



**PORT-AU-PRINCE FIR**  
**STANDARD OPERATING PROCEDURES**

EFFECTIVE FEBRUARY 2023

## **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 to the facility positions and to meet its standards. This document is distributed to all Port-Au-Prince controllers.

## **UPDATES & CHANGES**

The Caribbean Deputy Division Director or their designee may post interim changes to this document in the form of notices via the Port-Au-Prince website. Controllers are required to check for notices referencing a change to this document prior to control. 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**

03 February 2023 - MTEG Facility Turnover

30 June 2022 - MTEG Facility Positions

01 May 2022 - Initial Release

## **VALIDITY**

This document becomes effective 3 February 2023.

Approved by:

Israel Reyes (VATCAR2) Deputy Division Director - Caribbean Division

Braden Vonderau (VATCAR3) Training Director - Caribbean Division

# TABLE OF CONTENTS

<b>1. General</b>	<b>4</b>
1.1 Rules & Policies	4
1.2 Languages	4
1.3 Procedures & Charts	4
<b>2. Airspace Structuration &amp; Classification</b>	<b>5</b>
2.1 Port-Au-Prince FIR - Airspace	5
2.2 Port-Au-Prince Approach - Airspace	5
2.3 Port-Au-Prince Tower - Airspace	6
2.4 Cap Haitien Tower - Airspace	6
<b>3. Facility Positions</b>	<b>7</b>
3.1 Enroute	7
3.2 Approach Control	7
3.2 Aerodrome Control	8
3.2.1 MTPP	8
3.2.2 MTCH	8
<b>4. Facility Operations</b>	<b>9</b>
4.1 Cruise Levels	9
4.2 Separation Minima	9
4.3 SSR Codes	9
<b>5. Aerodrome Operations</b>	<b>10</b>
5.1 Toussaint Louverture Intl Airport (MTPP)	10
5.1.1 Runway Usage	10
5.1.2 Standard Instruments Departures	10
5.1.3 Altitudes	10
5.1.4 Standard Arrival Routes	10
5.1.5 Instruments Approaches	10
5.1.6 Visual Flight Rules	11
5.1.7 Final Approach Operations	11
5.2 Cap-Haitien Airport (MTCH)	12
5.2.1 Runway Usage	12
5.2.2 Altitudes	12
5.2.3 Approach Operations	12

# **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 Divisional policies.

## **1.2 Languages**

English is the preferred Language for flying and ATC services in the Port-Au-Prince 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.

<p><b>MTEG_CTR</b> 124.500 MHz</p>
--

**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).

<p><b>MTPP_APP</b> 119.800 MHz</p>
--

## 3.2 Aerodrome Control

### 3.2.1 MTPP

**MTPP\_TWR**  
118.300 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:

<b>Sector Horizontal Vertical</b>
Port-Au-Prince FIR 5nm 1000ft
<b>Approach Final Separation</b>
Without Any Departure: 10 nm between 2 aircraft
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:

<b>SSR Range Type Location</b>
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.

<b>VFR Pattern Altitude &amp; Direction - MTPP</b>
Runway 10 - 1500ft   Left-hand
Runway 28 - 1500ft   Right-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 aircraft shall be sequenced with 15 nm in trail between the two arriving aircraft to create spacing for the departure aircraft.

## **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”