flights over populated areas must be complied with.

CUSTOMS

U.S. Customs requires at least one-hour advance notice of arrival and a request for permission to land. As an additional service, workload permitting, this notification may be accomplished via your flight plan. To participate in this service simply request to have "Advise Customs" (ADCUS) included in the remark section when filing your flight plan. Ensure notification with the San Juan AIFSS.

In the SJU Flight Plan Area, the airports where this service is provided are: Luis Muñoz Marín International, Fernando Luis Ribas Dominicci (Isla Grande), Henry E. Rohlsen, and Cyril E. King. The pilot must make prior customs arrangements directly with U.S. Customs except for those airports mentioned above. **According to Customs Regulations the aircraft operator is solely responsible for ensuring that Customs receives the notification.**

CUSTOMS HOURS

Hours of Operations/Telephone numbers for Customs are as follows:

Rafael Hernandez
(Aguadilla) FAX (787) 882-3523
(787) 882-3556/3537

One hour advance notice required during regular business hours, 1200-2100z, Monday thru Friday only.

Benjamin Rivera Noriega
(Isla de Culebra)
(787) 742-3531

One hour advance notice required during regular business hours, 1200-2100z, Monday thru Saturday. Other times 1 hour.

Diego Jimenez Torres
(Fajardo)
(787) 863-3250/0950

One hour advance notice required during regular business hours, 1200-2200z, Monday thru Saturday. Other times 2 hour before 1500z. Request for Sunday must be made the previous Saturday until 2030z

Eugenio Maria de Hostos
(Mayaguez)
(787) 831-3342/3343

One hour advance notice required during regular business hours, 1200-2000z, Monday thru Friday. Other times 1 hour. Saturday 1200-1500z.

Mercedita
(Ponce)
(787) 841-3131/3132

One hour advance notice required during regular business hours, 1200-2100z, Monday thru Saturday. Other times 1 hour. No after hours service.

NOTE: Currently NO Customs services Available

Fernando Luis Ribas Dominicci
(San Juan - Isla Grande)
(787) 289-7978/7979

One hour advance notice required during regular business hours, 1400-2245z, Monday thru Saturday. Sunday/Holidays 1400-2245z, other times 1 hour. Call prior to 2200z.

Luis Muñoz Marin International
(San Juan) FAX (787) 253-4627
(787) 253-4533/4537/4538

One hour advance notice required during regular business hours, 1200-0400z, 1 hour advance notice Monday thru Sunday. Other times 2 hours.

Antonio Rivera Rodriguez
(Isla de Vieques)
(787) 741-8366/863-0950 Fajardo

One hour advance notice required during regular business hours, 1200-2100z, Monday thru Saturday. Sunday 1700-2100z. Request for Sunday must be made on Saturday until 2030z.

Henry E. Rohlsen
(St. Croix) FAX (340) 778-7419
(340) 778-0216

One hour advance notice required during regular business hours, 1200-2100z, Monday thru Saturday. Other times 2 hours. Call prior to 2100z. Sunday 1200-2100z.

Cyril E. King
(St. Thomas) FAX (340) 774-0814
(340) 774-1719

One hour advance notice required during regular business hours, 1130-2100z, Monday thru Sunday. Other times 2 hours. Call prior to 2100z. Sunday 1130-2100z.

PARACHUTE JUMPING AREAS

<u>Location</u>	<u>Max. Altitude</u>	<u>Remarks</u>
Arecibo Airport- BQN 105/25NM	12,500	Weekends/Holidays 0600-1800 local
Humacao Airport- SJU 159/20.9NM	15,000	2.5NM Radius. Weekends SR-SS, OCNL Holidays SR-SS
St. Thomas- STT 118/6.5NM	15,000	
St. Thomas- STT 110/10.4NM	15,000	
St. Croix- 5NMR of 1749NO6452W (Ordinance Drop Zone)	2,000	0700-1400 local/Mon-Fri

MILITARY ACTIVITY

Military activities are conducted in our area. The current status of these military areas can be obtained by contacting SJU AIFSS.

Restricted Areas are identified as an area within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Restricted Areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of Restricted Areas without authorization from the controlling agency may be **extremely hazardous** to the aircraft and its occupants. Consult area charts for active times and altitudes, other times will be published by NOTAM and are available by contacting SJU AIFSS.

Warning Areas are airspace, which may contain hazards to non-participating aircraft in International airspace. Penetration of Warning Areas during periods of activity may be hazardous to the aircraft and its occupants.

Military Training Routes (MTRS) are used by the military for the purpose of conducting low altitude, high-speed training below 10,000 feet MSL. **Visual routes (VRs)** are usually flown at 2,000 feet AGL and below, and generally developed to be flown under Visual Flight Rules (VFR). **Instrument routes (IRs)** can be flown in any weather.

Military Operations Areas (MOAs) consist of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Most training activities necessitate aerobatic or abrupt maneuvers. Pilots operating under VFR should use **extreme caution**.

Airspace utilization under prescribed conditions, normally employed for the mass movement of aircraft or other special user requirements which cannot otherwise be accomplished is accomplished via **Altitude Reservations, (ALTRVs)**. High density traffic should be anticipated along these routes.

LOCAL FREQUENCIES

Common Traffic Advisory Frequencies (CTAF) / Universal Communication (UNICOM) Frequencies:

San Juan	- 132.05 CTAF	St. Croix	- 118.6/123.0
Isla Grande	- 135.875 CTAF	Vieques	- 123.0 UNICOM monitored 0600-1800Z
Arecibo	- 122.8 UNICOM	Culebra	- 122.9 CTAF
Borinquen	- 123.0 UNICOM	Fajardo	- 122.7 UNICOM
Mayagüez	- 122.8 UNICOM	Humacao	- 122.8 UNICOM
Ponce	- 122.7 UNICOM	Patillas	- 122.9 CTAF
St. Thomas	- 118.8/122.95		

Air Traffic Control Towers:

	TWR FREQ	ATIS FREQ	HOURS OF OPERATION
San Juan Tower	132.05	125.8	24 Hours Daily
Isla Grande	135.875	120.4	0700 - 1900 AST
St. Thomas (North of Island)	118.8 118.1	124.0	0700 - 2230 AST
St. Croix	118.6	135.65	0700 - 2200 AST

Note: ATIS available only when tower is in operation.

St. Thomas tower closes 1 Hr. earlier during Daylight Savings time.

VFR TRANSITION ROUTES THROUGH THE SAN JUAN CLASS C AIRSPACE

Tango Transition

- * **PURPOSE:** Westbound Transition through the San Juan Class C airspace.
- * **ALTITUDE:** Maintain 2,000 feet MSL. Maintain VFR.
- * **FREQUENCY:** San Juan Approach 120.9/290.2.
- * **PROCEDURES:** Contact San Juan Approach at Fajardo/Luquillo.
- * **ROUTE DESCRIPTION:** From the vicinity of the Fajardo Lighthouse/Luquillo Condominiums proceed to the Plaza Carolina Mall. From overhead the Plaza Carolina Mall, continue directly overhead the Luis Muñoz Marin International Air Traffic Control Tower. Depart the tower on a heading 330 until reaching the reef approximately 2.0 miles offshore then enter left traffic for SIGT. When the Isla Grande Tower is closed, continue heading 330 until the reef before proceeding westbound. From this point, you may enter into the Isla Grande traffic pattern or if continuing westbound, request additional advisories from San Juan Approach Control on frequencies 119.4 or 269.2.

River Transition

- * **PURPOSE:** Eastbound transition through the San Juan Class C airspace for:
 - (a) Isla Grande departures.
 - (b) Overflying traffic from the West.
- * **ALTITUDE:** Maintain 1500 feet MSL. Maintain VFR.
- * **FREQUENCY:** San Juan Approach 119.4/269.2 (Overflights only).
- * **ROUTE DESCRIPTION:** From abeam the La Plata (Dorado) River mouth, and approximately one mile offshore, proceed along the shoreline until north of the Condado Plaza Hotel. Thence, continue directly overhead the Luis Muñoz Marin International Air Traffic Control Tower. From overhead the tower, continue eastbound between the runways on heading 095 until advised by ATC.

* ISLA GRANDE DEPARTURES:

a. Runway 9.

Climb to 1,500 feet and initially fly heading 070 degrees until crossing the shoreline, then continue directly overhead the Luis Muñoz Marin International Air Traffic Control Tower and join the "River Transition."

b. Runway 27.

Climb to 1,500 feet while making a right downwind departure until north of the Condado Plaza Hotel, then continue directly overhead the Luis Muñoz Marin International Air Traffic Control Tower and join the "River Transition."

Pilots desiring to use this procedure should request the "River Transition" from the Isla Grande Ground Control. When departing the Isla Grande Airport and the control tower is not open, remain clear of the San Juan Class C airspace, contact San Juan Approach Control on 119.4/269.2, and request the "River Transition."

* OVERFLIGHTS: Contact San Juan Approach on 119.4/269.2 in the vicinity of the La Plata (Dorado) River mouth with the request to join the "River Transition."

* During unusual air traffic activity such as a west departure operation in San Juan, or marginal VFR weather conditions, these procedures may be curtailed and/or modified. Aircraft shall comply with the ATC instructions and plan an alternate route. The requirement for an operating Mode "C" transponder in the Class C airspace still applies.

Plaza Transition

* PURPOSE: Eastbound transition through the San Juan Class C airspace when SJU Tower is on a runway 26/28 configuration.

(a) Isla Grande departures.

(b) Overflying traffic from the West.

* ALTITUDE: Maintain 1500 feet MSL. Maintain VFR.

* FREQUENCY: San Juan Approach 119.4/269.2 (Overflights only).

* ROUTE DESCRIPTION: From the La Plata (Dorado) River mouth, and approximately one mile offshore, continue along the shoreline until abeam the SJU Control Tower at the Luis Muñoz Marin International airport. Thence, continue overhead the SJU Control Tower and direct the Plaza Carolina Mall. When aircraft is overhead the Plaza Carolina Mall, continue eastbound on a 095 heading until advised by ATC to contact SJU Departure on 120.9.

* ISLA GRANDE DEPARTURES:

(a) Runway 9.

Climb to 1,500 feet and initially fly heading 070 degrees until one mile north of the shoreline. Continue along the shoreline until abeam the SJU Control Tower at Luis Muñoz Marin International Airport, thence overhead the SJU Control Tower and direct the Plaza Carolina Mall. When aircraft is overhead the Plaza Carolina Mall, continue eastbound on a 095 heading until advised by ATC to contact SJU Departure on 120.9.

(b) Runway 27.

Climb to 1,500 feet while making a right downwind departure until one mile north of the shoreline. Continue along the shoreline until abeam the SJU Control Tower at the Luis Muñoz Marín International Airport, thence overhead the SJU Control Tower and direct the Plaza Carolina Mall. When aircraft is overhead the Plaza Carolina Mall, continue eastbound on a 095 heading until advised by ATC to contact SJU Departure on 120.9.

Pilots desiring to use this procedure should request the "Plaza Transition" from the Isla Grande Ground Control. When departing the Isla Grande Airport and the control tower is not open, remain clear of the San Juan Class C airspace, contact San Juan Approach Control on 119.4/269.2, and request the "Plaza Transition."

* OVERFLIGHTS: Contact San Juan Approach on 119.4/269.2 in the vicinity of the La Plata (Dorado) River mouth with the request to join the "Plaza Transition."

During unusual air traffic activity such as a west departure operation in San Juan, or marginal VFR weather conditions, these procedures may be curtailed and/or modified. Aircraft shall comply with the ATC instructions and plan an alternate route. The requirement for an operating Mode "C" transponder in the Class C airspace still applies.

San Juan Automated International Flight Service Station
 5000 Rd 190, Carolina, PR 00979-7440

FS21 CUSTOMER COMPLAINT FORM

(To ensure proper processing, please complete all information on the form)

Indicate which specific service was the basis for this complaint:

- | | |
|---|------------------------------------|
| <input type="checkbox"/> Preflight | <input type="checkbox"/> Inflight |
| <input type="checkbox"/> Flight Plan Filing | <input type="checkbox"/> Broadcast |
| <input type="checkbox"/> NOTAMs | <input type="checkbox"/> EFAS |
| <input type="checkbox"/> Other (please specify) _____ | |

Name of AFSS facility involved:	
Date and time (local or UTC) of the event generating this complaint:	
Please provide a narrative of the complaint (use additional sheets as necessary):	
In order to validate the complaint and to provide you with feedback, please furnish the following information:	
Name:	
Address:	
Phone No:	
E-Mail Address:	

Thank you for your input. Someone will contact you personally regarding this matter.

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