PORT-AU-PRINCE

Flight Information Region

STANDARD OPERATING PROCEDURES

EFFECTIVE 1 MAY 2022

DISTRIBUTION AND SCOPE

This document prescribes the procedures to be utilized for the day-to-day operations of the Port Au Prince FIR. This document serves to understand and apply controlling procedures into the facility positions and to meet its standards. This document is distributed to all Port Au Prince members.

UPDATES & CHANGES

The Air Traffic Manager or their designee may post interim changes to this document in the form of notices via the Port Au Prince website and discord. Controllers are requested to check for any notices prior to controlling for changes in procedures. This document cancels any relevant procedures or agreements previous to this one, beginning on the date of effectiveness of this document.

AMENDMENT HISTORY

Revision Effective Date Notes
2022/05 - 01 May 2022 - Initial Release

VALIDITY

This document becomes effective 1 May 2022.

Approved by:

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- Wilber Baez - Port Au Prince FIR - Air Traffic Manager

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1. General

1.1 Rules & Policies

All VATSIM controllers wishing to conduct online operations within the Port Au Prince FIR airspace are subject to comply with the VATSIM Code of Conduct, VATSIM Code of Regulation, as well as any VATSIM Caribbean Division and local FIR policies.

1.2 Languages

English is the preferred Language for flying and ATC services in the MTEG FIR. ATC services in a language other than English are not allowed.

1.3 Procedures & Charts

Airport & airspace specific procedures are covered in this document. Charts are available through the website of the Office National de l'Aviation Civile (OFNAC).

2. Airspace Structuration & Classification

2.1 Port Au Prince FIR - Airspace

Lateral limits: The limits of the area of responsibility correspond to the boundary of Port Au Prince FIR as published by the Office National de l'Aviation Civile (OFNAC).

Vertical limits: Up to FL600

Area Vertical Limits Airspace Classification
Port Au Prince FIR - FL245 - FL600 (Class A)
Port Au Prince FIR - 17000 ft - FL245 (Class A)
Port Au Prince FIR - 7500 ft - 17000 ft (Class D)
Port Au Prince FIR - SFC - 7500 ft (Class G)

2.2 Port Au Prince Approach - Airspace

Lateral limits: The limits of the area of responsibility correspond to the boundary of Port Au Prince TMA as published by the Office National de l'Aviation Civile (OFNAC).

Vertical limits: 3,000 ft to FL195

Area Vertical Limits Airspace Classification
Port Au Prince TMA - 17000 ft - FL195 (Class A)
Port Au Prince TMA - 3000 ft - 17000 ft (Class D)

2.3 Port Au Prince Tower - Airspace

Lateral limits: The limits of the area of responsibility correspond to the boundary of the Port Au Prince CTR as published by the Office National de l'Aviation Civile (OFNAC).

Vertical limits: Up to 3000 ft

Lateral limits: 10 nautical miles

Area Vertical Limits Airspace Classification
Port Au Prince CTR SFC - 3000 ft (Class D)

2.4 Cap Haitien Tower - Airspace

Lateral limits: The limits of the area of responsibility correspond to the boundary of the Cap Haitien CTR as published by the Office National de l'Aviation Civile (OFNAC).

Vertical limits: Up to 7500 ft

Lateral limits: 25 nautical miles

Area Vertical Limits Airspace Classification
Cap Haitien CTR SFC - 7500 ft (Class D)

3. Facility Positions

3.1 Enroute

Port Au Prince Control is a radar equipped station providing Flight Information Services to aircraft within the Port Au Prince FIR. It provides top-down coverage for all of the Port Au Prince FIR.

MTEG_CTR 124.500 MHz

Note: *Caribbean Control (CARI_FSS) controls all Port Au Prince airspace above FL245 in the absence of local Air Traffic Control services.*

3.2 Approach Control

Port Au Prince Approach provides top-down coverage for the Toussaint Louverture International Airport (MTPP).

MTPP_APP 119.800 MHz

3.2 Aerodrome Control

3.2.1 MTPP

MTPP_TWR 118.300 MHz
MTPP_GND 121.750 MHz
MTPP_DEL 135.100 MHz

3.2.2 MTCH

MTCH_TWR 118.700 MHz

4. Facility Operations

4.1 Cruise Levels

Cruising levels for IFR flights within the Port Au Prince FIR use the following rule:

- From H360 to H179: ODD (Ex: FL210, FL230, FL250)
- From H180 to H359: EVEN (Ex: FL220, FL240, FL260

Above FL410 only odd flight levels are used alternating westbound and eastbound. VFR flights also use this rule adding 500 feet to the applicable flight level. No VFR flights are allowed above 17000ft.

4.2 Separation Minima

The following separation minima are maintained within the Port Au Prince FIR:

Sector Horizontal Vertical
Port Au Prince FIR 5nm 1000ft
Approach Final Separation
Without Any Departure: 10 nm between 2 aircrafts
With a Departure in between: 15 nm between 2 arriving aircraft

4.3 SSR Codes

The following SSR codes are used within the Port Au Prince FIR:

SSR Range Type Location
1201 - 1277 | VFR Aircraft
4001 - 4077 | IFR Aircraft

5. Aerodrome Operations

5.1 Toussaint Louverture Intl Airport (MTPP)

5.1.1 Runway Usage

Runway 10 is the preferred runway due to the prevailing winds in the Caribbean.

5.1.2 Standard Instruments Departures

Every plane that is RNAV capable shall receive an RNAV SID. When no SID is available or the aircraft is unable to fly an RNAV Departure, it shall be assigned vectors to the first waypoint. Alternatively, a direct to the PAP VOR and then radar vectors to the first waypoint may be given.

5.1.3 Altitudes

All IFR flights shall receive 5000ft as their initial climb. Port Au Prince Approach can clear planes to a maximum of FL190 before transferring them to Port Au Prince Center.

5.1.4 Standard Arrival Routes

Every plane that is RNAV capable shall be cleared for an RNAV STAR. When no STAR is available from the entry waypoint, ATC shall give a DIRECT to the IAF of one of the instrument approaches or the PAP VOR. Alternatively, radar vectors may be given.

5.1.5 Instruments Approaches

ILS Z Runway 10 is the preferred instrument approach. Planes shall receive a DIRECT to the appropriate IAF or receive radar vectors to intercept the localizer. The following instrument approaches are available at MTPP are:

- ILS Z
- ILS Y
- RNP
- VOR

5.1.6 Visual Flight Rules

A flight plan is mandatory for all VFR flights in MTEG airspace.

VFR Pattern Altitude & Direction - MTPP
Runway 10 - 1500ft | Right-hand
Runway 28 - 1500ft | Left-hand

5.1.7 Final Approach Operations

Due to the required backtrack for aircraft vacating and entering runway 10/28, medium and heavy jets should be sequenced at least 10nm in trail on final approach between two arriving aircraft. When aircraft goes in between aircrafts shall be sequenced with 15 nm in trail between the two arriving aircraft to create spacing for the departure aircraft.

5.1.8 Gate Limitations

Due to limited width and strength the following planes are allowed to use the taxiways and holding points of runway 10/28:

Holding Point Maximum Weight Category
A, D, E Medium
B Medium + Boeing 757
C Heavy
F, G, H Light

5.2 Cap-Haitien Airport (MTCH)

5.2.1 Runway Usage

Runway 05 is the preferred runway due to the prevailing winds in the Caribbean.

5.2.2 Altitudes

All IFR flights shall receive 7000ft as their initial climb, or its cruise altitude if lower.

5.2.3 Approach Operations

All planes shall be cleared on a STAR if they are RNAV capable, or when no STAR is available, ATC shall give a DIRECT to the IAF of one of the instrument approaches. Alternatively, radar vectors may be given.

Approach control shall terminate radar services before handing off to Tower Control

“N75797, Radar Services are Terminated, Contact Cap-Haitien Tower in 118.700mhz”