

AIP

AERONAUTICAL INFORMATION PUBLICATION

REPUBLIC OF HAITI

CONSULT NOTAM FOR LATEST INFORMATION

OFFICE NATIONAL DE L'AVIATION CIVILE

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November 8, 2018

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1. This amendment incorporates information contained in the following NOTAM which are hereby cancelled

NOTAM	A0005/15
	A0015/15
	A0020/15
	A0022/15
	A0028/15
	A0035/15
	A0046/18

**OFFICE NATIONAL DE L'AVIATION CIVILE
(OFNAC)**

AERONAUTICAL INFORMATION SERVICE

AIP

AERONAUTICAL INFORMATION PUBLICATION

REPUBLIC OF HAITI

PART ONE

GENERAL (GEN)

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PART 1- GENERAL (GEN)

GEN 0.

GEN 0.1 Preface

1. Name of the publishing authority

The AIP of Haiti is published by authority of the civil Aviation Administration.

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1.

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the table of contents to Part 1.

GEN. 1 *National regulations and requirements* - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry , transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. *Tables and codes* - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. *Services* - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services and Search and rescue.

GEN 4. *Charges for aerodromes and air navigation services* - Aerodrome charges; and Air navigation services charges

3.1.2 Part 2 - En - route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand Amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. *General rules and procedures* - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air Traffic services airspace - Detailed description of Flight information regions (FIR); Upper flight information regions (UIR); Terminal control areas (TMA); and Other regulated airspace.

ENR 3. ATS Routes - Detailed description of Lower ATS routes; Upper ATS routes; other routes;

Note. - Other types of routes which are specified in connexion with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. Radio navigation aids/systems - Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - en-route; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts - En-route Chart - ICAO and index charts.

3.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

AD 1.Aérodromes- Introduction- Aerodrome availability; Rescue and firefighting services; Index to aerodromes; and Grouping of aerodromes.

AD 2.Aerodromes - Detailed information within the 24 subsections about aerodromes and heliports.

3.2 Regular amendment interval

Regular amendments to the AIP will be issued according to the needs.

4- Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

**Office National de l'Aviation Civile
Aeronautical Information Division
P.O. Box 1346
Port-au-Prince, HT 6110
HAITI
e-mail :division.ais@ofnac.gouv.ht**

GEN 0.2 RECORDS OF AIP AMENDMENTS

GEN 0.3 RECORDS OF AIP SUPPLEMENTS

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the Administrations designees concerned with facilitation of international air navigation are as follows:

1. Civil Aviation Administration

Office National de l'Aviation Civile
Boulevard Toussaint Louverture
Delmas
Port-au-Prince, HT 6110
HAITI
Tel: (509) 2910-2229
Telefax
Telex: NIL
AFS: MTEGYAYX

2. Meteorology

Centre National de Météorologie
Aéroport Toussaint Louverture
Delmas
Port-au-Prince, HT 6110
HAITI
Tel: (509) 2813-1798
Telefax:
Telex: NIL
AFS: MTНЫMYX

3. Customs

Administration Générale des Douanes
Direction des Douanes Aéroport
Aeroport Toussaint Louverture
Delmas
Port-au-Prince, HAITI
Tel: (509) 2250-1371 / 2250-1379
Telefax: (509) 2246-2201 / 2246-4405
Telex: NIL
AFS: NIL

4. Immigration and Emigration

Direction générale de l'Immigration
Avenue John Brown, Lalue
Port-au-Prince, HAITI
Tel: (509) 2245-6340 / 2250-2056 / 2245-9017
Telefax: 2250-1863
Telex: NIL
AFS: NIL

5. - Health

Division d'Hygiène Publique
Rue des Miracles No. 53
Port-au-Prince, HAITI
Tel: (509) 2228-2518 / 2228-2519
Telefax: NIL
Telex: NIL
AFS: NIL

6. En-route charges

Office National de l'Aviation Civile (OFNAC)
Service de la facturation
Boulevard Toussaint Louverture
Delmas
Port-au-Prince, HT 6110
HAITI
Tel: 4494-0040
Telefax:
Telex: NIL
AFS: MTEGYFYX

6A- Aerodromes charges

Autorité Aéroportuaire Nationale (AAN)
Boulevard Toussaint Louverture
Delmas
Tel: (509) 3457-4598
Telefax:
Telex: NIL
AFS: MTНЫAYX

7. Agricultural quarantine

Contrôle Sanitaire aux Frontières
Palais des Ministères
Port-au-Prince, HAÏTI
Tél: (509) 2298-3111 / 3512-3907
Telefax: NIL
Telex: NIL
AFS: NIL

8.- Aircraft accidents investigation Bureau

Direction de l'Exploitation Aérienne (OFNAC)
Boulevard Toussaint Louverture
Delmas
Port-au-Prince, HT 6110
HAITI
Tel: 4494-0045
Telefax:
Telex: NIL
AFS: MTEGYAYX

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1. International flights into, from or over HAITI territory shall be subject to the current HAITI regulations relating to Civil Aviation. These regulations correspond in all essentials to the Standards and recommended Practices contained in Annex 9 to the Convention in International Civil Aviation.

1.2. Aircraft flying into or departing from HAITI territory shall make their first landing at or final departure from, an international aerodrome (see AIP HAITI, AD 1.3, AD 2 and AD 3).

2. Scheduled flights

2.1. General

2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across HAITI, the following requirements must be met:

a) The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. HAITI is a party to both Agreements;

b) The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and HAITI are contracting parties and must have a permit to operate into or in transit across HAITI. Applications for such permits shall be submitted at least 90 days in advance to:

Office National de l'Aviation civile
P.O. Box 1346
Port-au-Prince, HT 6110 HAITI

2.2. Documentary requirements for clearance of aircraft

2.2.1 It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from HAITI. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English, French, Spanish or Russian and completed in legible handwriting. No visas are required in connexion with such documents.

2.2.2 Aircraft documents required (arrival departure)			
Required by	General declaration	Passenger Manifest	Cargo Manifest
Customs Administration	0	0	4
Immigration Service	1	1	0
Security Service	1	1	0
Operations Service	1	2	2

Notes

- a) *The general declaration will have to be signed by either the designated agent or the pilot in command and duly filled in*
- b) *The passenger and cargo manifest will have to be signed, either by the designated agent or the pilot in command.*
- c) *If no passengers are embarking (or disembarking) and no articles are loaded (or unloaded), no aircraft documents except copies of the general declaration need to be submitted to the above authorities*

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

3. Non-scheduled flights

3.1 Procedures

3.1.1 If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the territory of HAITI, it is not necessary for the operator to obtain prior permission.

3.1.2 If an operator intends to perform a (series of) non-scheduled flight (s) into HAITI for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to OFNAC for permission to carry out such operations not less than twenty-four hours in advance of the intended landing . The application must include the following information in the order shown hereunder:

- a) Name of operator;
- b) Type of aircraft and registration marks;
- c) Date and time of arrival at, and departure from the international Airports of Port-au-Prince or Cap-Haitien
- d) Place or places of embarkation or disembarkation abroad, as the case may be, of passengers and /or freight;
- e) Purpose of flight and number of passengers and/or nature and amount of freight; and
- f) Name, address and business of charterer, if any.

3.2 Documentary requirements for clearance of aircraft

Same requirements as for SCHEDULED FLIGHTS.

4. Private flights

4.1 Advance notification of arrival

4.1.1. Flights inbound to HAITI have to notify OFNAC not less than twenty-four hours in advance of their intended landing. The notification must include the following information in the order shown hereunder:

- 1- Name of the Pilot
- 2- Type of Aircraft and registration marks;
- 3- Number of passengers
- 4- Aerodrome of Departure
- 5- Date and arrival time

Following the notification, a flight plan shall be submitted to the appropriate Civil Aviation Authority prior to take off.

4.1.2 For reasons of flight safety, special permission in addition to the filing of a flight plan is required for flights from CUBA.

4.1.3 Application for special permission must be submitted to the Office National de l'Aviation Civile (OFNAC) at least three days in advance of the entry into the airspace over HAITI.

4.2 Documentary requirements for clearance of aircraft.

No documents, in addition to those mentioned under 2.2.2 above are required in the case of an aircraft remaining within HAITI for less than 90 days. For a stay beyond 90 days after the date of arrival, an application for Haitian registration marks must be submitted to **Office National de l'Aviation Civile**

5. Public health measures applied to aircraft

No public health measures are required to be carried out in respect of aircraft entering HAITI.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. Customs requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.2 No customs formalities are normally required on departure.

2. Immigration requirements

2.1 No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same or a nearby airport.

2.2 A person entering HAITI for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at HAITI consulates abroad. Temporary visitors must be in possession of a valid passport. As well as an entry visa with the exception of visitors carrying the following documentation:

- Pass issued by the United Nations
- Official travel order issued to member of U.S. Armed Forces in uniform.
- Proof of citizenship (e.g. birth certificates) issued to Nationals of Canada and USA for a stay of maximum 30 days.
- Seaman book issued to nationals of any country.

1.3-1 Entrance visas are required from temporary visitors with the exception of the following:

- Returning alien residents holding a "permis de retour"
- Nationals of Canada and U.S.A. (a stay of maximum 30 days)
- Holders of British passports with "United Kingdom of Great Britain and Northern Ireland" or "Jersey" or Guernesey and its dependencies" or "Isle of MAN" printed on the front cover (a stay of maximum 3 months).

- Nationals of Austria, Belgium, Denmark, France, Federal Republic of Germany, Israel, Liechtenstein, Luxembourg, Monaco, Netherland, Norway, Sweden and Switzerland (a stay of maximum 3 months)

- Merchant seamen traveling on duty, holding a passport or a seamen book, (boarding a ship in HAITI) provided copy of a letter from the shipping company or the shipping agent assuming responsibility for them during their stay in HAITI, states that they will be met at the airport. The standard ICAO E/D card is required of any national from any country.

2.3 For flight crew members on scheduled services who keep possession of their licenses when embarking and stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of HAITI, the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into HAITI. This provision is also applicable if the crewmember enters HAITI by other means of transport for the purpose of joining an aircraft.

2.4 Embarking passengers are required to check Immigration before departure. The Airport departure fees are US\$ 55.00.

3. Public health requirements

3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

3.2 On departure, no health formalities are required.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs requirements concerning cargo and other articles

1.1 Express Manifest - Parcel Post and Ordinary Packages

1.1-1 All package destined to Port-au-Prince will be listed on the express manifest of the appropriate air transport company in four copies signed by the pilot in command of the aircraft. This manifest shall be remitted to customs with the bags containing the packages. Each bag will have a list of the packages it contains, this list will be checked against the items in the bag. All packages will be retained at the customs office and all consignees will be notified that parcels have been received. The consignees will have to come and check the goods. Upon payment of customs taxes, they will take possession of the goods after producing the discharge for the appropriate air transport company. Packages weighing over twenty kilos or whose volume is over 55 dm³ or whose size is over 1m25 will be considered regular packages and not as postal parcels. All customs regulations concerning regular package could be applied in accordance with existing administration orders.

1.1-2 Each package arriving must be accompanied with two copies of the cargo manifest of the concerned air transport company which should be signed at the point of origin by the expeditor or his representative.

1.1-3 Two complete sets of the cargo manifest concerning the whole shipment will be remitted by the air transport company to the customs office before unloading the packages; one copy will remain in customs files and the other will be sent to customs main office.

1.2 Warehouse

When the consignees refuse or neglect to make a declaration within five days arrival of the packages, these will be, on the fifth day, put into the warehouse by the appropriate air transport company who will pay the warehouse charges. Twenty days after their arrival, those packages will be shipped back to their point of origin. The packages thus carried will be exempted from consular visa formalities.

1.3 Loading Permit

Goods marked for export will only be accepted by the appropriate air transport company after issuance of a loading permit by the director of Port-au-Prince customs and after payment of the required duties. The appropriate air transport will then submit three copies of the express manifest.

1.4 Statistical tax

1.4-1 A statistical tax of five cents per gross kilo is established for all goods exported by air cargo, including personal effects.

1.4-2 Clearance documents are not required with respect to goods remaining on board an aircraft for on-carriage to a destination outside Haiti.

2.- Agricultural Quarantine Requirements

Sanitary certificates in respect of the following animals: birds, cats and dogs are required. Rabies inoculation certificate is also required for dogs. It is prohibited to import macaws, monkeys and parrots. Meat and all meat products imported from Brazil or the Dominican Republic are also prohibited.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

Commercial air transport aircraft operating in HAITI must adhere to the provisions of ICAO Annex 6 - *Operation of Aircraft*, Part I - *International Commercial Air Transport -- Aeroplanes*, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and chapter 7 (Aeroplane Communication and Navigation Equipment).

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENT/CONVENTIONS

Following, a list of civil aviation legislation, air navigation regulations, etc., in force in HAITI. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Their address can be found on page GEN 3.1-1)

1.1 Aviation ACT

- 1- Decree of December 1947 ratifying the Chicago Convention
- 2- Decree of 29 January 1948 creating the National Civil Aviation Committee
- 3- Decree of 16 November 1960 creating an Aeronautical Civil Department under the Authorities of Industry and Commerce Ministry
- 4- Decree of 10 December 1960 establishing the conditions for Aircraft Registration
- 5- Decree of 31 March 1978 transferring the Aeronautical Civil Department under the Authority of the Ministry of Public works, Transports and Communications
- 6- Decree of 29 September 1980 creating the "Office National de l'Aviation Civile" (OFNAC).

1.2 Civil Air Navigation Regulation

1.3 Air Traffic Regulations

Decree of 7 February 1961 regulating the Air Traffic Services in Haiti

1.4 International Agreements/Conventions

1.5 Miscellaneous

- 1- Decree of 7 February 1961 related to Aerodromes and their exploitation
- 2- Decree of 19 November 1962 creating the administration of the International Airport of Port-au-Prince
- 3- Decree of 20 August 1964 codifying the Administration of the International Airport of Port-au-Prince
- 4- Decree of 21 March 1974 related to Aerodrome regulations
- 5- Decree of 31 March 1978 creating the "Conseil National des Transports"
- 6- Decree of 6 October 1980 creating an Autonomous Entity called "Autorité Aéroportuaire Nationale (AAN)."
- 7- Decree of April 14th 2003 naming Port-au-Prince International Airport: Toussaint Louverture Airport

**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS,
RECOMMENDED PRACTICES AND PROCEDURES**

1 . ANNEX 1 - PERSONNEL LICENSING, 8th edition:

Chapter 1

1.1 Personnel Licensing

Haitian Administration does not deliver its own licenses, it validates licenses delivered by any other contracting state by means of an approved authorization, which is attached to the license and recognizes the same privileges.

This validation depends on the type of license and medical report. Haitian Administration has not yet designated a medical examiner to assess the physical and mental aptitudes of each candidate for the delivery or renewal of personnel licenses; however, it requires the medical report and the findings of the medical examiner of the State from which the candidate holds a license.

ANNEX 2 - RULES OF THE AIR, 9TH EDITION

Chapter 2

2.1 It is prohibited to overfly Port-Au-Prince and Cap-Haitien cities at less than 8000 feet.

2.2 There are no established procedures for SSR equipped aircraft

Chapter 3

3.1.2 Minimal Heights

Flights over populated areas and the cities of Port-au-Prince and Cap-Haitien are prohibited below an altitude of 2400m (8000 feet) QNH.

Flights over public gathering are prohibited unless necessary for takeoff or landing or unless operated at sufficient altitude to ensure a safe emergency landing without endangering populations and / or properties on the ground.

3.3.1 Submission of Flight Plan

Whether they are operated within or outside controlled airspace, all VFR and IFR Flights are required to file a Flight Plan.

3.6.3 Position reports

In addition, VFR flights in control Traffic area (CTA), in terminal control area (TMA) and in control zones (CTR) are required to submit a position report.

Chapter 5

5.1 Instrument Flight rules

Above flight level 180 within the control traffic area of Port-au-Prince (CTA), flights will be operated in accordance with the instrument flight rules.

**PROCEDURES FOR AIR NAVIGATION SERVICES - RULES OF THE AIR TRAFFIC SERVICES
(PANS-RAC, Doc 4444)**

Part V, 17 Special VFR flights will not be authorized when the cloud base is less than 300 or 1000 feet and visibility less than 3km. On Pilot request and when traffic permits, Special VFR flights may be authorized when the visibility is between 1.5 and 8 km.

REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030)

The supplementary procedures in force are given in their entirety, differences are shown in bold.

3- ANNEX 3 - METEOROLOGY, 12th edition:

Chapter 3

3.1.1 There are no forecast services

3.2 There is an airport meteorological center at Port-au-Prince –International Airport, but it functions partially.
There is a unit available at the Cap-Haitien International airport.

Chapter 4

4.1.2 There are no observing and reporting of runway visual range.

Chapter 6

6.2 There are no landings forecasts provided by the National Meteorological Centre.

6.3 There are no take-off forecasts provided by the National Meteorological Centre.

Chapter 8

8.1 Aeronautical climatological information is available but incomplete:

- Monthly average of everyday maximum and minimum temperatures (°C)
- Monthly average of barometric pressure during hours of minimum and maximum temperatures
- Monthly average of dew point during hours of maximum and minimum temperature.

Chapter 9

9.1 Meteorological information is provided to operators and flight crewmembers by their flight operation officers; however, it is possible to request for a specific flight, from other FIR through which the flight will be made, meteorological information via AFTN network, provided that it is made within the delays required from the operators and as published in MET 0-0-1.

4- ANNEX 4 - AERONAUTICAL CHARTS, 10th edition: NIL

5- ANNEX 5 UNITS OF MEASUREMENT TO BE USED IN AIR GROUND OPERATIONS, 4th edition:
NIL

6. ANNEX 6 -- OPERATION OF AIRCRAFT

- Part 1, International Commercial Air Transport – Aircrafts, 9th edition : NIL
- Part 2, International General Aviation- Aircrafts, 8th edition : NIL
- Part 3, International Helicopters Flights, 7th edition : NIL

7. ANNEX 7 -- AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 5th edition: NIL

8. ANNEX 8 -- AIRWORTHINESS OF AIRCRAFT, 11th edition: NIL

9. ANNEX 9 -- FACILITATION, 13th edition

Chapter 2

General

2.4 General declaration is required.

Description, purpose and use of Aircraft documents

2.6 Passengers manifest is required.

Chapter 3

Entry requirements and Procedures

3.5.1 - Not applied

3.5.2 - Not applied

3.5.3 - Not applied

Additional documentation

3.9 Haitian incoming passengers cards are required.

Clearance Procedures

3.15 Written notification is required.

Chapter 4

Electronic data-processing techniques

4.8 Presentation of such documents is required.

Clearance of import Cargo

4.20 Consular formalities and charges are required for consignments.

Aircraft equipment, stores and parts

4.46. Haitian Customs Administration does not give the same treatment to unaccompanied as to accompanied baggage.

Chapter 5

Traffic being transferred to another airport

5.8 Not applied

5.9. Not applied

Chapter 6

Facilities required for Implementation of Public Health, Emergency Medical Relief, and Animal and Plant Quarantine Measures.

6.55 Outside operating hours, some supplementary charges are required from operating agencies.

10. ANNEX 10- COMMUNICATIONS

Volume I, Radionavigation aids- 6th edition: NIL

Volume II, Communications procedures- 6th edition: NIL

Volume III Communications Systems - 2nd edition: NIL

Volume IV Radar surveillance and anti-collision systems - 4th edition: NIL

Volume V, Use of radiofrequencies spectrum- 2nd edition: NIL

11. ANNEX 11- AIR TRAFIC SERVICES- 13th edition: NIL

12. ANNEX 12- SEARCH AND RESCUE-8th edition: NIL

13. ANNEX 13 --- AIRCRAFT ACCIDENT INVESTIGATION, 10th edition: NIL

14. ANNEX 14 – AERODROMES

Volume I, Conception and technical operation of airports-6th edition: NIL

Volume II, Helistations- 4th edition: NIL

15. ANNEX 15 -- AERONAUTICAL INFORMATION SERVICES, 14th edition: NIL

16. ANNEX 16 -- ENVIRONMENTAL PROTECTION, 6th edition: NIL

17. ANNEX 17 -- SECURITY -- SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 9TH edition: NIL

18. ANNEX 18 -- THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR,3rd edition: NIL

19. ANNEX 19- SAFETY- 1ST edition: NIL

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within HAITI for air and ground operations.

2. Time System

General

Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241

3. Geodetic reference datum

3.1 Name/designation of datum

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

3.2 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of HAITI as well as the airspace over the high seas encompassed by the HAITI Flight Information Region in accordance with the regional air navigation agreement.

<i>For measurement of</i>	<i>Units used</i>
Distances, used in navigation, position reporting, etc.-- generally in excess of 2 nautical miles	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometers or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metrics Tonnes or kilograms
Time	Hours and minutes, beginning at midnight UTC

3.3 Use of an asterisk to identify published geographical coordinates

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, chapter 2 and ICAO Annex 14, Volumes I and II Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volumes I and II, Chapter 2.

4. Aircraft nationality and registration marks

The nationality mark for aircraft registered in HAITI is the letter HH. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. HH-BVA.

5. Public holidays

<u>Name</u>	<u>Date/Day</u>
New Year's Day	January 1
Ancestor's Day	January 2
Shrove Tuesday	Tuesday before Ash Wednesday
Agriculture and Labor Day	May 1
University and Flag Day	May 18
Corpus Christi	60 days after EASTER
Assumption	August 15
Dessalines' death	October 17
All Souls 'Day	November 2
Vertieres Battle	November 18
Christmas	December 25

Note - Some administrative services may not be available the following days.

- *ASH Wednesday*
- *December 24, Christmas Eve*
- *December 31, New Year's Eve*
- *Maundy Thursday from noon*
- *Shrove Monday from noon.*

GEN 2.2. ABBREVIATIONS USED IN AIS PUBLICATIONS

A	Amber	Amber
A/A	Radiocommunication Air/Air	Air to air communications
AAL	Au-dessus du niveau de l'aérodrome	Above aerodrome level
ABM	Par le travers de	Abeam
ABN	Phare d'aérodrome	Aerodrome beacon
ACAS	Système embarqué d'anti-abordage	Airborne collision avoidance system
ACB	Aéro-club	Flying club
ACC	Centre de contrôle régional ou contrôle régional	Area control center or area control
ACFT	Aéronef	Aircraft
ACL	Emplacement destine à la vérification des altimètres	Altimeter check location
ACN	Numéro de classification d'avion	Aircraft classification number
ACP	Message d'acceptation	Acceptance message
ACPT	Accepte ou accepté	Accept or accepted
ACT	En service ou en activité ou activité	Active or activated or activity
AD	Aérodrome	Aerodrome
ADAC	Avion à décollage et atterrissage court	Short take-off and landing aircraft
ADAV	Avion à décollage et atterrissage vertical	Vertical take-off and landing aircraft
ADDN	Addition ou supplémentaire	Addition or additional
ADF	Radio compas automatique	Automatic Direction Finder
ADJ	Adjacent	Adjacent
ADS	Adresse	Address
Aè	Faisceau de phare marin relevé de 10° au-dessus de l'horizon en vue de son utilisation par les navigateurs aériens	Marine light beacon with beam angle 10° above the horizon for use by airmen
AEM	Aéromodélisme	Model aircraft flight
AFI	Région Afrique-Océan indien	Africa, Indian ocean region
AFIL	Plan de vol déposé en vol	Flight plan filled in the air
AFIS	Service d'information de vol d'aérodrome	Aerodrome flight information service
AFS	Service fixe aéronautique	Aeronautical fixed service
AFTN	Réseau du service fixe des télécommunications	Aeronautical fixed telecommunication network
A/G	Radio communications air/sol	Air to ground radio communications
AGA	Aérodromes, routes aériennes et installations au sol	Aerodromes, air routes and ground aids
AGL	Au-dessus du niveau du sol	Above ground level
AIC	Circulaire d'information aéronautique	Aeronautical information circular
AIP	Publication d'information aéronautique	Aeronautical information publication
AIRAC	Régularisation et contrôle de la diffusion des renseignements aéronautiques	Aeronautical information regulation and control
AIREP	Compte rendu en vol	Air report
AIS	Service(s) d'information aéronautique	Aeronautical information service(s)
ALERFA	Phase d'alerte	Alert phase
ALT	Altitude	Altitude
ALTN	Alternatif (feux à couleurs alternées)	Alternate or alternating (light alternates in colour)
ALTN	Dégagement (aérodrome de)	Alternate (aerodrome)
AMD	Amender ou amendé	Amend or amended
AMSL	Au-dessus du niveau moyen de la mer	Above mean sea level

AMSR	Altitude minimum de sécurité radar	Radar minimum safe altitude
AOC	Carte d'obstacles d'aérodrome	Aerodrome obstruction chart
AP	Aéroport	Airport
APCH	Approche	Approach
API	Approche interrompue	Missed approach
APP	Centre de contrôle d'approche ou contrôle d'approche ou service	Approach control office or approach control
APR	Avril	April
APPR	Approche de précision	Precision approach
APRX	Approximativement	Approximately
ARP	Point de référence d'aérodrome	Aerodrome reference point
ARR	Arriver ou arrivé ou message d'arrivée	Arrive or arrival or arrival message
ASC	Monter ou je monte jusqu'à	Ascent or ascending to
ASDA	Longueur utilisable pour l'accélération arrêt	Accelerate stop distance available
ASFC	Au-dessus de la surface	Above surface
ASI	Air à signaux	Signal area
ASPH	Asphalte	Asphalt
ATC	Contrôle de la circulation aérienne (en général)	Air traffic control (in general)
ATIS	Service automatique d'information de région terminale	Automatic terminal information
ATIS/V	ATIS VFR (portée réduite)	VFR ATIS (reduced range)
ATIS/S	ATIS surface	Surface ATIS
ATTN	Attention	Attention
AUG	Août	August
AUX	Auxiliaire	Auxiliary
AVA	Administration de l'Aviation Civile	Civil Aviation authority
AVGAS	Carburant d'aviation	Aviation gasoline
AVOR	Radiophare omnidirectionnel VHF de faible puissance	Low power VHF omnirange
AVT	Avitaillement	Refuelling
AWY	Voie aérienne	Airway
AZM	Azimut	Azimuth
B	Bleu	Blue
BA	Freinage (coeffcient)	Braking action
BATR	Bandé d'atterrissage train rentré	Belly landing strip
BCST	Diffusion	Broadcast
BDP	Bureau de piste	ATS reporting office
BI	Base intensité lumineuse	Low light intensity
BIA	Bureau d'information aéronautique	AIS office
BLW	Au-dessous de ou inférieur (à)	Below or lower
BMJ	Bulletin de mise à jour	Updating bulletin
BRKG	Freinage	Braking
BRNAV	Navigation de surface de base	Basic area navigation
BS	Station de radiodiffusion commerciale	Commercial broadcastions station
BTIV	Bureau de transmission des informations en vol	Flight information emision office

C	Degré Celsius	Degree Celsius
CAG	Circulation aérienne générale	General air traffic
CAM	Circulation aérienne militaire	Military air traffic
CAP	Circulation aérienne publique	Public air traffic
CAR	Région Caraïbes	Caribbean region
CAT	Catégorie	Category
CAVOK	Visibilité, nuages et temps présent meilleurs que valeurs ou conditions prescrites	Visibility, cloud and present weather better than prescribed values or conditions
CCI	Chambre de commerce et d'industrie	Chamber of commerce and industry
CCM	Centre de contrôle militaire	Military control center
cd	Candela	Candela
CDN	Certificat de navigabilité	Certificate of airworthiness
CDT	Commandant	Officer in charge
CH	Canal (Télécommunications)	Channel (telecommunications)
CHG	Modification, changement	Change
CIV	Civil	Civil
CLBR	Etalonnage	Calibration
CLSD	Fermé	Closed
cm	Centimètre	Centimetre
CMPL	Achèvement ou achevé ou complet	Completion or completed or complete
CNL	Annuler ou annulé	Cancel or cancelled
COM	Télécommunications	Telecommunications
CONC	Béton	Concrete
COND	Condition(s)	Condition(s)
CONST	Construction ou construit	Construction or constructed
CORTA	Cellule d'organisation et de régularisation du trafic aérien	Air traffic flow management unit
CTA	Région de contrôle	Control area
CTL	Contrôle	Control
CTR	Zone de contrôle	Control zone
CUST	Douane	Customs
CWY	Prolongement dégagé	Clearway
D...	Zone dangereuse (Suivie de son identification)	Danger area (followed by identification)
DA	Altitude de décision	Decision altitude
DCT	Direct	Direct
DEC	Décembre	December
DEG	Degrés	Degrees
DEP	Partez ou départ ou message de départ	Depart or departure or departure message
DER	Extrémité départ de la piste	Departure end of the runway
DES	Descendez ou je descends jusqu'à	Descend to or descending to
DEST	Destination	Destination
DETRESFA	Phase de détresse	Distress phase
DH	Hauteur de décision	Decision height
DIST	Distance	Distance
DME	Dispositif de mesure de distance	Distance measuring equipment
DME/ATT	Dispositif de mesure de distance d'atterrissement	Landing distance measuring equipment
DNA	Direction de la Navigation Aérienne	Air navigation directorate
DNG	Danger ou dangereux	Danger or dangerous
DOC	Document	Document
DP	Point de rosée	Dew point
DTHR	Seuil de piste décalé	Displaced threshold
DUR	Durée	Duration
DVOR	VOR Doppler	Doppler VOR
DW	Roues jumelées	Dual wheels

E	Est ou longitude est	East or eastern longitude
E	Éclat	Flash
EAT	Heure d'approche prévue	Expected approach time
EHF	Fréquence extrêmement haute (30 000 à 3000 000 MHZ)	Extremely high frequency (30 000 to 3000 000 MHZ)
ELR	Extra-long rayon d'action	Extra long range
EM	Emission	Emission
EN	Anglais	English
ENE	Est-nord-est	East-north-east
ENR	En route	En route
EQPT	Equipement	Equipment
ES	Espagnol	Spanish
ESE	Est-sud-est	East-south-east
EST	Estimé ou estimer	Estimate or estimated
ETA	Heure d'arrivée prévue ou arrivée prévue	Estimated time of arrival or estimating arrival
ETD	Heure de départ prévue ou départ prévu	Estimate time of departure or estimating departure
EXC	Excepté	Except
EXER	Exercice(s) ou exerçant ou exercer	Exercise(s) or exercising or to exercise
F	Feu fixe	Fixed light
FAC	Installations et Services	Facilities
FAF	Repère d'approche finale	Final approach fix
FAL	Facilitation du transport aérien international	Facilitation of international air transport
FAP	Point d'approche finale	Final approach point
FEB	Février	February
FIC	Centre d'information de vol	Flight information centre
FIR	Région d'information de vol	Flight information region
FIS	Service ou secteur d'information de vol	Flight Information service or sector
FL	Niveau de vol	Flight level
FLT	Vol	Flight
FM	De, à partir de, depuis	From
FNA	Approche finale	Final approach
FPL	Message de plan de vol déposé, type de plan de vol	Filed flight plan message, type of flight plan
FPM	Pieds par minute	Feet per minute
FR	Français	French language
FREQ	Fréquence	Frequency
FRI	Vendredi	Friday
FRNG	Tirs	Firing
ft	Pieds	Feet
G	Vert	Green
G/A	Radiocommunications sol-air	Ground-to-air
G/A/G	Radiocommunications sol-air et air-sol	Ground to-air and air-to-ground
GEN	Général ou généralités	General
GEO	Géographique ou vrai	Geographic or true
GP	Alignement de descente	Glide path
GR	Gramme	Gram
GRP	Groupe (d'avions)	Group (aircraft)
GS	Vitesse sol	Ground speed
GUND	Ondulation du géoïde	Geoid undulation

H« ...	Indique le nombre de minutes après l'heure	Give the minutes after the hour
H24	Service permanent de jour et de nuit	Continuous day and night service
HAP	Heure d'approche prévue	Expected approach time
HBN	Phare de danger	Hazard beacon
HEL	Hélicoptère	Helicopter
HF	Haute fréquence (3 000 à 30 000 kHz)	High frequency (3 000 to 30 000 kHz)
HGT	Hauteur	Height
HI	Haute intensité lumineuse	High light intensity
HJ	Horaire de jour	Daytime
HL	Hectolitre	Hectolitre
HLDG	Attente	Holding
HN	Horaire de nuit	During night
HO	Service disponible selon les besoins de l'exploitation	Service available to meet operational requirements
HOL	Jours fériés	Holidays
HOR	Horaire ou à heure fixe	Fixed scheduled operations
HPa	Hectopascal	Hectopascal
HR	Heures	Hours
HS	Service disponible aux heures des vols réguliers	Service available during hours of scheduled operations
HX	Pas d'heures précises de fonctionnement	No specific working hours
Hz	Hertz	Hertz
IAC	Carte d'approche et d'atterrissement aux instruments	Instrument approach chart
IAF	Repère d'approche initiale	Initial approach fix
IAS	Vitesse indiquée	Indicated air-speed
IBN	Phare d'identification	Identification beacon
ICAO	Organisation de l'Aviation Civile Internationale	International Civil Aviation Organization
IDENT	Identification	Identification
IF	Repère d'approche intermédiaire	Intermediate approach fix
IFR	Règles de vol aux instruments	Instrument flight rules
IGN	Institut géographique national	National geographic institute
ILS	Système d'atterrissement aux instruments	Instrument landing system
IM	Radioborne intérieure	Inner marker
IMC	Conditions météorologiques de vol aux instruments	Instrument meteorological conditions
INA	Approche initiale	Initial approach
INCERFA	Phase d'incertitude	Uncertainty phase
INFO	Information	Information
INOP	Hors de fonctionnement	Inoperative
INS	Système de navigation par inertie	Inertial navigation system
INT	Intersection	Intersection
INTL	International	International
ISA	Atmosphère type internationale	International standard atmosphere
ITU	Union Internationale des Télécommunications	International Telecommunications Union
JAA	Autorités conjointes de l'aviation	Joint Aviation authorities
JAN	Janvier	January
JF	Jours fériés	Holidays
JORF	Journal officiel de la république française	French republic official journal
JUL	Juillet	July
JUN	Juin	June
kg	Kilogramme	Kilogram
kHz	Kilohertz	Kilohertz
km	Kilomètre	Kilometre
km/h	Kilomètre à l'heure	Kilometre per hour
kt	Noeud	Knot
kW	Kilowatt	Kilowatt

L	Gauche (identification de piste)	Left (runway identification)
L	Radiobalise	Locator
L	Litre	Litre
LAT	Latitude	Latitude
LDA	Longueur utilisable à l'atterrissement	Landing distance available
LDAH	Distance utilisable à l'atterrissement (hélicoptère)	Landing distance available (helicopter)
LDG	Atterrissage	Landing
LDI	Té	Landing direction indicator
LF	Base fréquence (30 à 300 kHz)	Low frequency (30 to 300 kHz)
LGT	Feu, balisage lumineux ou éclairage	Light or lighting
LGTD	Avec balisage lumineux éclairé	Lighted
LIH	Haute intensité lumineuse	Light intensity high
LIL	Basse intensité lumineuse	Light intensity low
LLZ	Radiophare d'alignement de piste	Localizer
LMT	Temps moyen local	Local mean time
LOC	Localement ou emplacement ou situé	Locally or location or located
LONG	Longitude	Longitude
LRG	Grand rayon d'action	Long range
LTA	Région inférieure de contrôle	Lower traffic area
LTU	Téléimprimeur par fil	Landline teletypewriter
m	Mètre	Meter
M	Nombre de Mach	Mach number
MAG	Magnétique	Magnetic
MAINT	Entretien	Maintenance
MAP	Cartes aéronautiques	Aeronautical maps and charts
MAPT	Point d'approche interrompue	Missed approach point
MAR	Mars	March
MAX	Maximum ou maximal	Maximum or maximal
MAY	Mai	May
MDA	Altitude minimale de descente	Minimum descent altitude
MDH	Hauteur minimale de descente	Minimum descent height
MEHT	Hauteur minimale de l'oeil du pilote au-dessus du seuil	Minimum eye height over threshold
MET	Météorologie ou météorologique	Meteorological or meteorology
METAR	Message d'observation météorologique régulière pour l'aviation	Aviation routine weather report
MF	Moyenne fréquence (300 à 3 000 kHz)	Medium frequency (300 to 3 000 kHz)
MHz	Mégahertz	Megahertz
MIA	Manuel d'Information Aéronautique	Aeronautical Information Manual
MIL	Militaire	Military
MIN	Minutes	Minutes
MKR	Radioborne	Marker radio beacon
MLS	Système d'atterrissement hyper-fréquences	Microwave landing system
MM	Radioborne intermédiaire	Middle Marker
MNM	Minimal ou minimum	Minimum
MNMAD	Minimums opérationnels d'aérodrome	Aerodrome operating minima
MNPS	Spécifications de performances minimales de navigation	Minimum navigation performance specifications
MNTN	Maintenir	Maintain
MON	Lundi	Monday
MPBA	Minimums opérationnels les plus bas admissibles	Lowest permissible operational minima
MPS	Mètres par seconde	Metres per second
MRG	Point de compte rendu ATS-MET	AIS MET reporting point
MS	Moins	Minus
MSA	Altitude minimale de secteur	Minimum sector altitude
MSG	Message	Message
MSL	Niveau moyen de la mer	Meansealevel
MTOW	Masse maximale au décollage	Maximum take-off weight

MVI	Manœuvres à vue imposées	Visual manoeuvring with prescribed track
MVL	Manœuvres à vue libres	Visual manoeuvring without prescribed track
MWO	Centre de veille météorologique	Meteorological watch office
N	Latitude nord ou nord	North or northern latitude
NAV	Navigation	Navigation
NDB	Radiophare non directionnel	Non-directional radio beacon
NE	Nord-est	North-east
NGT	Nuit	Night
NIL	Néant ou je n'ai rien à vous transmettre	None or I have nothing to send to you
NL	Aérodrome agréé aux vols en régime VFR de nuit avec limitations	Aerodrome agreed for night VFR with restrictions
NM	Miles marins	Nautical miles
NML	Normal	Normal
NNE	Nord-nord-est	North north east
NNW	Nord-nord-ouest	North north west
NOF	Bureau NOTAM international	International NOTAM office
NOSIG	Sans changement significatif	No significant change
NOTAM	Avis aux navigateurs aériens	Notice to airmen
NOV	Novembre	November
NR	Numéro, nombre	Number
NS	Hors normes	Non standard
NW	Nord-ouest	North-west
NXT	Prochain ou suivant	Next
OAC	Centre de contrôle océanique	Oceanic area control centre
OACI	Organisation de l'aviation civile internationale	International civil aviation organization
OBS	Observation ou observé ou observer	Observe or observed or observation
OBST	Obstacle	Obstacle
OCA	Région de contrôle océanique	Oceanic control area
OCA	Altitude de franchissement d'obstacles	Obstacle clearance altitude
OCC	Feux à occultation	Occulting light
OCH	Hauteur de franchissement d'obstacles	Obstacle clearance height
OCT	Octobre	October
OM	Radioborne extérieure	Outer marker
OMM	Organisation mondiale de la météorologie	World meteorological organization
OMS	Organisation mondiale de la santé	World health organization
OPS	Exploitation ou vols ou opérations	Operations
O/R	Sur demande	On request
OR	Orange	Orange
P...	Zone interdite	Prohibited
PAC	Région pacifique	Pacific region
PANS	Procédures pour les services de la navigation aérienne	Procedures for air navigation services
PAPI	Indicateur de trajectoire d'approche de précision	Precision approach path indicator
PARL	Parallèle	Parallel
PAX	Passagers	Passengers
PB	Phares et balises	Lighthouses and beacons
PC	Poste de coordination	Coordination post
PCL	Télécommande de balisage	Pilot controlled lighting
PCN	Numéro de classification de chaussée	Pavement classification number
PDR	Itinéraire prédéterminé	Predetermined route
PERM	Permanent	Permanent
Ph	Phare marin	Sea beacon

PIB	Bulletin d'information prévol	Pre-flight information bulletin
PJE	Exercices de saut en parachute (ou secteur)	Parachute jumping exercise (or sector)
PLN	Plan de vol	Flight plan
PN	Préavis exigé	Prior notice required
PNR	Point de non retour	Point of no return
PPR	Autorisation préalable nécessaire	Prior permission required
PRKG	Aire de stationnement	Parking area
P.RNAV	Navigation de surface de base de précision	Precision area navigation
PROC	Procédure	Procedure
PROV	Provisoire ou provisoirement	Provisional
PS	Plus	Plus
PSGR	Passagers	Passengers
PSN	Position	Position
PTN	Virage conventionnel	Procedure turn
PTT	Postes et télécommunications	Postal and telegraph service
PUL	Planeur ultra-léger	Ultra light glider
QDM	Route Magnétique	Magnetic heading
QDR	Relèvement magnétique	Magnetic bearing
QFE	Pression atmosphérique à l'altitude de l'aérodrome	Atmospheric pressure at aerodrome elevation
QFU	Direction magnétique de la piste	Magnetic orientation of runway
QNH	Calage altimétrique requis pour lire une fois au sol l'altitude de l'aérodrome	Altimeter setting to obtain aerodrome elevation when on the ground
R	Droite (identification de piste)	Right (runway identification)
R	Rouge	Red
R...	Zone réglementée	Restricted area
RAC	Règles de l'air et services de la circulation aérienne	Rules of the air and air traffic services
RAG	Dispositif d'arrêt	Runway arresting gear
RAI	Répondeur automatique d'information	Automatic information transmitter
RAP	Rapprochement	Inbound track
RB	Embarcation de sauvetage	Rescue boat
RBDA	Radiobalise de détresse fonctionnant automatiquement à l'impact	Emergency location beacon aircraft
RCA	Règlement de la circulation aérienne	Air traffic regulations
RCC	Centre de coordination de sauvetage	Rescue coordination centre
RDH	Hauteur de point de repère (pour ILS/PAR)	Reference datum height (for ILS/PAR)
RDL	Radial	Radial
REF	Référence à ou référez vous à	Reference to or refer to
REG	Immatriculation	Registration
REP	Point de compte rendu	Reporting point
REQ	Demande ou demandé ou requis	Request or requested
RM	Route magnétique	Magnetic track
RMK	Remarques	Remarks
RNAV	Navigation de surface	Area navigation
RNP	Qualité de navigation requise	Required navigation performance
RPL	Plan de vol répétitif	Repetitive flight plan
RSC	Centre secondaire de sauvetage	Rescue sub-centre
RSFTA	Réseau du service fixe des télécommunications aéronautiques	Aeronautical fixed telecommunication network
SSR	Radar de surveillance de route	En route surveillance radar
RTA	Règlement des transports aériens	Air transport regulation
RTF	Radiotéléphone	Radiotelephone
RTG	Radiotélégraphe	Radiotelegraph
RTT	Radiotéléimprimeur	Radioteletype writer
RV	Navire de sauvetage	Rescue vessel

RVR	Portée visuelle de piste	Runway visual range
RVSM	Minimum de séparation vertical réduit	Reduced Vertical Separation Minimum
RWY	Piste	Runway
S	Latitude sud ou Sud	South or southern latitude
S	Supplétive	Supplementary
SAM	Région Amérique du Sud	South America region
SAN	Sanitaire	Sanitary
SAR	Recherches et sauvetage	Search and rescue
SAT	Samedi	Saturday
Sc	Scintillant	Flashing light
SCTA	Service du contrôle du trafic aérien	Air traffic control service
SDE	Seuil d'atterrissement décalé	Landing displaced threshold
SE	Sud-est	South-east
SEC	Secondes	Seconds
SEP	Septembre	September
SER	Entretien ou service(s)	Service or servicing or served
SFA	Service Fixe Aéronautique	Aeronautical fixed service
SFC	Surface (sol ou mer)	Surface (ground or sea)
SGL	Signal	Signal
SHF	Fréquence supérieure (3 000 à 30 000) MHz	Super high frequency (3 000 to 30 000 MHz)
SIA	Service de l'Information Aéronautique	Aeronautical information service
SID	Départ normalisé aux instruments	Standard instrument departure
SIMUL	Simultané ou simultanément	Simultaneous or simultaneously
SIV	Secteur d'information de vol	Flight information sector
SKED	Horaire ou à heure fixe	Fixed schedule or time
SMR	Radar de surface	Surface radar
SR	Lever du soleil	Sunrise
SRG	Faible rayon d'action	Short range
SRR	Région de recherches et sauvetage	Search and rescue region
SS	Coucher de soleil	Sunset
SSB	Bande latérale unique	Single side band
SSE	Sud-sud-est	South south-east
SSIS	Service de sécurité incendie et sauvetage	Rescue and fire fighting service
SSR	Radar secondaire de surveillance	Secondary surveillance radar
SSW	Sud-sud-ouest	South south-west
STAP	Système de transmission automatique de paramètres	Parameter automatic transmission system
STAR	Arrivée normalisée (aux instruments)	Standard (instrument) arrival
STN	Station	Station
STOL	Avion à décollage et atterrissage court	Short take off and landing aircraft
SUN	Dimanche	Sunday
SUP	Au-dessus de ou supérieur	Above or upper
SUPPS	Procédures complémentaires régionales	Regional supplementary procedures
SWY	Prolongement d'arrêt	Stop way

t	Tonne	Ton
T	Température	Temperature
TA	Altitude de transition	Transition altitude
TACAN	Système de navigation aérienne tactique (UHF)	Tactical air navigation aid (UHF)
TAS	Vitesse propre	True airspeed
Tcl	Temps civil local	Local civil time
TDZ	Zone de toucher des roues	Touch down zone
TEL	Téléphone	Telephone
TEMPO	Temporaire ou temporairement	Temporary or temporarily
TFC	Trafic	Traffic
TGL	Notice indicative provisoire	Temporary guidance leaflet
THR	Seuil	Threshold
THU	Jeudi	Thursday
TIL	Jusqu'à	Until
TJ	Tonne par roues jumelées	Tons per twin wheels
TKOF	Décollage	Take-off
TL	Niveau de transition	Transition level
TMA	Région terminale de contrôle	Terminal control area
TNA	Altitude de virage	Turn altitude
TNH	Hauteur de virage	Turn height
TODA	Longueur utilisable au décollage	Take-off distance available
TODAH	Distance utilisable au décollage (hélicoptère)	Take-off distance available (helicopter)
TORA	Longueur de roulement utilisable au décollage	Take-off run available
TP	Point de virage	Turning point
TRSI	Tonne par roue simple isolée	Single isolated wheel load
TUE	Mardi	Tuesday
TURB	Turbulence	Turbulence
TVOR	VOR de région terminale	Terminal VOR
TWR	Tour de contrôle d'aérodrome ou contrôle d'aérodrome	Aerodrome control tower or aerodrome control
TWY	Voie de circulation	Taxiway
TXT	Texte	Text
TYP	Type d'aéronef	Type of aircraft
UAC	Centre de contrôle d'espace supérieur	Upper area control centre
UDF	Station radiogoniométrique UHF	UHF direction finding station
UHF	Ultra haute fréquence (300 à 3 000 MHz)	Ultra high frequency (300 to 3 000 MHz)
UIC	Centre de région supérieure d'information de vol	Upper flight information centre
UIR	Région supérieure d'information de vol	Upper flight information region
UIT	Union internationale des télécommunications	International telecommunication union
ULM	Ultra léger motorisé	Ultra light motorized
ULR	Rayon d'action ultra-long	Ultra long range
UNL	Illimité	Unlimited
U/S	Hors service	Unserviceable
UTA	Région supérieure de contrôle	Upper control area
UTC	Temps universel coordonné	Universal time coordinated

VAC	Carte d'approche et d'atterrissement à vue	Visual approach and landing chart
VAR	Déclinaison magnétique	Magnetic variation
VASIS	Indicateur visuel de perte d'approche	Visual approach slope indicator system
VAV	Vol à voile	Gliding
VDF	Station radiogoniométrique VHF	VHF direction finding station
VER	Vertical	Vertical
VFR	Règles de vol à vue	Visual flight rules
VH	Visibilité horizontale	Horizontal visibility
VHF	Très haute fréquence (30 à 300MHz)	Very high frequency (30 to 300 MHz)
VI	Vitesse indiquée	Indicated airspeed
VIBAL	Visibilité balise	Runway-marker visibility
VIC	Véhicule d'intervention courante (SSIS)	Common intervention vehicle
VIM	Véhicule d'intervention massive (SSIS)	Massive intervention vehicle
VIP	Personnalité importante	Very important person
VIS	Visibilité	Visibility
VLF	Très basse fréquence (3 à 30 KHz)	Very low frequency (3 to 30 KHz)
VMC	Conditions météorologiques de vol à vue	Visual meteorological conditions
VOLME	Renseignements météorologiques destinés aux aéronefs en vol	Meteorological information for aircraft in flight
T		
VOR	Radiophare omnidirectionnel VHF	VHF omnidirectional radio range
VORTA	Combinaison VOR et TACAN	VOR and TACAN combination
C		
VSP	Vitesse verticale	Vertical speed
VTOL	Avion à décollage et atterrissage vertical	Vertical take-off and landing aircraft
VV	Visibilité verticale	Vertical visibility
W	Blanc	White
W	Longitude ouest ou ouest	West or western longitude
W	Watt	Watt
WBAR	Barres lumineuses de flancs	Wing bar lights
WDI	Indicateur de direction du vent	Wind direction indicator
WED	Mercredi	Wednesday
WGS	Système géodésique mondial de référence (associé à 84: année de référence)	World Geodetic system
WHO	Organisation mondiale de la santé	World health organization
WIP	Travaux en cours	Works in progress
WMO	Organisation mondiale de la météorologie	World meteorological organization
WNW	Ouest-nord-ouest	West-north-west
WP	Point de cheminement	Way-point
WRNG	Avertissement	Warning
WSW	Ouest-sud-ouest	West-south-west
XBAR	Barre transversale (dispositif lumineux d'approche)	Cross bar (of approach lighting system)
Y	Jaune	Yellow
Zp	Altitude pression	Pressure altitude

GEN 2.3 CHART SYMBOLS

1. Aerodromes

1.1 Charts other than approach charts

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Emergency Aerodrome or aerodrome with no facilities	

1.2 Approach Charts

The Aerodrome on which the procedure is based on	
Aerodrome affecting the traffic pattern on the aerodrome on which the procedure is based	

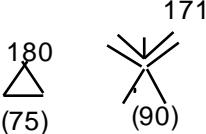
1.3 Aerodrome charts

Hard surface runway	
Unpaved runway	
stopway	

Aerodrome installation and Lights

Aerodrome reference point (ARP)	
Taxiways and parking areas	
Control Tower	TOUR DE CONTROLE
Point Light	
Barette	
Marine Light	
Feu d'obstacle	
Aeronautical ground light	
Wind direction indicator (unlighted)	
Wind direction indicator (unlighted)	
Landing direction indicator(unlighted)	
Landing direction indicator(unlighted)	

3. Divers

Highest elevation on chart	
Obstacles	
<i>Group obstacles</i> Note.- Numerals in italic indicate elevation of top of obstacle Above sea level. Upright numerals in parentheses indicate height above specified datum.	
Restricted airspace(prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	
Isogonal	

EN 2.4 LOCATION INDICATORS

The location indicator marked with an asterisk (*) cannot be used in the address component of AFS messages

<i>1. EnCode</i>		<i>2.- Decode</i>	
<i>Emplacement</i>	<i>Indicator</i>	<i>Indicator</i>	<i>Emplacement</i>
Cap-Haïtien / Int'l	MTCH *	MTCA*	CAYES
Cayes	MTCA*	MTCH*	Cap-Haïtien / Int'l
Jacmel	MTJA*	MTEG	Port-au-Prince / ACC
Jérémie	MTJE*	MTJA*	Jacmel
Port-au-Prince/ACC	MTEG	MTJE*	Jérémie
Port-au-Prince / Intl	MTPP	MTPP	Port-au-Prince/ Int'l
Port-de-Paix	MTPX*	MTPX*	Port-de-Paix

GEN 2.5 LIST of RADIONAVIGATION AIDS

Id	State Name	Facility	Purpose	State Name	Facility	Id	Purpose
PAP	Port-au-Prince	VOR/DME	AE	Port-au-Prince	VOR/DME	PAP	AE

GEN 2.6 CONVERSION TABLES

NM en KM 1 NM = 1,852 KM		KM en NM 1 KM = 0,54 NM		FT en M 1 FT = 0,3048 M		M en FT 1M = 3,281 FT	
NM	KM	KM	NM	FT	M	M	FT
0,1	0,185	0,1	0,05	1	0,305	1	3,28
0,2	0,370	0,2	0,11	2	0,610	2	6,56
0,3	0,556	0,3	0,16	3	0,914	3	9,84
0,4	0,741	0,4	0,22	4	1,219	4	13,12
0,5	0,926	0,5	0,27	5	1,524	5	16,40
0,6	1,111	0,6	0,32	6	1,829	6	19,69
0,7	1,296	0,7	0,38	7	2,134	7	22,97
0,8	1,482	0,8	0,43	8	2,438	8	26,25
0,9	1,667	0,9	0,49	9	2,743	9	29,53
1	1,852	1	0,54	10	3,048	10	32,81
2	3,704	2	1,08	20	6,096	20	65,62
3	5,556	3	1,62	30	9,144	30	98,43
4	7,408	4	2,16	40	12,192	40	131,23
5	9,260	5	2,70	50	15,240	50	164,04
6	11,112	6	3,24	60	18,288	60	196,85
7	12,964	7	3,78	70	21,336	70	229,66
8	14,816	8	4,32	80	24,384	80	262,47
9	16,668	9	4,86	90	27,432	90	295,28
10	18,520	10	5,40	100	30,480	100	328,08
20	37,040	20	10,80	200	60,960	200	656,17
30	55,560	30	16,20	300	91,440	300	984,25
40	74,080	40	21,60	400	121,920	400	1 312,34
50	92,600	50	27,00	500	152,400	500	1 640,42
60	111,120	60	32,40	600	182,880	600	1 968,50
70	129,640	70	37,80	700	213,360	700	2 296,59
80	148,160	80	43,20	800	243,840	800	2 624,67
90	166,680	90	48,60	900	274,320	900	2 952,76
100	185,200	100	54,00	1 000	304,800	1 000	3 280,84
200	370,400	200	107,99	2 000	609,600	2 000	6 561,68
300	555,600	300	161,99	3 000	914,400	3 000	9 842,52
400	740,800	400	215,98	4 000	1 219,200	4 000	13 123,36
				5 000	1 524,000	5 000	16 404,20
				6 000	1 828,800		
				7 000	2 133,600		
				8 000	2 438,400		
				9 000	2 743,200		
				10 000	3 048,000		

From Decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0,01	0,6	0,26	15,6	0,51	30,6	0,76	45,6
0,02	1,2	0,27	16,2	0,52	31,2	0,77	46,2
0,03	1,8	0,28	16,8	0,53	31,8	0,78	46,8
0,04	2,4	0,29	17,4	0,54	32,4	0,79	47,4
0,05	3,0	0,30	18,0	0,55	33,0	0,80	48,0
0,06	3,6	0,31	18,6	0,56	33,6	0,81	48,6
0,07	4,2	0,32	19,2	0,57	34,2	0,82	49,2
0,08	4,8	0,33	19,8	0,58	34,8	0,83	49,8
0,09	5,4	0,34	20,4	0,59	35,4	0,84	50,4
0,10	6,0	0,35	21,0	0,60	36,0	0,85	51,0
0,11	6,6	0,36	21,6	0,61	36,6	0,86	51,6
0,12	7,2	0,37	22,2	0,62	37,2	0,87	52,2
0,13	7,8	0,38	22,8	0,63	37,8	0,88	52,8
0,14	8,4	0,39	23,4	0,64	38,4	0,89	53,4
0,15	9,0	0,40	24,0	0,65	39,0	0,90	54,0
0,16	9,6	0,41	24,6	0,66	39,6	0,91	54,6
0,17	10,2	0,42	25,2	0,67	40,2	0,92	55,2
0,18	10,8	0,43	25,8	0,68	40,8	0,93	55,8
0,19	11,4	0,44	26,4	0,69	41,4	0,94	56,4
0,20	12,0	0,45	27,0	0,70	42,0	0,95	57,0
0,21	12,6	0,46	27,6	0,71	42,6	0,96	57,6
0,22	13,2	0,47	28,2	0,72	43,2	0,97	58,2
0,23	13,8	0,48	28,8	0,73	43,8	0,98	58,8
0,24	14,4	0,49	29,4	0,74	44,4	0,99	59,4
0,25	15,0	0,50	30,0	0,75	45,0		

From seconds of an arc to decimals of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0,02	16	0,27	31	0,52	46	0,77
2	0,03	17	0,28	32	0,53	47	0,78
3	0,05	18	0,30	33	0,55	48	0,80
4	0,07	19	0,32	34	0,57	49	0,82
5	0,08	20	0,33	35	0,58	50	0,83
6	0,10	21	0,35	36	0,60	51	0,85
7	0,12	22	0,37	37	0,62	52	0,87
8	0,13	23	0,38	38	0,63	53	0,88
9	0,15	24	0,40	39	0,65	54	0,90
10	0,17	25	0,42	40	0,67	55	0,92
11	0,18	26	0,43	41	0,68	56	0,93
12	0,20	27	0,45	42	0,70	57	0,95
13	0,22	28	0,47	43	0,72	58	0,97
14	0,23	29	0,48	44	0,73	59	0,98
15	0,25	30	0,50	45	0,75		

GEN 2.7 SUNRISE / SUNSET TABLES

1. The tables on the following pages have been prepared by the United States Astronomic Observatory and are reproduced here with their permission. The tables include 02 international airports and aerodromes which are being served by the HAITI Air Traffic Services.

1.1 The times in the tables are given in UTC for Beginning of civil morning twilight (TWIL FROM), Sunrise (SR) sunset (SS), and End of civil evening Twilight (TWIL TO).

11.2 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6° below the horizons commonly used.

2. Alphabetical Index

<i>Location</i>	<i>Page</i>
Port-au-Prince International	GEN 2.7-2
Cap-Haïtien International	GEN 2.7-8

Port-au-Prince International Airport**SUNSET SUNRISE TABLES**

Day	<u>PORT-AU-PRINCE STATION MTPP</u>							
	January				February			
	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	05:58	06:21	17:24	17:48	06:00	06:23	17:43	18:06
2	05:58	17:48	17:24	17:48	05:59	06:23	17:43	18:06
3	05:58	17:49	17:25	17:49	05:59	06:22	17:44	18:07
4	05:59	06:22	17:26	17:49	05:59	06:22	17:44	18:07
5	05:59	06:23	17:26	17:50	05:58	06:22	17:45	18:07
6	05:59	06:23	17:27	17:50	05:58	06:21	17:45	18:08
7	05:59	06:23	17:27	17:51	05:58	06:21	17:46	18:08
8	06:00	06:23	17:28	17:52	05:57	06:20	17:46	18:09
9	06:00	06:24	17:29	17:52	05:57	06:20	17:47	18:09
10	06:00	06:24	17:29	17:53	05:57	06:20	17:47	18:10
11	06:00	06:24	17:30	17:54	05:56	06:19	17:48	18:10
12	06:00	06:24	17:31	17:54	05:56	06:19	17:48	18:11
13	06:01	06:24	17:31	17:55	05:55	06:18	17:49	18:11
14	06:01	06:24	17:32	17:55	05:55	06:18	17:49	18:11
15	06:01	06:25	17:33	17:56	05:54	06:17	17:50	18:12
16	06:01	06:25	17:33	17:57	05:54	06:17	17:50	18:12
17	06:01	06:25	17:34	17:57	05:53	06:16	17:51	18:13
18	06:01	06:25	17:34	17:58	05:53	06:16	17:51	18:13
19	06:01	06:25	17:35	17:58	05:52	06:15	17:51	18:13
20	06:01	06:25	17:36	17:59	05:52	06:14	17:52	18:14
21	06:01	06:25	17:36	18:00	05:51	06:14	17:52	18:14
22	06:01	06:25	17:37	18:00	05:50	06:13	17:52	18:14
23	06:01	06:25	17:38	18:01	05:50	06:13	17:53	18:15
24	06:01	06:24	17:38	18:01	05:49	06:12	17:53	18:15
25	06:01	06:24	17:39	18:02	05:49	06:11	17:54	18:15
26	06:01	06:24	17:39	18:02	05:48	06:11	17:54	18:16
27	06:01	06:24	17:40	18:03	05:47	06:10	17:54	18:16
28	06:00	06:24	17:41	18:03	05:47	06:09	17:55	18:16
29	06:00	06:24	17:41	18:04		06:09	17:55	
30	06:00	06:23	17:42	18:04				
31	06:00	06:23	17:42	18:05				

Port-au-Prince International Airport

SUNSET SUNRISE TABLES

Day	<u>PORT-AU-PRINCE STATION MTPP</u>							
	March				April			
Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	05:46	06:08	17:55	18:17	06:21	06:43	19:03	19:25
2	05:45	06:07	17:56	18:17	06:20	06:42	19:03	19:25
3	05:44	06:06	17:56	18:17	06:19	06:41	19:03	19:25
4	05:44	06:06	17:56	18:18	06:19	06:41	19:03	19:25
5	05:43	06:05	17:56	18:18	06:18	06:40	19:03	19:25
6	05:42	06:04	17:57	18:18	06:17	06:39	19:04	19:26
7	05:42	06:03	17:57	18:18	06:16	06:38	19:04	19:26
8	05:41	06:03	17:57	18:19	06:15	06:37	19:04	19:26
9	05:40	06:02	17:58	18:19	06:15	06:37	19:04	19:27
10	05:39	06:01	17:58	18:19	06:14	06:36	19:05	19:27
11	06:38	06:00	17:58	19:19	06:13	06:35	19:05	19:27
12	06:38	05:59	17:58	19:20	06:12	06:34	19:05	19:27
13	06:37	05:59	17:59	19:20	06:11	06:33	19:05	19:28
14	06:36	05:58	17:59	19:20	06:11	06:33	19:06	19:28
15	06:35	05:57	17:59	19:20	06:10	06:32	19:06	19:28
16	06:34	05:56	17:59	19:21	06:09	06:31	19:06	19:28
17	06:34	05:55	18:00	19:21	06:08	06:31	19:06	19:29
18:	06:33	05:55	18:00	19:21	06:08	06:30	19:07	19:29
19	06:32	05:54	18:00	19:21	06:07	06:29	19:07	19:29
20	06:31	05:53	18:00	19:22	06:06	06:28	19:07	19:30
21	06:30	05:52	18:01	19:22	06:05	06:28	19:08	19:30
22	06:30	05:51	18:01	19:22	06:05	06:27	19:08	19:30
23	06:29	05:50	18:01	19:22	06:04	06:26	19:08	19:31
24	06:28	05:50	18:01	19:23	06:03	06:26	19:08	19:31
25	06:27	05:49	18:01	19:23	06:03	06:25	19:09	19:31
26	06:26	05:48	18:02	19:23	06:02	06:24	19:09	19:32
27	06:25	05:47	18:02	19:23	06:01	06:24	19:09	19:32
28	06:24	05:46	18:02	19:24	06:01	06:23	19:10	19:32
29	06:24	05:45	18:02	19:24	06:00	06:23	19:10	19:33
30	06:23	05:45	18:03	19:24	05:59	06:22	19:10	19:33
31	06:22	05:44	18:03	19:24				

Port-au-Prince International Airport

SUNSET SUNRISE TABLES

Day	<u>PORT-AU-PRINCE STATION MTPP</u>								
	May				June				
Day	Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	1	5 :59	06 :22	19 11	19:33	05:48	06 :12	19 :22	19:46
2	2	5 :58	06 :21	19 :11	19:34	05:47	06 :12	19 :22	19:46
3	3	5 :58	06 :20	19 :11	19:34	05:47	06 :11	19 :23	19:47
4	4	5 :57	06 :20	19 :12	19:35	05:47	06 :11	19 :23	19:47
5	5	5 :56	06 :19	19 :12	19:35	05:47	06 :11	19 :23	19:48
6	6	5 :56	06 :19	19 :12	19:35	05:47	06 :11	19 :24	19:48
7	7	5 :55	06 :18	19 :13	19:36	05:47	06 :11	19 :24	19:48
8	8	5 :55	06 :18	19 :13	19:36	05:47	06 :12	19 :24	19:49
9	9	5 :54	06 :17	19 :13	19:36	05:47	06 :12	19 :25	19:49
10	10	5 :54	06 :17	19 :14	19:37	05:47	06 :12	19 :25	19:49
11	11	5 :53	06 :17	19 :14	19:37	05:48	06 :12	19 :25	19:50
12	12	5 :53	06 :16	19 :14	19:38	05:48	06 :12	19 :26	19:50
13	13	5 :53	06 :16	19 :15	19:38	05:48	06 :12	19 :26	19:50
14	14	5 :52	06 :15	19 :15	19:39	05:48	06 :12	19 :26	19:51
15	15	5 :52	06 :15	19 :16	19:39	05:48	06 :12	19 :27	19:51
16	16	5 :51	06 :15	19 :16	19:39	05:48	06 :12	19 :27	19:51
17	17	5 :51	06 :14	19 :16	19:40	05:48	06 :13	19 :27	19:51
18:	18:	5 :51	06 :14	19 :17	19:40	05:48	05 :13	18 :28	19:52
19	19	5 :50	06 :14	19 :17	19:41	05:49	05 :13	18 :28	19:52
20	20	5 :50	06 :14	19 :17	19:41	05:49	05 :13	18 :28	19:52
21	21	5 :50	06 :13	19 :18	19:41	05:49	05 :14	18 :29	19:52
22	22	5 :49	06 :13	19 :19	19:42	05:49	05 :14	18 :29	19:53
23	23	5 :49	06 :13	19 :19	19:42	05:49	05 :14	18 :29	19:53
24	24	5 :49	06 :13	19 :19	19:43	05:50	05 :14	18 :29	19:53
25	25	5 :49	06 :12	19 :19	19:43	05:50	05 :15	18 :29	19:53
26	26	5 :48	06 :12	19 :20	19:44	05:50	05 :15	18 :29	19:53
27	27	5 :48	06 :12	19 :20	19:44	05:51	05 :15	18 :30	19:53
28	28	5 :48	06 :12	19 :20	19:44	5 :37	06 :15	18 :30	18:30
29	29	5:48	06 :12	19 :21	19:45	5 :37	06 :16	18 :30	18:30
30	30	5 :48	06 :12	19 :21	19:45	5 :37	06 :16	18 :30	541
31	31	5 :48	06 :12	19 :22	19:46				

Port-au-Prince International Airport

SUNSET SUNRISE TABLES

Day	<u>PORT-AU-PRINCE STATION MTPP</u>							
	July				August			
Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	05:52	06 :16	19 :29	19:54	06:03	06 :27	19 :24	19:47
2	05:52	06 :16	19 :30	19:54	06:04	06 :27	19 :23	19:46
3	05:52	06 :17	19 :30	19:54	06:04	06 :27	19 :23	19:46
4	05:53	06 :17	19 :30	19:54	06:04	06 :27	19 :22	19:45
5	05:53	06 :17	19 :30	19:54	06:05	06 :28	19 :22	19:45
6	05:53	06 :18	19 :30	19:54	06:05	06 :28	19 :21	19:44
7	05:54	06 :18	19 :30	19:54	06:05	06 :28	19 :21	19:44
8	05:54	06 :18	19 :30	19:54	06:06	06 :29	19 :20	19:43
9	05:55	06 :19	19 :30	19:54	06:06	06 :29	19 :20	19:42
10	05:55	06 :19	19 :29	19:54	06:06	06 :29	19 :19	19:42
11	05:55	06 :19	19 :29	19:53	06:07	06 :30	19 :18	19:41
12	05:56	06 :20	19 :29	19:53	06:07	06 :30	19 :18	19:41
13	05:56	06 :20	19 :29	19:53	06:07	06 :30	19 :17	19:40
14	05:56	06 :20	19 :29	19:53	06:08	06 :30	19 :16	19:39
15	05:57	06 :21	19 :29	19:53	06:08	06 :31	19 :16	19:38
16	05:57	06 :21	19 :29	19:53	06:08	06 :31	19 :15	19:38
17	05:58	06 :21	19 :29	19:52	06:08	06 :31	19 :14	19:37
18:	05:58	06 :22	19 :28	19:52	06:09	06 :31	19 :14	19:36
19	05:58	06 :22	19 :28	19:52	06:09	06 :32	19 :13	19:36
20	05:59	06 :22	19 :28	19:52	06:09	06 :32	19 :12	19:35
21	05:59	06 :23	19 :28	19:51	06:10	06 :32	19 :12	19:34
22	06:00	06 :23	19 :27	19:51	06:10	06 :32	19 :11	19:33
23	06:00	06 :24	19 :27	19:51	06:10	06 :32	19 :10	19:33
24	06:00	06 :24	19 :27	19:50	06:10	06 :33	19 :09	19:32
25	06:01	06 :24	19 :26	19:50	06:11	06 :33	19 :09	19:31
26	06:01	06 :25	19 :26	19:50	06:11	06 :33	19 :08	19:30
27	06:01	06 :25	19 :26	19:49	06:11	06 :33	19 :07	19:29
28	06:02	06 :25	19 :25	19:49	06:11	06 :33	19 :06	19:29
29	06:02	06 :26	19 :25	19:48	06:11	06 :34	19 :06	19:28
30	06:03	06 :26	19 :25	19:48	06:12	06 :34	19 :05	19:27
31	06:03	06 :26	19 :24	19:47	06:12	06 :34	19 :04	19:26

Port-au-Prince International Airport

SUNSET SUNRISE TABLES

Day	<u>PORT-AU-PRINCE STATION MTPP</u>							
	September				October			
Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	06:12	06:34	19:03	19:25	06:18	05:39	18:37	18:59
2	06:12	06:34	19:02	19:24	06:18	06:40	18:36	18:58
3	06:13	06:35	19:01	19:23	06:18	06:40	18:36	18:57
4	06:13	06:35	19:01	19:23	06:18	06:40	18:36	18:57
5	06:13	06:35	19:00	19:22	06:18	06:40	18:34	18:56
6	06:13	06:35	18:59	19:21	06:19	06:40	18:33	18:55
7	06:13	06:36	18:58	19:20	06:19	06:41	18:32	18:54
8	06:13	06:35	18:57	19:19	06:19	06:41	18:32	18:53
9	06:14	06:36	18:56	19:18	06:19	06:41	18:31	18:53
10	06:14	06:36	18:55	19:17	06:19	06:41	18:30	18:52
11	06:14	06:36	18:55	19:17	06:20	06:42	18:29	18:51
12	06:14	06:36	18:54	19:16	06:20	06:42	18:28	18:50
13	06:14	06:36	18:53	19:15	06:20	06:42	18:28	18:50
14	06:15	06:36	18:52	19:14	06:20	06:42	18:27	18:49
15	06:15	06:37	18:51	19:13	06:21	06:43	18:26	18:48
16	06:15	06:37	18:50	19:12	06:21	06:43	18:26	18:48
17	06:15	06:37	18:49	19:11	06:21	06:43	18:25	18:47
18:	06:15	06:37	18:48	19:10	06:22	06:44	18:24	18:46
19	06:15	06:37	18:48	19:09	06:22	06:44	18:23	18:46
20	06:16	06:37	18:47	19:09	06:22	06:44	18:23	18:45
21	06:16	06:38	18:46	19:08	06:22	06:45	18:22	18:44
22	06:16	06:38	18:45	19:07	06:23	06:45	18:22	18:44
23	06:16	06:38	18:44	19:06	06:23	06:45	18:21	18:43
24	06:16	06:38	18:43	19:05	06:23	06:46	18:20	18:43
25	06:16	06:38	18:42	19:04	06:24	06:46	18:20	18:42
26	06:17	06:38	18:42	19:03	06:24	06:46	18:19	18:41
27	06:17	06:39	18:41	19:02	06:24	06:47	18:19	18:41
28	06:17	06:39	18:40	19:02	06:25	06:47	18:18	18:40
29	06:17	06:39	18:39	19:01	06:25	06:47	18:17	18:40
30	06:17	06:39	18:38	19:00	06:25	06:48	18:17	18:39
31					06:26	06:48	18:16	18:39

Port-au-Prince International Airport

SUNSET SUNRISE TABLES

Day	<u>PORT-AU-PRINCE STATION MTPP</u>								
	November				December				
Day	Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	06:26	06 :49	18 :16	18:38	05:41	06 :05	17 :11	17:34	
2	06:27	06 :49	18 :16	18:38	05:42	06 :06	17 :11	17:35	
3	06:27	06 :50	18 :15	18:38	05:43	06 :06	17 :11	17:35	
4	05:27	05 :50	17 :15	17:37	05:43	06 :07	17 :11	17:35	
5	05:28	05 :50	17 :14	17:37	05:44	06 :07	17 :12	17:35	
6	05:28	05 :51	17 :14	17:36	05:44	06 :08	17 :12	17:35	
7	05:29	05 :51	17 :13	17:36	05:45	06 :09	17 :12	17:36	
8	05:29	05 :52	17 :13	17:36	05:46	06 :09	17 :12	17:36	
9	05:30	05 :52	17 :13	17:36	05:46	06 :10	17 :13	17:36	
10	05:30	05 :53	17 :12	17:35	05:47	06 :10	17 :13	17:37	
11	05:31	05 :53	17 :12	17:35	05:47	06 :11	17 :13	17:37	
12	05:31	05 :54	17 :12	17:35	05:48	06 :12	17 :14	17:37	
13	05:32	05 :54	17 :12	17:35	05:48	06 :12	17 :14	17:38	
14	05:32	05 :55	17 :11	17:34	05:49	06 :13	17 :14	17:38	
15	05:33	05 :56	17 :11	17:34	05:50	06 :13	17 :15	17:39	
16	05:33	05 :56	17 :11	17:34	05:50	06 :14	17 :15	17:39	
17	05:34	05 :57	17 :11	17:34	05:51	06 :14	17 :16	17:39	
18:	05:34	05 :57	17 :11	17:34	05:51	06 :15	17 :16	17:40	
19	05:35	05 :58	17 :11	17:34	05:52	06 :15	17 :17	17:40	
20	05:35	05 :58	17 :11	17:34	05:52	06 :16	17 :17	17:41	
21	05:36	05 :59	17 :10	17:34	05:53	06 :16	17 :18	17:41	
22	05:36	05 :59	17 :10	17:34	05:53	06 :17	17 :18	17:42	
23	05:37	06 :00	17 :10	17:34	05:54	06 :17	17 :19	17:42	
24	05:37	06 :01	17 :10	17:34	05:54	06 :18	17 :19	17:43	
25	05:38	06 :01	17 :10	17:34	05:55	06 :18	17 :20	17:43	
26	05:39	06 :02	17 :10	17:34	05:55	06 :19	17 :20	17:44	
27	05:39	06 :02	17 :10	17:34	05:55	06 :19	17 :21	17:44	
28	05:40	06 :03	17 :10	17:34	05:56	06 :20	17 :21	17:45	
29	05:40	06 :04	17 :11	17:34	05:56	06 :20	17 :22	17:46	
30	05:41	06 :04	17 :11	17:34	05:57	06 :20	17 :22	17:46	
31					05:57	06 :21	17 :23	17:47	

Cap-Haitian International Airport

SUNSET SUNRISE TABLES

Day	CAP-HAITIAN STATION <u>MTCH</u>							
	January				February			
Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	05 h 59	06 :23	17 :21	17 h 45	06 h 00	06 :24	17 :41	18 h 03
2	05 h 59	06 :23	17 :22	17 h 45	06 h 00	06 :24	17 :41	18 h 04
3	06 h 00	06 :24	17 :22	17 h 46	06 h 00	06 :23	17 :42	18 h 05
4	06 h 00	06 :24	17 :23	17 h 47	06 h 00	06 :23	17 :42	18 h 05
5	06 h 00	06 :24	17 :23	17 h 47	05 h 59	06 :23	17 :43	18 h 06
6	06 h 01	06 :24	17 :24	17 h 48	05 h 59	06 :22	17 :44	18 h 06
7	06 h 01	06 :25	17 :25	17 h 49	05 h 58	06 :22	17 :44	18 h 07
8	06 h 01	06 :25	17 :25	17 h 49	05 h 58	06 :21	17 :45	18 h 07
9	06 h 01	06 :25	17 :26	17 h 50	05 h 58	06 :21	17 :45	18 h 08
10	06 h 02	06 :25	17 :27	17 h 50	05 h 57	06 :20	17 :45	18 h 08
11	06 h 02	06 :25	17 :27	17 h 51	05 h 57	06 :19	17 :46	18 h 08
12	06 h 02	06 :25	17 :28	17 h 52	05 h 56	06 :19	17 :46	18 h 09
13	06 h 02	06 :26	17 :29	17 h 52	05 h 56	06 :18	17 :47	18 h 09
14	06 h 02	06 :26	17 :29	17 h 53	05 h 55	06 :18	17 :47	18 h 10
15	06 h 02	06 :26	17 :30	17 h 54	05 h 55	06 :17	17 :48	18 h 10
16	06 h 02	06 :26	17 :31	17 h 54	05 h 54	06 :17	17 :48	18 h 11
17	06 h 02	06 :26	17 :31	17 h 55	05 h 54	06 :16	17 :49	18 h 11
18:	06 h 02	06 :26	17 :32	17 h 55	05 h 53	06 :15	17 :49	18 h 12
19	06 h 02	06 :26	17 :33	17 h 56	05 h 52	06 :15	17 :50	18 h 12
20	06 h 02	06 :26	17 :33	17 h 57	05 h 52	06 :14	17 :50	18 h 12
21	06 h 02	06 :26	17 :34	17 h 57	05 h 51	06 :14	17 :50	18 h 13
22	06 h 02	06 :26	17 :35	17 h 58	05 h 51	06 :13	17 :51	18 h 13
23	06 h 02	06 :26	17 :35	17 h 58	05 h 50	06 :12	17 :51	18 h 13
24	06 h 02	06 :26	17 :36	17 h 59	05 h 49	06 :12	17 :52	18 h 14
25	06 h 02	06 :26	17 :37	18 h 00	05 h 49	06 :11	17 :52	18 h 14
26	06 h 02	06 :25	17 :37	18 h 00	05 h 48	06 :10	17 :52	18 h 15
27	06 h 02	06 :25	17 :38	18 h 01	05 h 47	06 :09	17 :53	18 h 15
28	06 h 01	06 :25	17 :38	18 h 01	05 :47	06 :09	17 :53	18 :15
29	06 h 01	06 :24	17 :39	18 h 02				
30	06 h 01	06 :24	17 :39	18 h 02				
31	06 h 01	06 :24	17 :40	18 h 03				

Cap-Haitian International Airport

SUNSET SUNRISE TABLES

Day	CAP-HAITIAN STATION <u>MTCH</u>								
	March					April			
	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO	
1	05 h 46	06 :08	17 :54	18 h 16	06 h 20	06 :42	19 :02	19 h 25	
2	05 h 45	06 :07	17 :54	18 h 16	06 h 19	06 :41	19 :03	19 h 25	
3	05 h 44	06 :06	17 :55	18 h 16	06 h 18	06 :40	19 :03	19 h 25	
4	05 h 44	06 :06	17 :55	18 h 17	06 h 17	06 :39	19 :03	19 h 25	
5	05 h 43	06 :05	17 :55	18 h 17	06 h 16	06 :39	19 :04	19 h 26	
6	05 h 42	06 :04	17 :56	18 h 17	06 h 16	06 :38	19 :04	19 h 26	
7	05 h 41	06 :03	17 :56	18 h 18	06 h 15	06 :37	19 :04	19 h 26	
8	05 h 40	06 :03	17 :56	18 h 18	06 h 14	06 :36	19 :04	19 h 27	
9	05 h 40	06 :02	17 :57	18 h 18	06 h 13	06 :35	19 :05	19 h 27	
10	05 h 39	06 :01	17 :57	18 h 18	06 h 12	06 :34	19 :05	19 h 27	
11	06 h 38	07 :00	18 :57	19 h 19	06 h 11	06 :34	19 :05	19 h 28	
12	06 h 37	06 :59	18 :57	19 h 19	06 h 11	06 :33	19 :05	19 h 28	
13	06 h 36	06 :58	18 :57	19 h 19	06 h 10	06 :32	19 :06	19 h 28	
14	06 h 36	06 :58	18 :58	19 h 20	06 h 09	06 :31	19 :07	19 h 28	
15	06 h 35	06 :57	18 :58	19 h 20	06 h 08	06 :30	19 :06	19 h 29	
16	06 h 34	06 :56	18 :58	19 h 20	06 h 07	06 :30	19 :07	19 h 29	
17	06 h 33	06 :55	18 :59	19 h 20	06 h 06	06 :29	19 :07	19 h 29	
18:	06 h 32	06 :54	18 :59	19 h 21	06 h 06	06 :28	19 :07	19 h 30	
19	06 h 31	06 :53	18 :59	19 h 21	06 h 05	06 :27	19 :08	19 h 30	
20	06 h 30	06 :52	18 :59	19 h 21	06 h 04	06 :27	19 :08	19 h 31	
21	06 h 30	06 :52	19 :00	19 h 22	06 h 03	06 :26	19 :08	19 h 31	
22	06 h 29	06 :51	19 :00	19 h 22	06 h 03	06 :25	19 :09	19 h 31	
23	06 h 28	06 :50	19 :00	19 h 22	06 h 02	06 :25	19 :09	19 h 32	
24	06 h 27	06 :49	19 :00	19 h 22	06 h 01	06 :24	19 :09	19 h 32	
25	06 h 26	06 :48	19 :01	19 h 23	06 h 00	06 :23	19 :09	19 h 32	
26	06 h 25	06 :47	19 :01	19 h 23	06 h 00	06 :23	19 :10	19 h 33	
27	06 h 24	06 :46	19 :01	19 h 23	05 h 59	06 :22	19 :10	19 h 33	
28	06 h 23	06 :45	19 :01	19 h 23	05 h 58	06 :21	19 :10	19 h 33	
29	06 h 23	06 :45	19 :02	19 h 24	05 h 58	06 :21	19 :11	19 h 34	
30	06 h 22	06 :44	19 :02	19 h 24	05 h 57	06 :20	19 :11	19 h 34	
31	06 h 21	06 :43	19 :02	19 h 24					

Cap-Haitian International Airport**SUNSET SUNRISE TABLES**

Day	CAP-HAITIAN STATION <u>MTCH</u>							
	May				June			
Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	05 h 56	06 :19	19 :12	19 h 35	05 h 45	06 :09	19 :24	19 h 48
2	05 h 56	06 :19	19 :12	19 h 35	05 h 44	06 :09	19 :24	19 h 48
3	05 h 55	06 :18	19 :12	19 h 35	05 h 44	06 :09	19 :24	19 h 49
4	05 h 55	06 :18	19 :13	19 h 36	05 h 44	06 :09	19 :25	19 h 49
5	05 h 54	06 :17	19 :13	19 h 36	05 h 44	06 :09	19 :25	19 h 50
6	05 h 53	06 :17	19 :13	19 h 37	05 h 44	06 :09	19 :26	19 h 50
7	05 h 53	06 :16	19 :14	19 h 37	05 h 44	06 :09	19 :26	19 h 50
8	05 h 52	06 :16	19 :14	19 h 37	05 h 44	06 :09	19 :26	19 h 51
9	05 h 52	06 :15	19 :15	19 h 38	05 h 44	06 :09	19 :27	19 h 51
10	05 h 51	06 :15	19 :15	19 h 38	05 h 44	06 :09	19 :27	19 h 51
11	05 h 51	06 :14	19 :15	19 h 39	05 h 44	06 :09	19 :27	19 h 52
12	05 h 50	06 :14	19 :16	19 h 39	05 h 44	06 :09	19 :28	19 h 52
13	05 h 50	06 :13	19 :16	19 h 40	05 h 45	06 :09	19 :28	19 h 52
14	05 h 49	06 :13	19 :16	19 h 40	05 h 45	06 :09	19 :28	19 h 53
15	05 h 49	06 :13	19 :17	19 h 41	05 h 45	06 :09	19 :28	19 h 53
16	05 h 49	06 :12	19 :17	19 h 41	05 h 45	06 :09	19 :29	19 h 53
17	05 h 48	06 :12	19 :18	19 h 41	05 h 45	06 :10	19 :29	19 h 54
18:	05 h 48	06 :12	19 :18	19 h 42	05 h 45	06 :10	19 :29	19 h 54
19	05 h 47	06 :11	19 :18	19 h 42	05 h 45	06 :10	19 :29	19 h 54
20	05 h 47	06 :11	19 :19	19 h 43	05 h 46	06 :10	19 :30	19 h 54
21	05 h 47	06 :11	19 :19	19 h 43	05 h 46	06 :10	19 :30	19 h 54
22	05 h 47	06 :10	19 :20	19 h 44	05 h 46	06 :11	19 :30	19 h 55
23	05 h 46	06 :10	19 :20	19 h 44	05 h 46	06 :11	19 :30	19 h 55
24	05 h 46	06 :10	19 :21	19 h 45	05 h 47	06 :11	19 :30	19 h 55
25	05 h 46	06 :10	19 :21	19 h 45	05 h 47	06 :11	19 :31	19 h 55
26	05 h 46	06 :10	19 :21	19 h 45	05 h 47	06 :12	19 :31	19 h 55
27	05 h 45	06 :09	19 :22	19 h 46	05 h 47	06 :12	19 :31	19 h 55
28	05 h 45	06 :09	19 :22	19 h 46	05 h 48	06 :12	19 :31	19 h 56
29	05 h 45	06 :09	19 :23	19 h 47	05 h 48	06 :12	19 :31	19 h 56
30	05 h 45	06 :09	19 :23	19 h 47	05 h 48	06 :13	19 :31	19 h 56
31	05 h 45	06 :09	19 :23	19 h 48				

Cap-Haitian International Airport

SUNSET SUNRISE TABLES

Day	CAP-HAITIAN STATION <u>MTCH</u>							
	July				August			
Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	05 h 49	06 :13	19 :31	19 h 56	06 h 01	06 :24	19 :25	19 h 48
2	05 h 49	06 :13	19 :31	19 h 56	06 h 01	06 :24	19 :24	19 h 48
3	05 h 49	06 :14	19 :31	19 h 56	06 h 01	06 :25	19 :24	19 h 47
4	05 h 50	06 :14	19 :31	19 h 56	06 h 02	06 :25	19 :23	19 h 47
5	05 h 50	06 :14	19 :31	19 h 56	06 h 02	06 :26	19 :23	19 h 46
6	05 h 50	06 :15	19 :31	19 h 56	06 h 03	06 :26	19 :22	19 h 45
7	05 h 51	06 :15	19 :31	19 h 56	06 h 03	06 :26	19 :22	19 h 45
8	05 h 51	06 :15	19 :31	19 h 56	06 h 03	06 :26	19 :21	19 h 44
9	05 h 51	06 :16	19 :31	19 h 56	06 h 04	06 :27	19 :21	19 h 44
10	05 h 52	06 :16	19 :31	19 h 55	06 h 04	06 :27	19 :20	19 h 43
11	05 h 52	06 :16	19 :31	19 h 55	06 h 04	06 :27	19 :19	19 h 42
12	05 h 53	06 :17	19 :31	19 h 55	06 h 05	06 :28	19 :19	19 h 42
13	05 h 53	06 :17	19 :31	19 h 55	06 h 05	06 :28	19 :18	19 h 41
14	05 h 53	06 :18	19 :31	19 h 55	06 h 05	06 :28	19 :17	19 h 40
15	05 h 54	06 :18	19 :31	19 h 55	06 h 06	06 :29	19 :17	19 h 39
16	05 h 54	06 :18	19 :30	19 h 54	06 h 06	06 :29	19 :16	19 h 39
17	05 h 55	06 :19	19 :30	19 h 54	06 h 06	06 :29	19 :15	19 h 38
18:	05 h 55	06 :19	19 :30	19 h 54	06 h 07	06 :29	19 :15	19 h 37
19	05 h 55	06 :19	19 :30	19 h 54	06 h 07	06 :30	19 :14	19 h 36
20	05 h 56	06 :20	19 :29	19 h 53	06 h 07	06 :30	19 :14	19 h 36
21	05 h 56	06 :20	19 :29	19 h 53	06 h 08	06 :30	19 :12	19 h 35
22	05 h 57	06 :21	19 :29	19 h 53	06 h 08	06 :31	19 :12	19 h 34
23	05 h 57	06 :21	19 :29	19 h 52	06 h 08	06 :31	19 :11	19 h 33
24	05 h 57	06 :21	19 :28	19 h 52	06 h 08	06 :31	19 :10	19 h 32
25	05 h 58	06 :22	19 :28	19 h 52	06 h 09	06 :31	19 :09	19 h 32
26	05 h 58	06 :22	19 :27	19 h 51	06 h 09	06 :32	19 :08	19 h 31
27	05 h 59	06 :22	19 :27	19 h 51	06 h 09	06 :32	19 :08	19 h 30
28	05 h 59	06 :23	19 :27	19 h 50	06 h 10	06 :32	19 :07	19 h 29
29	06 h 00	06 :23	19 :26	19 h 50	06 h 10	06 :32	19 :06	19 h 28
30	06 h 00	06 :23	19 :26	19 h 49	06 h 10	06 :32	19 :05	19 h 27
31	06 h 00	06 :24	19 :25	19 h 49	06 h 10	06 :33	19 :04	19 h 26

Cap-Haitian International Airport**SUNSET SUNRISE TABLES**

Day	CAP-HAITIAN STATION <u>MTCH</u>								
	September				October				
Day	Day	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	1	06 h 11	06 :33	19 :03	19 h 26	06 h 17	06 :39	18 :36	18 h 58
2	2	06 h 11	06 :33	19 :02	19 h 25	06 h 17	06 :39	18 :36	18 h 57
3	3	06 h 11	06 :33	19 :02	19 h 24	06 h 18	06 :40	18 :35	18 h 57
4	4	06 h 11	06 :34	19 :01	19 h 23	06 h 18	06 :40	18 :34	18 h 56
5	5	06 h 12	06 :34	19 :00	19 h 22	06 h 18	06 :40	18 :33	18 h 55
6	6	06 h 12	06 :34	18 :59	19 h 21	06 h 18	06 :40	18 :32	18 h 54
7	7	06 h 12	06 :34	18 :58	19 h 20	06 h 19	06 :41	18 :31	18 h 53
8	8	06 h 12	06 :34	18 :57	19 h 19	06 h 19	06 :41	18 :30	18 h 52
9	9	06 h 12	06 :35	18 :56	19 h 18	06 h 19	06 :41	18 :30	18 h 52
10	10	06 h 13	06 :35	18 :55	19 h 17	06 h 19	06 :41	18 :29	18 h 51
11	11	06 h 13	06 :35	18 :54	19 h 17	06 h 20	06 :42	18 :28	18 h 50
12	12	06 h 13	06 :35	18 :54	19 h 16	06 h 20	06 :42	18 :27	18 h 49
13	13	06 h 13	06 :35	18 :53	19 h 15	06 h 20	06 :42	18 :26	18 h 49
14	14	06 h 14	06 :36	18 :52	19 h 14	06 h 20	06 :43	18 :26	18 h 48
15	15	06 h 14	06 :36	18 :51	19 h 13	06 h 21	06 :43	18 :25	18 h 47
16	16	06 h 14	06 :36	18 :50	19 h 12	06 h 21	06 :43	18 :24	18 h 46
17	17	06 h 14	06 :36	18 :49	19 h 11	06 h 21	06 :44	18 :23	18 h 46
18:	18:	06 h 14	06 :36	18 :48	19 h 10	06 h 22	06 :44	18 :23	18 h 45
19	19	06 h 15	06 :37	18 :47	19 h 09	06 h 22	06 :44	18 :22	18 h 44
20	20	06 h 15	06 :37	18 :46	19 h 08	06 h 22	06 :45	18 :21	18 h 44
21	21	06 h 15	06 :37	18 :45	19 h 07	06 h 23	06 :45	18 :21	18 h 43
22	22	06 h 15	06 :37	18 :44	19 h 06	06 h 23	06 :45	18 :20	18 h 42
23	23	06 h 15	06 :37	18 :44	19 h 06	06 h 23	06 :46	18 :19	18 h 42
24	24	06 h 16	06 :38	18 :43	19 h 05	06 h 24	06 :46	18 :19	18 h 41
25	25	06 h 16	06 :38	18 :42	19 h 04	06 h 24	06 :47	18 :18	18 h 40
26	26	06 h 16	06 :38	18 :41	19 h 03	06 h 24	06 :47	18 :17	18 h 40
27	27	06 h 16	06 :38	18 :40	19 h 02	06 h 25	06 :47	18 :17	18 h 39
28	28	06 h 16	06 :38	18 :39	19 h 01	06 h 25	06 :48	18 :16	18 h 39
29	29	06 h 17	06 :39	18 :38	19 h 00	06 h 26	06 :49	18 :16	18 h 38
30	30	06 h 17	06 :39	18 :37	18 h 59	06 h 26	06 :49	18 :15	18 h 38
31	31					06 h 26	06 :49	18 :15	18 h 37

Cap-Haitian International Airport

SUNSET SUNRISE TABLES

Jour	CAP-HAITIAN STATION MTCH							
	November				December			
	TWIL FROM	SR	SS	TWIL TO	TWIL FROM	SR	SS	TWIL TO
1	06 h 27	06 :50	18 :14	18 h 37	05 :23	06 :07	17 :08	18 :15
2	06 h 27	06 :50	18 :14	18 h 36	05 :23	06 :07	17 :08	18 :16
3	06 h 28	06 :50	18 :13	18 h 36	05 :23	06 :08	17 :08	18 :16
4	05 h 28	05 :51	17 :13	17 h 35	05 :23	06 :08	17 :09	18 :16
5	05 h 29	05 :51	17 :12	17 h 35	05 :23	06 :09	17 :09	18 :17
6	05 h 29	05 :52	17 :12	17 h 35	05 :23	06 :10	17 :09	18 :17
7	05 h 30	05 :52	17 :11	17 h 34	05 :23	06 :10	17 :09	18 :18
8	05 h 30	05 :53	17 :11	17 h 34	05 :23	06 :11	17 :10	18 :18
9	05 :19	05 :53	17 :11	18 :08	05 :23	06 :12	17 :10	18 :19
10	05 :19	05 :54	17 :10	18 :08	05 :23	06 :12	17 :10	18 :19
11	05 :19	05 :55	17 :10	18 :08	05 :23	06 :13	17 :10	18 :20
12	05 :19	05 :55	17 :10	18 :08	05 :23	06 :13	17 :11	18 :20
13	05 :19	05 :56	17 :09	18 :08	05 :23	06 :14	17 :11	18 :21
14	05 :19	05 :56	17 :09	18 :08	05 :23	06 :14	17 :12	18 :21
15	05 :19	05 :57	17 :09	18 :08	05 :23	06 :15	17 :12	18 :22
16	05 :19	05 :57	17 :09	18 :08	05 :23	06 :16	17 :12	18 :22
17	05 :20	05 :58	17 :08	18 :08	05 :23	06 :16	17 :13	18 :22
18:	05 :20	05 :59	17 :08	18 :08	05 :23	06 :17	17 :13	18 :23
19	05 :20	06 :59	17 :08	18 :08	05 :23	06 :17	17 :14	18 :23
20	05 :20	06 :00	17 :08	18 :08	05 :23	06 :18	17 :14	18 :24
21	05 :20	06 :00	17 :08	18 :08	05 :23	06 :18	17 :15	18 :24
22	05 :21	06 :01	17 :08	18 :08	05 :23	06 :19	17 :15	18 :25
23	05 :21	06 :02	17 :08	18 :08	05 :23	06 :19	17 :16	18 :25
24	05 :21	06 :02	17 :08	18 :08	05 :23	06 :20	17 :16	18 :26
25	05 :21	06 :03	17 :08	18 :08	05 :23	06 :20	17 :17	18 :26
26	05 :22	06 :03	17 :08	18 :08	05 :23	06 :21	17 :17	18 :27
27	05 :22	06 :04	17 :08	18 :08	05 :23	06 :21	17 :18	18 :27
28	05 :22	06 :05	17 :08	18 :08	05 :23	06 :21	17 :18	18 :28
29	05 :22	06 :05	17 :08	18 :08	05 :23	06 :22	17 :19	18 :28
30	05 :23	06 :06	17 :08	18 :08	05 :23	06 :22	17 :20	18 :29
31					05 :37	06 :23	17 :20	18 :29

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible Service

The Aeronautical Information Division, which forms part of the Air Navigation Direction of OFNAC, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at certain aerodromes.

1.1 AIS Headquarters

Service d'information aéronautique
P.O.Box 1346
Port-au-Prince, HT 6110
Haiti
Téléphone: 509 2811-1124
Télécopieur:
SFA: MTEGYAYX
E-Mail : division.ais@ofnac.gouv.ht

1.2 International NOTAM (NOF)

Bureau NOTAM international
Division Information Aeronautique
P.O.Box 1346
Port-au-Prince, HT 6110
Haiti
Téléphone:509 2811-1124
Télécopieur:
E-Mail: division.ais@ofnac.gouv.ht

The service is provided in accordance with the provisions contained in ICAO Annex 15 - *Aeronautical Information Services*.

The operating hours are the following:
NOF OFFICE – 24/24

AIS 8:00 AM to 04 PM Monday to Friday

2. Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of HAITI and for the airspace over the high seas encompassed by the HAITI Flight Information Region.

3. Aeronautical publications

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB):
- Aeronautical Information Circulars (AIC); and
- Checklists and summaries.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other elements of the package are distributed by air mail.

3.2 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP HAITI is published in 01 volume.

The AIP is published in an electronic format with bilingual text (English and French) for use in international and domestic operations, whether the flight is a commercial or a private one.

3.3. Amendment service to the AIP (AMDT)

Amendments to the AIP are made by means of electronic format. Two types of AIP AMDT are produced:

- Regular AIP Amendment (AIP AMDT), issued in accordance with the needs and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and

- AIRAC AIP (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym - AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers, which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/96 ; AIRAC AIP AMDT 1/96.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration, which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to start out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 1/00; AIRAC AIP SUP 1/00.

An AIP supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP

Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language summary of NOTAM in force.

3.5 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for HAITI FIR and are distributed in four series identified by the letters A, B, C, D.

Série A. General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place above FL245 and information concerning major international aerodromes.

Série B. Information on airspace restrictions, on activities taking place below FL 195 and on other international aerodromes at which IFR flights are permitted.

Série C. Information on other international aerodromes at which only VFR flights are permitted.

Série D. Information on national aerodromes.

3.6 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures of facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICS are divided by subject and are issued in two series (A and B). AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/00; AIC B 1/00. A checklist of AIC currently in force is issued as an AIC twice a year.

3.7 Checklist and summary of NOTAM

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a summary of NOTAM distributed by e-mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.8 Sale of publications

The said publications can be obtained from the Aeronautical Information Service. Purchase prices are published in AIC Series A.

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

4.2 The table below indicated AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates

2016	2017	2018	2019
January 07	January 05	January 04	January 03
February 04	February 02	February 01	January 31
March 03	March 02	March 01	February 28
March 31	March 30	March 29	March 28
April 28	April 27	April 26	April 25
May 26	May 25	May 24	May 23
June 23	June 22	June 21	June 20
July 21	July 20	July 19	July 18
August 18	August 17	August 16	August 15
September 15	September 14	September 13	September 12
October 13	October 12	October 11	October 10
November 10	November 09	November 08	November 07
December 08	December 07	December 06	December 05

5- Preflight information service at Aerodromes

Pre-flight information is available at aerodromes as detailed below.

<i>Aerodrome</i>	<i>Briefing coverage</i>
Port-au-Prince / International	All CAR/SAM STATES within ICAO
Cap-Haïtien / International	All CAR/SAM STATES within ICAO

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

1.1 The Civil Aviation Administration of HAITI provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts, which are part of the AIP; all other aeronautical charts are produced by the National Geodesy Service. Charts, suitable for pre-flight planning and briefing, selected from those listed in the ICAO Aeronautical Chart Catalogue (Doc 7101), are available for reference at aerodrome AIS units. (Their addresses can be found under paragraph 3 below.) The charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to Aeronautical Charts not contained in the AIP are promulgated by AIP Amendments and are listed under 8. of this subsection. Aeronautical Information Circular notifies information concerning the planning for or issuance of new maps and charts.

2.2 If incorrect information detected on published charts is of operational significance, it will be corrected by NOTAM.

3. Purchase arrangements

The Civil Aviation administration, the Aeronautical Information Service and the sales agents have copies of the ICAO Aeronautical Chart Catalogue (Doc 7101) where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

- c) Aerodrome Chart --- ICAO;
- f) Aerodrome Obstacle Chart --- ICAO --- Type A
- i) Enroute Chart --- ICAO;
- j) Area Chart --- ICAO (Arrival and transit routes)
- n) Instrument Approach Chart --- ICAO (for each runway and procedure type)

- o) Visual Approach Chart --- ICAO.

The charts currently available are listed under paragraph 5 of this subsection.

4.2 General description of each series

Aerodrome/Helipad-ICAO. This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway;
- from the runway to the aircraft stand; and helicopter movement;
- from the helicopter stand to the touchdown and lift-off area and to the final approach and take-off area;
- From the final approach and take-off area to touchdown and lift-off area and to the helicopter stand;
- along helicopter ground and air taxiways; and
- along air transit routes.

Aerodrome Obstacle Chart --- ICAO --- Type A (operating limitations).

This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Obstacle Chart --- ICAO --- Type C, provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, of chapter 5.

En-route Chart -- ICAO.

This chart is produced for the entire HAITI FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

Area Chart - ICAO.. This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart ---ICAO.

It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with

information that will facilitate the following phases of instrument flight:

-- the transition between the en-route phase and the approach to an aerodrome;

-- the transition between the take-off/missed approach and the en-route phase of flight; and

-- flights through areas of complex ATS routes or airspace structure.

It also provides essential operational information at the aerodrome/heliport.

Standard Departure Chart -Instrument (SID) - ICAO. This chart is produced whenever a standard departure route -- instrument has been established and cannot be shown with sufficient clarity on the Area Chart --- ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome (s) which affect the designated standard departure route --- instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route -- instrument from the take-off phase to the en-route phase.

Standard Arrival Chart - Instrument (STAR) - ICAO. This chart is produced whenever a standard arrival route -- instrument has been established and cannot be shown with sufficient clarity on the Area Chart --- ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome (s) which affect the designated standard arrival route --- instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route-- instrument from the en-route phase to the approach phase.

Instrument Approach Chart --- ICAO. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart -- ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved

instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

Visual Approach Chart --- ICAO. This chart is produced of aerodromes used by civil aviation where:

-- Radio communication facilities are not available; or

-- No adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or

-- visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

5. List of aeronautical charts available

Those chart series marked by an asterisk form part of the AIP.

<i>Title of series</i>	<i>Scale</i>	<i>Name and/or number</i>	<i>Date</i>
Visual Approach Chart – ICAO * (VAC)	1/250 000	Port-au-Prince MTPP VAC	14 April 05
		Cap-Haitien MTCH VAC	14 April 05
Aerodrome chart – ICAO* (AC)	1/10 000	Port-au-Prince	14 April 05
		Cap-Haitien	14 April 05
Aerodrome Obstacle Chart - ICAO* type A (AOC)	1/15 000	Port-au-Prince AOC – A10/28	14 April 05

7. Topographical charts

To supplement the aeronautical charts, a wide range of topographical charts is available from:

CENTRE NATIONAL de l'INFORMATION GEO-SPATIALE
Rue Armand Holly # 33, Debussy
Port-au-Prince HT6113,
HAITI
Téléphone: (509) 2813-0412/13
 2944-0412
Fax:
E-mail: CNIGS.haiti@yahoo.com

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The Air Navigation Services Department of the Haiti Civil Aviation Administration is the responsible authority for the provision of air traffic services within the area indicated under 2. below.

Director of Operations Air Navigation Services
Civil Aviation Administration
P.O. Box 1346
Port-au-Prince, HT 6110
HAITI
Tel: (509) 4494-0047
Email: direction.navigation.aerienne@ofnac.gouv.ht

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 - Rules of the air
Annex 11 - Air Traffic Services
Doc 4444 - Procedures for Air Navigation Services --- Rules of the Air and Air Traffic Services (PANS-RAC)

Doc 8168 - Procedures for Air Navigation -- Aircraft Operations (PANS - OPS).

Doc 7030 - Regional Supplementary Procedures.

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Air traffic services are provided for the entire territory of HAITI, including its territorial waters as well as the airspace over the high seas within the HAITI FIR.

In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section ENR 2.

3. Types of services

The following types of services are provided:

- Flight information Service (FIS) and Alerting Service (ALRS)
- Area Control (ACC)

Put aside military base the following types of services are provided at aerodromes:

- Approach Control (APP)
- Aerodrome Control (TWR)
- Aerodrome Information Service (AFIS)

4. Co-ordination between the operator and ATS

Coordination between the operator and air traffic services is effected in accordance with part 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part VIII of the procedures for Air Navigation -- Rules of the Air and Air Traffic Services (Doc 4444, PANS-RAC).

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the highest obstacle of the Region concerned.

6- ATS UNITS ADDRESS LIST

<i>Unit name</i>	<i>Postal Address</i>	<i>Telephone NR</i>	<i>Telefax NR</i>	<i>AFS Address</i>
Port-au- Prince/ACC	Air Traffic Services (ACC) OFNAC P.O. Box 1346 Port-au-Prince, HT 6110 HAITI	(509) 2910-2230		MTEGYFYX
Port-au- Prince/APP	Air Traffic Services / APP P.O. Box 1346 Port-au-Prince, HT 6110 HAITI			MTEGYFYX
Port-au- Prince/TWR	Air Traffic Services/TWR P.O. Box 1346 Port-au-Prince, HT 6110 HAITI	(509) 2910-2232		MTEGYFYX
Cap-Haïtien / TWR	Air Traffic Services (TWR) Bureau OFNAC International Airport of Cap- Haïtien HAITI	(509) 2910-2233	NIL	NIL

GEN 3.4 TELECOMMUNICATIONS SERVICES

1. Responsible Service

The responsible service for the provision of telecommunication and navigation facility services in HAITI is the Civil Aviation Administration.

Director of Operation of Air Navigation Services
Civil Aviation Administration
Boulevard Toussaint Louverture
Delmas
Telephone: (509) 4494-0047
Telefax:
Telex: NIL
SFA: MTEGYFYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annexe 10 --- Aeronautical Telecommunications

Doc 8400 --- Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC)

Doc 8585 --- Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Doc 7030 --- Regional Supplementary Procedures

Doc 7910 --- Location Indicators

2. Area of responsibility

Communication services are provided for the entire Port-au-Prince FIR. Arrangements for such services on a continuing basis should be made with the Director of Communication Services, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in Station Communication Officers located at each international aerodrome. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant Station Communication Officer or to the Director of Communication Services, as appropriate.

3. Type of services

3.1 Radio navigation services

The following types of radio aids to navigation are available:

- Instruments Landing System (ILS)
- VHF OMNI directional Range (VOR)
- Distance Measuring Equipment (DME)

3.2 Mobile/fixed Service

Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

- a) They satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3;
- b) They are prepared in the form specified in ICAO Annex 10;
- c) The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

3.3 Broadcasting service

NIL

3.4 Languages used: English / French

3.5 Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4. Requirements and conditions

The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use as well as the requirements for the carriage of radio equipment are contained in the Air Navigation (Radio) Regulations. (The 07/02/61 order, Chapter I, clause 1, 2 and 4).

Clause 1

1) No Aircraft shall overfly the Haitian Territory, land on it or depart from it, unless they comply with the following conditions:

- Carry the nationality mark and registration number according to the requirements of the clause 9 (1) of the order in respect to Aircraft.
- To be airworthy according to the requirements of Chapter IV of the order in respect to aircraft.
- To be flown by aircrew provided with valid licenses and appropriate qualifications

Clause 2

Subject to the exemption foreseen in the paragraph (2) of Clause (1), all flying aircraft, shall carry the following documentation on board:

- a) Registration certificate
- b) Airworthiness certificate
- c) Maintenance log
- d) Licenses of Aircrew members
- e) Route map
- f) In case of need, license of the radio-communication Station on board.
- g) If the aircraft is carrying passengers, a nominal list Indicating the embarking and disembarking points.
- h) If the aircraft is carrying cargo, the transport documentation and the manifest.

Clause 4

All Haitian Aircraft which gives air transport Services to the public and such other aircraft authorized by the Civil Aviation Administration shall carry on board an equipment of radio communication in accordance with the exploitation conditions of the aircraft. A license allowing the installation and the use of the equipment is issued by the " Conseil National des Télécommunications d'Haïti (CONATEL)." Only a holder of a radio navigation license in accordance with international regulations requirements may use this equipment".

All foreign aircraft provided with an equipment of radiocommunication, while overflying the Haitian territory or landing on it, shall be provided with a license issued by the competent authority of the Registration State, and the equipment shall be used by crewmembers holding an appropriate license.

GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible Service

The meteorological services for civil aviation are provided by the Centre National de Météorologie d'Haïti

Meteorological Services
Aeroport Toussaint Louverture de Port-au-Prince
Boulevard Toussaint Louverture
Delmas
Téléphone: (509) 2813-1798
Télécopieur:
Telex: NIL
SFA: MTPPYMYX

The service is provided in accordance with the provisions contained in the following ICAO documents:

provisions contained in the following ICAO documents Annexe 3 --- *Meteorological Service for International Air Navigation*

Annexe 3 --- *Meteorological Service for International Air Navigation* Doc 7030 --- *Regional Supplementary Procedures*.

Differences to these provisions are detailed in subsection Doc 7030 *Regional Supplementary Procedures*.

Difference² to the ~~Area of responsibility~~ filed in subsection GEN 1.7.

Meteorological service is provided within the Port-au-Prince FIR between 1100 UTC and 0300 UTC.

Meteorological service is provided within the Port-au-Prince FIR between 1100 UTC and 0300 UTC.

3. Meteorological observations and reports

Tableau GEN 3.5.3 Meteorological observations and reports

Name of station / location indicator	Type of frequency of observation / automatic observing equipment	Type of MET reports & Supplementary, information included	Observation System & Site (s)	Hours of operation	Climatological information
1	2	3	4	5	6
Port-au-Prince / International	Hourly plus special Surface Observations	Coded en clear language Métar, TAF, Speci, Trend	SFC wind sensors see AD chart	H16 0600 - 2200	Climatological Table AVBL
Cap-Haïtien / International	Hourly plus special	METAR, SPECI	Anemometer 300m FM THR 05L Thermometer see AD chart	H10 0700 - 1700	Climatological Table AVBL

4. Types of services

Personal briefing and consultation for flight crewmembers are provided only at Port-au-Prince International. For all other aerodromes, consultation is available by telephone.

Limited flight documentation is normally provided for domestic flights. For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

5. Notification required from operators

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required for intercontinental flights of more than 3 500 km. Such notification should be received at least 6 hours before the expected time of departure.

6. Aircraft reports

Pursuant to ICAO annex 3.5.3.1, the making and transmission of aircraft reports (AIREP) are required at the following ATS reporting points:

See table 3.5.5

NIL

Table ATS/MET reporting points for MTEG Port-au-Prince FIR

ATS/MET reporting point		NAVAID	FIR/UIR	Coordinates		Routes ATS	Remarks
Nom	Cod.			Lat.	Long		
BENET	-	X*	Kingston / Port-au-Prince	18°14'58.42 ''N	074°39'42.43 ''W	G633/UG633	O/P
CABO ROJO	DCR	V*	Santo Domingo/ Port-au-Prince	17.55.54N	071.38.58W	B520/UB520	O/P
JOSES	-	X*	Miami/ Port-au-Prince	20°08'39.39 ''N	073°13'05.42 ''W	A315/UA315	O/P
LENOM	-	X*	Curaçao / Port-au-Prince	17°00'00.00 ''N	072°40'12.00 ''W	G444/UG444	O/P

Notes:

- V Indicates the site is marked by a VOR
- X No radio aid marks the site
- O/P Oceanic ATS/MET reporting points

9. Other automated meteorological services

Tableau 3.5.9 other automated meteorological services

Service name	Information available	Area, route and aerodrome coverage	Telephone, telex and telefax numbers Remarks
1	2	3	4
Centre National de Météorologie (Radio Club d'Haiti)	The Prognostic General Aviation Weather chart (GWC) Caribbean Map of Navigation at low altitude (SWC)	All of Haiti	
Centre National de Météorologie Port-au-Prince, Haïti		America	Contact local Centre National de météorologie
Centre National de Météorologie Port-au-Prince, Haïti		Haiti FIR	

GEN 3.6 SEARCH AND RESCUE

Table 1- Aeronautical Search and Rescue Units

Name	Location	Facilities	Remarks
MAF	18° 34' 38.94 N 72° 17' 5.02 W	Aircraft CESSNA 208B HH-VAN	Endurance 5.6h, radius 784 nms, speed 184kts, available h24, victims: Call sign: Rescue AN
MAF	18° 34' 38.94 N 72° 17' 5.02 W	Aircraft CESSNA 206 HH-FLY	Endurance 4h, radius 440nms speed 174kts, available h24, victims: Call sign Rescue LY
MAF	18° 34' 38.94 N 72° 17' 5.02 W	02 CESSNA 207	Endurance 3,1h radius 341nms speed 170kts available h24, victims: Call sign Rescue LS
AYTI AIR ANBILANS	18° 34' 21.10 N 72° 18' 45.58 W	02 helicopters Bell	Endurance 2.2h, radius 250nms, speed 115kts Available h24, 07 causalities, PN 30mns Doctor on board when required Full advance life support. Oxygene system Call sign: Rescue 07/08
COLIBRI	18° 34' 94 N 72° 17' 5.02 W	Helicopter Sikorsky N7644S	Endurance 2.5h radius 115nms speed 135kts

Table 2- Maritime Search and Rescue Units

Name	Location	Facilities	Remarks
Haitian coast guard Bizoton	18° 32' 2.97 N 72° 22' 48.30 W	03 Dauntless	24 HR/ 20 KT/ 19 CASUAL/15 MNPN
Haitian Coast guard Cayes	18° 11' 23.52" N 73° 44' 57.47" W	01 Dauntless	24 HR/ 20 KT/ 19 CASUAL/15 MNPN
Haitian Coast Guard Cap-Haitien	19° 45' 29.28" N 72° 11' 42.10" W	01 Dauntless	24 HR/ 20 KT/ 19 CASUAL/15MNPN

1. – Responsible Service

The Aeronautical search and rescue Service in HAITI is provided by the “Office National de l’Aviation Civile (OFNAC), in collaboration with different ministries and other civil entities which have the responsibility for making the necessary facilities available. The postal and telegraphic addresses of the OFNAC are as follows:

Search and Rescue
Office National de l’Aviation Civile (OFNAC)
Directorate General
Toussaint Louverture Boulevard
P.O.Box 1346
Port-au-Prince, Haïti
Phone :+509-2910-2229
Fax :
E-mail :sar.haiti@ofnac.gouv.ht

When SAR operations are needed, the Aeronautical Rescue Coordination Center can be reached at established; at the address as follows:

Aeronautical Rescue Coordination Center of
Port-au-Prince
Operation H24
Toussaint Louverture Blvd
P.O.Box 1346
Port-au-Prince, Haïti
Phone :+509-2911-1616/2911-1617/2911-1618
+509-4017-7937/4017-7938/4017-7939
Fax :
AFTN : MTEGZSZA
E-mail : rec.pap@ofnac.gouv.ht

The Search and Rescue service in the Haitian aeronautical territory is organized in accordance with the Standards and Recommended Practices of ICAO Annex 12.

The operations are carried out by the National police and civil organizations under the operational coordination of the Director of the Aeronautical Rescue Coordination center.

2. Area of responsibility

The search and rescue service is responsible for SAR operations within Port-au-Prince FIR.

3. Types of Service

Details of the rescue coordination center and related rescue units are given in the table hereafter. In

addition, elements of the State police organization, marine merchant and other civil entities can be made available for search and rescue missions when required and aeronautical telecommunications services are available to SAR organizations.

The RCC is equipped to communicate on channels: 123.100 and 121.5 MHz. SAR aircrafts are equipped with Direction finder.

4- SAR agreements

Agreements have been concluded between the SAR service of Haiti and the SAR services of neighboring States concerning the provision of assistance upon receipt by the former of a request from the latter for aid. This agreement provides for facilitation of the overflight and landing of search and rescue aircraft without prior permission after dispatch of a flight plan, for similar facilitation of the entry of surface vessel of the SAR service and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stop-overs, accommodation and transportation of crew members, and for direct communication between the two SAR services on all common search and rescue matters. Copies of this agreement are available, upon request, from the Civil Aviation Administration.

Request for the entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Center. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Coordination Center in accordance with a standing plan for the conduct of search and rescue in its area.

5. Conditions of availability

The SAR service and facilities in Haiti are available without charge to neighboring States upon request to the Civil Aviation Administration at all times when they are not engaged in search and rescue operations in their home territory. All facilities are specialized in SAR techniques and functions.

6. Procedures and signals used

Procedures and signals used by aircraft
Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in Annex 12, Chapter 5.

6.2 Communications

Transmission and reception of distress messages within the Port-au-Prince Search and Rescue Area are handled in accordance with Annex 10, Volume II,5.3.

For communications during search and rescue operations, the codes and abbreviations published in *ICAO Abbreviations and Codes* (Doc 8400) are used.

The frequency 121.5 MHz is guarded 24/7.

Rescue aircraft belonging to permanent Search and Rescue units use both the call sign RESCUE and two last digit of the registration number.

6.3 Search and rescue signals

The search and rescue signals to be used are those prescribed in Annex 12, 5.8.

6.4 Ground/air visual signal codes for use by survivors

<i>N°</i>	<i>Message</i>	<i>Code symbol</i>
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑
Instructions for use:		
<ol style="list-style-type: none">1. Make signals not less than 8 ft. (2.5 m).2. Take care to lay out signals exactly as shown.3. Provide as much color contrast as possible between signals and background.4. Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.		

**GEN 4.1 CHARGES FOR AERODROMES/HELIPORTS
AND AIR NAVIGATION SERVICES**
International Airport Toussaint LOUVERTURE

1. Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

a) International flights

Aircraft weight

Up to	-	15. 000	24.00
15.001	-	30.000	36.00
30.001	-	45.000	48.00
45.001	-	60.000	60.00
60.001	-	75.000	72.00
75.001	-	90.000	84.00
90.001	-	105.000	96.00
105.001	-	120.000	108.00
120.001	-	135.000	120.00
135.001	-	150.000	132.00
150.001	-	165.000	144.00
165.001	-	180.000	156.00
180.001	-	195.000	168.00
195.001	-	210.000	180.00
210.001	-	225.000	192.00

2-Over 225,000 pounds, the differences calculated at \$1.20 per thousand (1000 lbs.) pounds.

Private aircrafts less than 15,000 pounds operating noncommercial flights are exempted to payment of landing charge.

During peak hours, from 14hrs to 16 hrs. local time, any regular flight with a delay of more than thirty minutes will pay, in addition to the landing fee, a charge worth fifty per cent (50%) of that fee.

Non regular flights landing between 14hrs and 16 hrs. will pay a landing fee with a fifty (50%) increase of that fee.

All commercial flights landing or taking off apart from official hours of opening of the airport i.e(before six AM or after ten PM) will pay a fine of two hundred (US\$200.00) in addition to the landing fee with a fifty per cent increase (50%)

Any aircraft taking off outside the official hours of opening of the airport will pay a fee of four hundred dollars (US\$ 400.00)

Airport authority will collect a fee of 10 US dollars (US\$ 10.00) for any landing or taking off of an aircraft in need of lighting facilities.

A fee of 30 US dollars (US\$30.00) will be collected per hour or fraction of hour for the use of lighting of

the ramp outside official hours of opening of the airport.

A fee of one US dollars (US\$1.00) per thousand pounds will be paid for the freight from abroad.

It will be perceived by the airport Authority a minimum fee of three US dollars (US\$3.00) per day for parking right. After the first two hours free of charge, it will be perceived additional fees calculated at US sixty cents (US\$0.60) per thousand pounds.

Airlines will pay to the Airport Authority the amount of five dollars and fifty cents (US\$5.50) per passenger for the use of disembarking and embarking facilities such as carousel, bridges, autobus, escalators etc.

Airlines will pay to the Airport Authority for control security the amount of US\$5.00 five dollars (US\$5.00) per passenger embarking for an International flight.

Any fuel company will pay a twenty cents fee (US\$ 0.20) for every gallon of fuel sold to an aircraft within civils airports in Haiti.

All concessionaire providing ground services to aircrafts, private, commercial or military including catering on board or in the building, renting of ground equipment will pay a monthly charge of ten per cent (10%) on the overall amount of fees related to the above mentioned services.

All exploitation of services at the Toussaint LOUVERTURE international Airport are subject to a signed contract between the exploitation agent and the airport authority according to the following scale of charges :

**CATEGORIES PRICE PER YEAR/ PER
SQUARE FEET**

Space for offices:	US\$18.00
Space for counters:	US\$ 21.00
Space for business	US\$ 21.00
Space for cargo offices:	US\$ 14.40
Space for warehouse:	US\$ 12.00
Land:	US\$ 10.00
Tarmac:	US\$ 9.00

All car rentals dealers will pay a monthly charge of six hundred US dollars (US\$ 600.00)

**CAP-HAITIEN INTERNATIONAL AIRPORT
INTERNATIONAL FLIGHTS**

1. Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.

Aircraft weight

0	-	15.000	24.00
15.001	-	30.000	36.00
30.001	-	45.000	48.00
45.001	-	60.000	60.00
60.001	-	75.000	72.00
75.001	-	90.000	84.00
90.001	-	105.000	96.00
105.001	-	120.000	108.00
120.001	-	135.000	120.00
135.001	-	150.000	132.00
150.001	-	165.000	144.00
165.001	-	180.000	156.00

Private aircrafts less than 15,000 pounds operating noncommercial flights are exempted to payment of landing charge.

During peak hours, from 14hrs to 16 hrs. local time, any regular flight with a delay of more than thirty minutes will pay, in addition to the landing fee, a charge worth twenty five per cent (25%) of that fee.

Non regular flights landing between 14hrs and 16 hrs will pay a landing fee with a twenty five (25%) increase of that fee

All commercial flights landing or taking off apart from official hours of opening of the airport i.e(before six AM or after ten PM) will pay a fine of one hundred (US\$100.00) in addition to the landing fee with a twenty five per cent increase (25%)

Any aircraft taking off outside the official hours of opening of the airport will pay a fee of two hundred dollars (US\$ 200.00)

A fee of one US dollars (US\$1.00) per thousand pounds will be paid for the freight from abroad.

It will be perceived by the airport Authority a minimum fee of three US dollars (US\$3.00) per day for parking. After the first two hours free of charge, it will be perceived additional fees calculated at US forty cents (US\$0.40) per thousand pounds.

Airlines will pay to the Airport Authority for control security the amount of US\$5.00 five dollars

(US\$5.00) per passenger embarking for an International flight.

Any fuel company will pay a twenty cents fee (US\$ 0.20) for every gallon of fuel sold to an aircraft within civils airports in Haiti. All concessionaire providing ground services to aircrafts, private, commercial or military including catering on board or in the building, renting of ground equipment will pay a monthly charge of ten per cent (10%) on the overall amount of fees related to the above mentioned services.

All exploitation of services at the Cap-Haitian international Airport is subject to a signed contract between the exploitation agent and the airport authority according to the following scale of charges:

Categories	Price per year/square feet
Space for offices:	US\$12.00
Space for counters:	US\$ 13.20
Space for business:	US\$ 12.00
Space for cargo offices:	US\$ 11.20
Space for warehouse:	US\$12.00
Land:	US\$7.00
Tarmac:	US\$5.00

All car rentals dealers will pay a monthly charge of four hundred US dollars (US\$ 400.00)

**POR-T-AU-PRINCE AIRPORT AND LOCAL AERODROMES
DOMESTIC FLIGHTS**

All airlines operating a local flight within the territory will pay a landing fee related to maximum takeoff weight, set as follow :

Aircraft /weight	<i>Price in US\$</i>				
	Cayes	Jacmel	Jérémie	Cap-Haitian	Port-au-Prince
0-15000	8	8	4	24	24
15,001-30,000	14	14	7	36	36
30,001-45,000	20	20	10	48	48

Airlines operating local flights will pay for security control the amount of two dollars (US\$2.00) per passenger.

Airlines operating local flights will perceive on account of Airport Authority a fee of two dollars (US\$ 2.00) over every sold ticket.

A fee of one US dollars (US\$1.00) per thousand pounds will be paid for the freight.

Pass the first two free hours of parking, a fee of US sixty cents (US\$ 0.60) per thousand pounds will be perceived.

Any fuel company will pay a twenty cents fee (US\$ 0.20) for every gallon of fuel sold to an aircraft within airports under AAN jurisdiction.

Any concessionaire occupying a space within a domestic aerodrome will pay a monthly charge as followed:

- a) Space for counters : US\$ 100.00
- b) Space for offices: US\$70.00
- c) Space for business US\$ 50.00
- d) Space for warehouse : US\$ 40.00

7. - Exemptions and reductions

The following categories of flight shall be exempted from payment of air Navigation facility charges:

- a) Test flights made at the request of the Civil Aviation Administration
- b) Technical check flight made by aircraft engaged in commercial aviation, with no remuneration being received for passengers and goods, if such be on board;
- c) Flight made for search and rescue purposes;
- d) Technical return flights, i.e. take-off with forced return to the aerodrome of departure due to technical disturbances, adverse weather conditions, and the like;
- e) Aircraft owned by the Civil Aviation Administration

- f) Flights of military aircraft;
- g) Foreign military aircraft and aircraft used solely for the transportation of the representatives of foreign States or of United Nations personnel; and
- h) Aircraft owned by foreign States assigned to Police and Customs Authorities and navigation aids inspection.

8. - Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

AIR NAVIGATION FACILITY CHARGES RATE CHANGE

1. Approach Control

Users of Port-au-Prince and Cap-Haitian / International aerodromes will be charged for the services rendered by the ATC units of above-mentioned aerodromes.

The charges will be collected by the aerodrome authorities, in addition to the landing fees. They will be considered as terminal region fees.

The charges for the terminal region will be assessed as the following :

Aircraft weight of 17600 lbs (8000 Kg) or less:

Private Flight	Other flight
US\$ 40.00	US\$ 60.00

Aircraft weight of 17600 lbs (8000 kg) or less landing into Toussaint Louverture Airport between 22:01 h and 5:59 h (local time) will pay an additional charge of US\$ 60.00 for the terminal region.

Aircraft weight of more than 17600 lbs (8000kg)

Private Flight	Other flight
US\$ 60.00	US\$ 90.00

Aircraft weight of more than 17600 lbs (8000kg) landing into Toussaint Louverture Airport between 22:01 h and 5:59 h (local time) will pay an additional charge of US\$ 120.00 for the terminal region.

2. En route air navigation Services

2.1 Generality

For aircraft, flying en-route in accordance with the Instrument Flight Rules (IFR) within Haiti Flight Information Region (FIR), a charge shall be paid for each flight in accordance with the following stipulations:

2.2. Calculation formula

The charge per flight will be calculated in accordance with the following formula:

$$R = TX \sqrt{P}$$

R=Total fee to be paid

T= Unit rate expressed in US dollar

P= Average maximum takeoff weight (MTOW) for each type of aircraft in tons.

2.2-1 Distance factor

NIL

2.2.2 Weight factor

In order to facilitate the calculation of charges, an average maximum takeoff weight (MTOW) by aircraft type has been calculated from the weights published in the ICAO Manual on Airport and Air Navigation Facility tariffs (Doc 7100).

Regarding the Unit rate, it is defined as being the ratio between the estimated costs of air navigation and the estimated Service units for the year considered - It is established as follows:

$$\text{Unit rate} = \frac{\text{Estimated costs of air navigation}}{\text{Estimated Service units}}$$

3. Cost basis for air navigation services and exemptions/reductions

3.1 Cost basis for Air Navigation Services

The cost basis for Air Navigation Services is available on request from the Ministry of Transport, Civil Aviation Administration (for address, see GEN 1.1.6).

3.2 Exemptions and reductions

The following categories of flights shall be exempted from payment of air navigation facility charges:

- a) Test flights made at the request of the Civil Aviation Administration;
- b) Technical check flights made by aircraft engaged in commercial aviation, with no remuneration being received for passengers and goods, if such be on board;
- c) Flights made for search and rescue purposes;

d) Technical return flights, i.e. take-off with forced return to the aerodrome of departure due to technical disturbances, adverse weather conditions, and the like;

e) Aircraft owned by the Civil Aviation Administration;

f) Flights of military aircraft;

g) Foreign military aircraft and aircraft used solely for the transportation of the representatives of foreign States or of United Nations personnel; and

h) Aircraft owned by foreign States assigned to Police and Customs Authorities and navigation aid inspection

4. Methods of payment

The owner and user of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made monthly by the Civil Aviation Administration by forwarding an invoice. Payment is due 30 days after the date of the invoice. Payment is due 30 days after the date of the invoice

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AIP

AERONAUTICAL INFORMATION PUBLICATION

REPUBLIC OF HAITI

PART 2

EN ROUTE (ENR)

PART 2 - EN-ROUTE (ENR)

ENR 0.

ENR 0.1 PREFACE	Not applicable
ENR 0.2 RECORD OF AIP AMENDMENTS	Not applicable
ENR 0.3 RECORD OF AIP SUPPLEMENTS	Not applicable
ENR 0.4 CHECKLIST OF AIP PAGES	Not applicable
ENR 0.5 LIST OF HAND AMENDMENTS TO THE AIP	Not applicable

ENR 0.6 TABLE OF CONTENTS TO PART 2

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The air traffic rules and procedures applicable to air traffic in HAITI territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services* applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the CAR/SAM Regions, except for the differences listed in GEN 1-7.

1 Minimum safe height

Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; however, over cities, other densely populated areas and assemblies of persons, this height shall be at least 300 m (1 000 ft) above the highest obstacle within a radius of 600 m, and elsewhere at least 150 m (500 ft) above ground or water. Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flights conducted for special purposes, the local aeronautical authority may grant exemptions.

2. Dropping of objects

The dropping or spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exist. The local aeronautical authority may grant exemptions to the interdiction if no danger to persons or property exists.

The dropping of mail is controlled by the Postal Authority or by the designated unit, in agreement with the aeronautical authority.

3. Acrobatic flying

Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of all persons on board. Acrobatic flights are prohibited at heights of less than 450 m (1 500 ft) as well as over cities, other densely populated areas, assemblies of persons, and airports. The local aeronautical authority may grant exemptions in individual cases. Acrobatic flights conducted in the vicinity of aerodromes without an ATS unit require special permission in addition to the air traffic control clearance.

4. Towing and advertising flights

Advertising flights with towed objects require permission from the local aeronautical authority in the area in which the applicant is a resident. Permission shall be granted only if:

- 1) The pilot holds the rating for towing;
- 2) The aircraft is equipped with a calibrated barograph for recording altitudes during flight;
- 3) during the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
- 4) The legal liability insurance also explicitly covers the towing of objects.

The above applies to the towing of objects for other than advertising purposes and subpara. 2) does not apply to aerial work of rotorcraft. Towing of gliders does not require permission, as the rating for towing will suffice.

For reasons of public safety or order and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

Advertising flights, where advertising consists only of inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

5. Times and units of measurement

Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations. The Minister of Transport will establish the units of measurement to be used and they will be published in the Aeronautical Information Publication (AIP).

6. Airspace structure

For the performance of the flight information service and the alerting service, the Minister of Transport establishes flight information regions which are published in the AIP. Within the flight information regions, the Minister of Transport establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection ENR 1.4. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

7. Prohibited areas and flight restrictions

The Minister of Transport establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP.

8. Cloud flights with gliders

Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

9. Take-offs and landings of aeroplanes, rotorcrafts, airships, powered gliders, gliders and parachutists outside aerodromes admitted for them

For take-offs and landings of aeroplanes, rotorcraft and airships, permission from the local aeronautical authority is required. For take-offs of powered gliders and gliders outside designated aerodromes, permission from the local aeronautical authority is required; however, for landings of powered gliders and gliders on a cross-country flight, permission is not required. This is to be applied analogously to landings of parachutists outside designated aerodromes.

The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or of other entitled parties.

10. Ascents of balloons, kites, self-propelled flying models and flying bodies

The ascent of a manned free balloon outside an aerodrome admitted for balloon ascents requires permission from the local aeronautical authority.

The ascent of captive balloons is permitted only with the consent of the local aeronautical authority. For kites, this consent is required if they are held by a rope of more than 100 m (300 ft) in length. Kite ascents within the construction restriction zone of airports as well as within a distance of less than 3 km from the boundary of airfields and gliding sites are prohibited. The local aeronautical authority may grant exemptions.

The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, at spacing of 100 m (300 ft), by red/white flags during the day, and by red and white lights at night, in such a manner that it is recognizable to other aircraft from all directions.

The ascent of flying models of less than 5 kg total weight requires no permission, with the exception of rocket-propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the local aeronautical authority. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal or greater than those specified in Table 1.
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
 - a) When the ceiling is less than 450 m (1 500 ft); or
 - b) When the ground visibility is less than 5 km.
3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:
 - a) Above FL 180
 - b) At transonic and supersonic speeds.
5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
 - a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft.
 - b) Elsewhere than as specified in 5 a), at a height less than 150 m (500 ft) above the ground or water.

TABLE 1

Airspace class	B	C D E	F G	
			Above 900 M (3 000 FT) AMSL or above 300 M (1 000 FT) above terrain, whichever is the higher.	At and below 900 M (3 000 FT) AMSL or 300 M (1 000 FT) above terrain, whichever is the higher.
Distance from cloud	Clear of cloud	1 500 m horizontally 300 M (1 000 FT) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL		5 km**	

* When the height of the transition altitude is lower than 3 050 M (10 000 FT) AMSL, FL 100 should be used in lieu of 10 000 FT.

** When so prescribed by the appropriate ATS authority:

a) lower flight visibilities to 1 500 M may be permitted for flights operating:

- 1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
- 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- b) HELICOPTERS may be permitted to operate in less than 1 500 M flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

6. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables

7. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:

a) when operated within Classes B, C and D airspace;

b) when forming part of aerodrome traffic at controlled aerodromes; or

c) when operated as special VFR flights.

8. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

b) when so required by 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

ENR 1.3 INSTRUMENTS FLIGHT RULES

1. Rules applicable to all IFR flights

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is overflowed, or, where no such minimum flight altitude has been established:

- a) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;
- b) elsewhere than as specified in a), at a level which is a least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

Note.- The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate there the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2, or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410.

except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

3. Rules applicable to IFR flights outside controlled airspace

3.1 Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

- a) the tables of cruising levels in Appendix 3 of ICAO Annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or
- b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410.

Note.- This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

3.3 Position reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- a) submit a flight plan , and

b) maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

It shall report position as specified in 3.6.3 of ICAO Annex 2 for controlled flights.

Note.- Aircraft electing to use the air traffic advisory service while operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6 of ICAO Annex 2, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

Classe A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted; all flights are subject to air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Classe D. IFR and VFR flights are permitted and all flights are subject to air traffic control services, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted; IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following table.

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima*	Speed limitation*	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B**	VFR	All aircraft	Air traffic control service	8 km and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL Clear of clouds	Not applicable	Continuous two-way	Yes
	IFR	IFR from VFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
C**	VFR	VFR and IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	8 km and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 kt IAS below 3 050 M (10 000 FT) 050 M (10 000 FT) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 kt IAS below 3 050 M (10 000 FT) 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information	8 km and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 kt IAS below 3 050 M (10 000 FT) 050 M (10 000 FT) AMSL	Continuous two-way	Yes

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima*	Speed limitation*	Radio communication requirement	Subject to an ATC clearance
D	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
E**	VFR	Nil	Traffic information as far as practical	8 km at and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 kt IAS below 3 050 M (10 000 FT) AMSL	No	Yes
	IFR	IFR from IFR as far as practicable	Air traffic advisory service; flight information service	Not applicable	250 kt IAS below 3 050 M (10 000 FT) AMSL	No	No
F**	VFR	Nil	Flight information service	8 km at and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM***, clear of cloud and in sight of ground or water	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	IFR	Nil	Flight information	Not applicable	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
G	VFR	Sans Objet	Service d'information de vol	8 km at and above 3 050 M (10 000 FT) AMSL 5 km below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM***, clear of cloud and in sight of ground or water	250 kt IAS below 3 050 M (10 000 FT) AMSL	No	No

* When the height of the transition altitude is lower than 3 050 M (10 000 FT) AMSL. FL 100 should be used in lieu of 10 000 FT.

** Classes of airspace B, C, E and F are not used in Port-au-Prince FIR .

*** When so prescribed by the appropriate ATS authority:

a) lower flight visibilities to 1 500M may be permitted for flights operating:

- 1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
- 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low levels;

b) helicopters may be permitted to operate in less than 1 500 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 - *Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)*.

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

2. Arriving flights

2.1 IFR flights entering and landing within a terminal control area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

3. Departing flights

3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the area control centre concerned prior to take-off.

3.2 Detailed instructions with regard to routes, turns, etc. will be issued after take-off.

Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to FL 140 (4 250 m) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0,8 whichever is less
Above FL 140 (4 250 M) to FL 200 (6 100 m) inclusive		240 KT (445 KM/H)	
Above FL 200 (6 100 M) to FL 340 (10 350 m) inclusive		265 KT (490 KM/H)	
Above FL 340 (10 350 m)		Mach 0,83	Mach 0,83

The transition altitude for the Port-au-Prince FIR is 17000 Feet. The first flight level to be used is FL 180.

RADAR SERVICES AND PROCEDURES

NIL

2.4 Graphic portrayal of area of coverage of radar/SSR

NIL

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6 and are given in full below. Differences are shown in quotation marks.

Transition altitudes are given on the instrument approach charts.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascals.

2. Basic altimeter setting procedures

2.1 General

2.1.1 The transition altitude for the Haitian FIR is 17000 Feet.

2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

2.1.3 Flight level zero is located at the atmospheric pressure level of 1 013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.3 m) in the standard atmosphere.

Note.- Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

Flight level number	Altimeter Indication	
	Feet	Metres
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	500
100	10 000	1050
150	15 000	4550
200	20 000	6100

2.2 Take-off and climb

2.2.1A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical position of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.3 Vertical separation - en route

2.3.1 Vertical separation during en-route flight shall be expressed in terms of flight levels at all times "during an IFR flight and at night".

2.3.2 IFR flights, and VFR flights above 900 m (3 000 ft), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

Altitude	000° - 179°		180° - 359°	
	IFR	VFR	IFR	VFR
10			20	
30		35	40	45
50		55	60	65
70		75	80	85
90		95	100	105
Flight Level	Etc...
270			280	
290			300	
310			320	
		

Note. - Some of the lower levels in the above table may not be usable due to terrain clearance requirements

2.4 Approach and landing

2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

2.4.2 QFE altimeter settings are not available.

2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.5 Missed approach

2.5.1 The relevant portions of 2.1.2, 2.2 and 2.4 shall be applied in the event of a missed approach .

3. Description of altimeter setting region

The altimeter settings covered by these regions are shown on the Air Traffic Services Airspace Chart ENR 2.

4. Procedures applicable to operators (including pilots)

Flight planning

The levels at which a flight is to be conducted shall be specified in a flight plan:

- a) in terms of flight levels if the flight is to be conducted at or above the transition level, and
- b) in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1.- Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

Note 2.- Flight levels are specified in a flight plan by number and not in terms of feet or metres as is the case with altitudes.

5. Tables of cruising levels

The cruising levels to be observed when so required are as follows:

TRACKS											
000° - 179°						180° - 359°					
IFR			VFR			IFR			V VFR		
FL	Altitude		FL	Altitude		FL	Altitude		FL	Altitude	
	Metres	Feet		Metres	Feet		Metres	Feet		Metres	Feet
10	300	1 000	---	--	--	20	600	2 000	--	--	--
30	900	3 000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1 500	5 000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2 150	7 000	75	2 300	7 500	80	2 450	8 000	85	2 600	8 500
90	2 750	9 000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11 000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5 200	17 000				180	5 500	18 000			
190	5 800	19 000				200	6 100	20 000			
			NO VFR ABOVE FL155						NO VFR ABOVE FL165		
210	6 400	21 000				220	6 700	22 000			
230	7 000	23 000				240	7 300	24 000			
250	7 600	25 000				260	7 900	26 000			
270	8 250	27 000				280	8 550	28 000			
*290	8 850	29 000				*300	9 150	30 000			
*310	9 450	31 000				*320	9 750	32 000			
*330	10 050	33 000				*340	10 350	34 000			
*350	10 650	35 000				*360	10 950	36 000			
*370	11 300	37 000				*380	11 600	38 000			
*390	11 900	39 000				*400	12 200	40 000			
*410	12 500	41 000				430	13 100	43 000			
450	13 700	45 000				470	14 350	47 000			
490	14 950	49 000				510	15 550	51 000			
Etc...						Etc...					

(*) FL410 / FL290 RVSM AIRSPACE

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety. Differences are shown in quotation marks.

1. Visual flights rules (VFR) (ICAO Annex 2,4.8)

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

- a) have two-way radio communications;
- b) obtain permission from the appropriate air traffic control unit; and
- c) report positions, as required.

Note.- The phrase " specified portions of the associated terminal control area " is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2. Special application instruments flight rules

Flights shall be conducted in accordance with the instrument flight rules even when not operating in instrument meteorological conditions, when operated more than 90 km seaward from the shore-line.

3. Air traffic advisory service (PANS-RAC, Part VI, 1.4)

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

4. Adherence to ATC approved route (ICAO Annex 2, 3.6.2.2)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within " one hundred (100)" nautical miles from the position at which the deviation was observed.

ENR 1.9 AUTOMATED TRAFFIC MANAGEMENT (ATFM)

Nil

ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan

1.1 A flight plan shall be submitted in accordance with ICAO Annex 2,3.3.1, prior to operating:

- a) any IFR flight;
 - b) any VFR flight;
- departing from or destined for an aerodrome within a control zone;
- crossing Port-au-Prince CTR;
- operated along the designated VFR routes in the Port-au-Prince TMA;
- across the FIR boundary, i.e. international flights.

1.2 Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (AFTM) purposes.

1.3 Place of submission

- a) Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.
- b) For domestic flights from an uncontrolled to a controlled aerodrome, a flight plan shall be submitted by telephone to the ARO at destination

1.4 VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.5 Contents and form of a flight plan

ICAO flight plan forms are available at AROs and airport offices at uncontrolled aerodromes. The instructions for completing those forms shall be followed.

Flight plan concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights.

When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

1.6 Adherence to ATS route structure

No flight plan shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the HAITI ATC authorities.

1.7 Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to HAITI.

2. Repetitive flight plan system

NIL

3. Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1.-If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2.- If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for a controlled flight during shall be reported or requested, subject to the provisions in ICAO Annex 2,3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or less.

Arrival report (closing a flight plan)

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome

Arrival reports shall contain the following elements of information:

- aircraft identification
- departure aerodrome
- destination aerodrome
- time of arrival

In the case of diversion, insert the "arrival aerodrome" between" destination aerodrome" and "time of arrival".

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the Port-au-Prince FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note.- Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-RAC, Doc 4444, Part VIII, 2.1.1.3. refers).

<i>Category of flight (IFR, VFR or both)</i>	<i>Route (into FIR and/or TMA)</i>	<i>Message Address</i>
1	2	3
IFR and VFR Flights	into or via HAITI FIR and, in addition, for flights : -- within the Port-au-Prince FIR above FL 245 -- into TMA Port-au-Prince -- via TMA Port-au-Prince	MTEGYFYX
All flights	Port-au-Prince controlled aerodrome Cap-Haïtien non controlled aerodrome	MTEGYFYX

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT**1. Interception procedures**

1.1 The following procedures and visual signals apply over the territory and territorial waters of HAITI in the event of interception¹ of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

- a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;
- b) notify, if possible, the appropriate air traffic services unit;
- c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the

identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;

- d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

- 1. The word: interception “in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the Search and Rescue Manual (Doc 7333).

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN (call sign) ²	KOL SA-IN (call sign)	My call sign is (call sign)
WILCO	VILL-KO	Understood Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK³	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE-SENND	I require descent

1. Syllables to be emphasized are printed in bold letters.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3. - Circumstances may not always permit, nor make desirable, the use of the phrase: HIJACK”.

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.5 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.6 The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

<i>Phrase</i>	<i>Pronunciation¹</i>	<i>Meaning</i>
CALL SIGN	KOL SA-IN	What is your call sign ?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SENND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

1. Syllables to be emphasized are printed in bold letters.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	<i>INTERCEPTING Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTED Aircraft Responds</i>	<i>Meaning</i>
1	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. <i>Note 1.- Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</i> <i>Note 2.- If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</i>	You have been intercepted Follow me.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following <i>Note.- Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, Chapter 3,3.8.</i>	Understood will comply
2	DAY or NIGHT - An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed	DAY or NIGHT - Rocking the aircraft	Understood will comply
3	DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome	DAY or NIGHT - Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after over flying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood will comply

Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	<i>INTERCEPTED Aircraft Signals</i>	<i>Meaning</i>	<i>INTERCEPTING Aircraft Responds</i>	<i>Meaning</i>
4	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 M (1 000 FT) but not exceeding 600 M (2 000 FT) in the case of a helicopter, at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT) above the aerodrome level, and continuing to circle runway in use of helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed
5	DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft..	Understood
6	DAY or NIGHT - Irregular flashing of all available lights.	In distress.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood

ENR 1.13 UNLAWFUL INTERFERENCE

1. General

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. Procedures

2.1. Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

- a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and
- b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 - *Regional Supplementary Procedures*; or
- c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 300 m (1 000 ft) if above FL 290 or by 150 m (500 ft) if below FL 290.

ENR 1.14 AIR TRAFFIC INCIDENTS

1. Definition of air traffic incidents

1.1 " Air traffic incident " is used to mean a serious occurrence related to the provision of air traffic services, such as:

- a) aircraft proximity (AIRPROX);
- b) serious difficulty resulting in a hazard to aircraft caused, for example, by :
 - 1) faulty procedures;
 - 2) non-compliance with procedures, or
 - 3) failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety non assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Aircraft incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 2) and 2) above	Procedure
as b) 3) above	Facility

2. Use of the Air Traffic Incident Report Form (See model on pages ENR 1.14-3 to 1.14-7)

The Air Traffic Incident Report Form is intended for use:

- a) By a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note.- The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

- b) By an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.

Note.- The form may be used as the format for the text of a message to be transmitted over the AFS network.

3. Reporting procedures (including in-flight procedures)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;

as promptly as possible after landing, submit a completed Air Traffic Incident Report Form.

- 1) for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;

2) for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information:

- a) aircraft identification ;
- b) type of incident, e.g. aircraft proximity
- c)The incident: 1)a,b;2)a,b,c,d,n;3)a,c,i;4)a,b
- d) Miscellaneous: 1.e).

3.3 The confirmation report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the Direction Generale de l'OFNAC, P. O. Box 1346, Port-au-Prince, Haiti or to the ATS Reporting Office of the aerodrome of first landing for submission to the " Direction Generale de l'OFNAC ". The pilot should complete

the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Note.- Where there is no ATS Reporting Office, the report may be submitted to another ATS unit.

4. Purpose of reporting and handling of the form.

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as " risk of collision", " safety not assured ", " no risk of collision" or " risk not determined".

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included

A- AIRCRAFT OF IDENTIFICATION	B- TYPE OF INCIDENT	
AIRPROX / PROCEDURE / FACILITY		
C-THE INCIDENT		
1. General		
a) Date / time - of incident _____ UTC		
b) Position _____		
2- Own aircraft		
a) Heading and route _____		
b) True airspeed _____ measured in () kt _____ () km/h _____		
c) Level and altimeter setting _____		
d) Aircraft climbing or descending		
<input type="checkbox"/> Level flight	<input type="checkbox"/> Climbing	<input type="checkbox"/> Descending
e) Aircraft bank angle		
<input type="checkbox"/> Wings level	<input type="checkbox"/> Slight bank	<input type="checkbox"/> Moderate bank
<input type="checkbox"/> Steep bank	<input type="checkbox"/> inverted	<input type="checkbox"/> unknown
f) Aircraft direction of bank		
<input type="checkbox"/> Left	<input type="checkbox"/> Right	<input type="checkbox"/> unknown
g) ORestrictions to visibility (select as many as required)		
<input type="checkbox"/> Sunglare	<input type="checkbox"/> Windscreen pillar	<input type="checkbox"/> Dirty windscreen
<input type="checkbox"/> Other cockpit structure	<input type="checkbox"/> None	
h) Use of aircraft lighting (select as many as required)		
<input type="checkbox"/> navigation lights	<input type="checkbox"/> Strobe lights	<input type="checkbox"/> Cabin lights
<input type="checkbox"/> Red anti-collision lights	<input type="checkbox"/> Landing / taxi lights	<input type="checkbox"/> Logo (tail fin) lights
<input type="checkbox"/> Other	<input type="checkbox"/> None	
i) Traffic avoidance advice issued by ATS		
<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information
<input type="checkbox"/> No		
j) Traffic information issued		
<input type="checkbox"/> Yes, based on radar	<input type="checkbox"/> Yes, based on visual sighting	<input type="checkbox"/> Yes, based on other information
<input type="checkbox"/> No		
k) Airborne collision avoidance system -- ACAS		
<input type="checkbox"/> Not carried	<input type="checkbox"/> Type	<input type="checkbox"/> Traffic advisory issued
<input type="checkbox"/> Resolution advisory issued	<input type="checkbox"/> Traffic advisory or resolution advisory not issued	

- Delete as appropriate

l) radar Identification		
<input type="checkbox"/> No radar available <input type="checkbox"/> identification radar <input type="checkbox"/> No radar identification		
m) Other aircraft sighted		
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Wrong aircraft sighted		
n) Avoiding action taken		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
o)(Type of flight plan)		
<input type="checkbox"/> IIFR/ VFR/ none		
3. Other aircraft		
a) Type and call sign / registration (if known) _____		
b) If a) above not known, describe below préciser		
<input type="checkbox"/> High wing <input type="checkbox"/> Mid wing <input type="checkbox"/> Low wing		
<input type="checkbox"/> Rotorcraft		
<input type="checkbox"/> 1 engine <input type="checkbox"/> 2 engines <input type="checkbox"/> 3 engines		
<input type="checkbox"/> 4 engines <input type="checkbox"/> More than 4 engines		
Marking, colour or other available details _____ _____ _____ _____		
c) Aircraft climbing or descending		
<input type="checkbox"/> Level flight <input type="checkbox"/> Climbing <input type="checkbox"/> Descending		
<input type="checkbox"/> Unknown		
d) Aircraft bank angle		
<input type="checkbox"/> Wings level <input type="checkbox"/> Slight bank <input type="checkbox"/> Moderate bank		
<input type="checkbox"/> Steep bank <input type="checkbox"/> Inverted <input type="checkbox"/> Unknown		
e) Aircraft direction of bank		
<input type="checkbox"/> Left <input type="checkbox"/> Right <input type="checkbox"/> Unknown		
f) Lights displayed		
<input type="checkbox"/> Navigation lights <input type="checkbox"/> Strobe lights <input type="checkbox"/> Cabin lights		
<input type="checkbox"/> Red anti-collision lights <input type="checkbox"/> Landing / taxi lights <input type="checkbox"/> Logo (tail fin) lights		
<input type="checkbox"/> Other <input type="checkbox"/> None <input type="checkbox"/> Unknown		
g) Traffic avoidance advice issued by ATS		
<input type="checkbox"/> Yes, based on radar <input type="checkbox"/> Yes, based on visual sighting <input type="checkbox"/> Yes, based on other information		
<input type="checkbox"/> No <input type="checkbox"/> Unknown		
h) Traffic information issued		
<input type="checkbox"/> Yes based on radar <input type="checkbox"/> Yes, based on visual sighting <input type="checkbox"/> Yes, based on other informations		
<input type="checkbox"/> No <input type="checkbox"/> Unknown		
i) Avoiding action taken		
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		

4. Distance

- a) Closest horizontal distance _____
b) Closest vertical distance _____

5. Flight weather conditions

- a) IMC / VMC
b) Above / below* clouds / fog / haze or between layers*
c) Distance vertical from cloud_____ m / ft* below_____ m/ft* above
d) In cloud / rain / snow / sleet / fog / haze*
e) Flying into / out of* sun
f) Flight visibility _____ m / km.

6. Any other information considered important by the pilot-in-command

D- MISCELLANEOUS

1. Information regarding reporting aircraft

- a) Aircraft registration _____
b) Aircraft type _____
c) Operator _____
d) Aerodrome of departure _____
e) Aerodrome of first landing _____ destination _____
f) Reported by radio or other means to _____ (name of ATS unit) at time _____ UTC
g) Date / time / place of completion of form

2. Function, address and signature of person submitting report

- a) Function _____
b) Address _____
c) Signature _____
d) Telephone number _____

3. Function and signature of person receiving report

- a) Function _____ b) Signature _____

* Delete as appropriate

E - SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

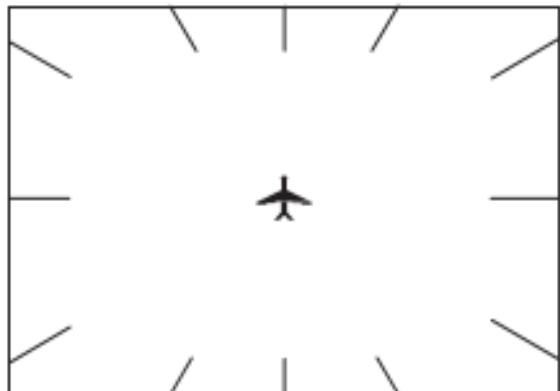
- a) Report received via AFTN / radio / telephone / other (specify)* _____
- b) Report received by _____ (name of ATS unit)

2. Details of ATS action

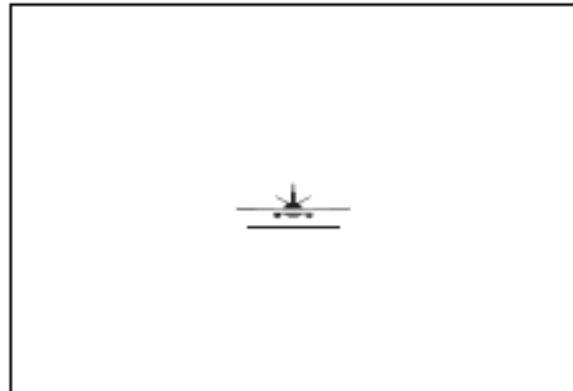
Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



VUE DU DESSUS / VIEW FROM ABOVE



VUE DE L'ARRIERE / VIEW FROM ASTERN

Instructions for the completion of the Air Traffic Incident Report Form

Item

- A Aircraft identification of the aircraft filing the report.
- B An AIRPROX report should be filed immediately by radio.
- C1 Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG.
- C2 Information regarding aircraft filing the report, tick as necessary.
- C2 c) E.g.FL 350/1 013 hPa or 2 500 ft/QNH 1 007 hPa or 1 200 ftQFE 998 hPa.
- C3 Information regarding the other aircraft involved.
- C4 Passing distance - state units used .
- C6 Attach additional papers as required. The diagrams may be used to show aircraft's positions.
- D1 f) State name of ATS unit and date/time in UTC.
- D1 g) Date and time in UTC.
- E2 Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR. 2.1 FIR, UIR ET TMA

<i>Name Laterals limits Vertical Limits Class of airspace</i>	<i>Unit Providing service</i>	<i>Call sign for Languages Area and conditions of use Hours of service</i>	<i>Frequency /purpose</i>	<i>remarks</i>
1	2	3	4	5
PORT-AU-PRINCE FIR W2025N07300 - W2025N07140 W1700N07140 - W1700N07300 W1830N07500 - W2000N07320 W2025N07300 <u>UNL</u> SOL Class airspace outside regulated airspace: A -- Above 195 D -- between FL 195 and 3000 ft/MSL G -- between 3000 ft/MSLground	Port-au-Prince ACC	Port-au-Prince control ENG H24	124.5	
UIR: NIL TMA de Port-au-Prince W180732N0724135 -- ARC 35NM PAP/DME W185853N0715204 -- LIMITES FIR HAITI/REP. DOM. W1700N07140 -- W1700N07300 W182136N0714410 -- ARC 35 NM PAP DME W180805N0715402 -- W180732N0724135 <u>FL195</u> 3000/sol Class of airspace: D	Port-au-Prince	Port-au-Prince Approach ENG As AD	118.3 119.8 121,500 MHz (emergency freq)	

Other airspace UTA, CTA and

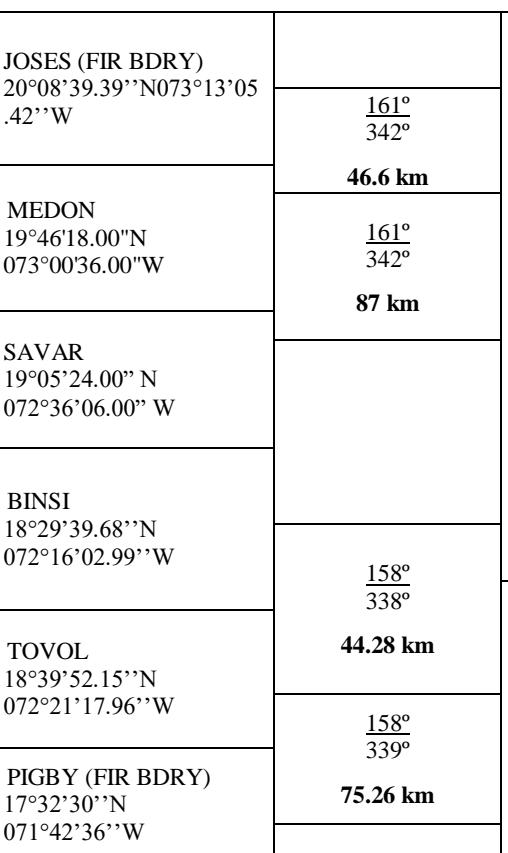
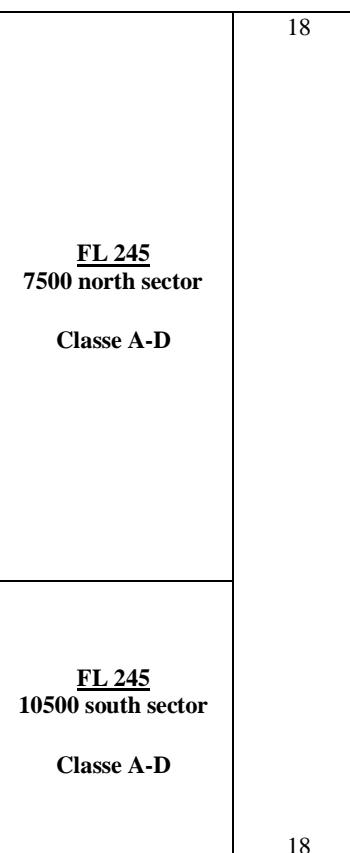
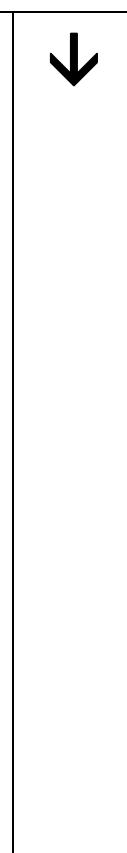
NIL

ENR 3. ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6

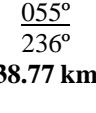
A315

JOSES (FIR BDRY) 20°08'39.39"N 073°13'05 .42"W			18		Port-au-Prince ACC FREQUENCE: 124,500 MHz	
MEDON 19°46'18.00"N 073°00'36.00"W						
SAVAR 19°05'24.00" N 072°36'06.00" W						
BINSI 18°29'39.68"N 072°16'02.99"W						
TOVOL 18°39'52.15"N 072°21'17.96"W						
PIGBY (FIR BDRY) 17°32'30"N 071°42'36"W						

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

M594

ALBBE (FIR BDRY) 20°25'06.00"N 072°17'42.00"W			18			
NOSOX 20°06'12.00"N 072°38'36.00"W	      	 				Port-au-Prince ACC FREQUENCE: 124,500 MHz
SINKA 19°51'37.00"N 072°54'30.00"W						
SIBDA 19°49'27.72"N 072°57'10.92"W						
MEDON 19°46'18.00"N 073°00'36.00"W						
LODMA 19°18'33.76"N 073°31'00.01"W						
GABUN 18°48'00.00"N 074°04'11.26"W						
BENET (FIR BDRY) 18°14'58.42"N 074°39'42.43"W			18			

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

L349

NOSIS 17°50'58.90"N 074°08'07.27"W			18	↓		
OTOKA 17°52'46.95"N 073°19'45.06"W	85.5 km					Port-au-Prince ACC FREQUENCE: 124,500 MHz
APLED 17°54'23.31"N 072°31'22.63"W	85.48 km					
DEBAX 17°25'36.19"W 072°25'13.54"W	10.87 km		18	↑		

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	
L304						
JOSES (FIR BDRY) 20°08'39.39''N 073°13'05.42''W				18	↓	
SIBDA 19°49'27.72''N 072°57'10.92''W	44.99 km					
LOKPO 19°15'53.08''N 072°29'33.17''W	78.57 km	FL 245 7500 Classe A-D		18		Port-au-Prince ACC FREQUENCE: 124,500 MHz
ETBOD (FIR BDRY) 18°31'00.00"N 071°53'00.00"W					↑	

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

A756

BODLO (FIR BDRY) 20°24'18.00"N 073°00'28.68"W	50.66 km	FL 245 7500 Classe A-D	18	↓	↑	Port-au-Prince ACC FREQUENCE: 124,500 MHz
NOSOX 20°06'12.00"N 072°38'36.00"W			18			

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	<i>UPPER limits</i> <i>Lower limits</i> <i>Minimum flight</i> <i>altitude</i> <i>Airspace</i> <i>classification</i>	<i>Laterals</i> <i>limits</i>	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
A772						
KENOK 18°08'06.00"N 071°54'00.00"W			18	↓		Port-au-Prince ACC FREQUENCE: 124,500 MHz
*CABO ROJO, DCR (VOR) N17.55.54,00 W071.38.58,00	140° 320° 34.9 km	FL 245 10500 Classe A-D	18		↑	

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

A890

UCU (VOR) 18°19'58.40,1''N 075°49'21.6'' W			18	↓		
DEPSI 19°02'00''N 074°24'48''W	<u>134°</u> 314° 225.6 km					Port-au-Prince ACC FREQUENCE: 124,500 MHz
GABUN 18°48'00.00''N 074°04'11.26''W	<u>135°</u> 315° 44.4 km					
ALPIG 18°39'18.00"N 072°54'48.00"W	<u>106°</u> 287° 123.0 km					
PAP VOR 18°39'18.00''N 072°54'48.00''W	64.86 km		18	↑		
ETBOD 18°31'00.00''N 071°53'00.00''W	44.93 km					

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

G444

BOTES (FIR BDRY) 20°25'01.37''N 071°46'28.36''W				18	↓	
ONGAN 20°14'53.20''N 071°49'06.06''W		040° 220° 19.25 km				
SEPTO 19°38'40.36''N 071°58'26.62''W		039° 220° 68.78 km				
KATLU 18°52'18.49''N 072°10'17.99''W		013° 193° 88 km				
BINSI 18°29'39.68''N 072°16'02.99''W		42.98 km				
MESLI 18°08'06.00''N 072°21'30.00''W		024° 204° 40.91 km				Port-au-Prince ACC FREQUENCE: 124,500 MHz
VOBOB 18°02'19.47''N 072°23'05.73''W		024° 204° 11 km				
DEBAX 17°54'36.019''N 072°25'13.54''W		14.73 km				
ROBTA 17°38'50.44''N 072°29'33.86''W		024° 204° 30.07 km				
LENOM (FIR BDRY) 17°00'00.00''N 072°40'12.00''W		74.08 km		18	↑	

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

G444W

BOTES 20°25'01.37" N 071°46'28.36" W			18	↓		
TUMAR 20°16'06.00"N 071°52'00.00"W	<u>220°</u> 040° 10 km					Port-au-Prince ACC FREQUENCE: 124,500 MHz
HCN VOR 19°42'54.50"N 072°12'36.09"	<u>220°</u> 040° 38 km	FL 245 10500 Classe A-D				
LOKPO 19°15'53.08"N 072°29'33.17"W	<u>221°</u> 041° 31 km		18		↑	
SAVAR 19°05'24.00"N 072°36'06.00"W	<u>221°</u> 041° 12 km					

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
L212						
URLAM (FIR BDRY) 19°57'55"N 073°22'18"W			20			For furthermore see Cuba AIP
SINKA 19°51'31"N 072°54'30"W	<u>103°</u> <u>283°</u> 49.93 km					Port-au- PrinceACC FREQUENCE : 124,500MHz
SEPTO 19°38'40.36"N 071°58'26.62"W	100.74 km	FL 245 11000 Classe A-D	20			
ONPAD (FIR BDRY) 19°36'24" N 071°44'24" W	<u>103°</u> <u>283°</u> 24.90 km					For Furthermore see Dominican Republic AIP

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

UA315

JOSES (FIR BDRY) 20°08'39.39''N 073°13'05.42''W		18	↓	Port-au-Prince ACC FREQUENCE: 124,500 MHz	UNL FL 245 Classe A	
	161° 342° 46.6 km					
	161° 342° 87 km					
	53.80 km					
	158° 338° 11.10 km					
	9.90 km					
	158° 338° 44.28 km					
PAP VOR 18°34'35.62''N 072°18'15.25''W	FL 410	18	↑		RVSM AIRSPACE	
BINSI 18°29'39.68''N 072°16'02.99''W	FL 290					
TOVOL 18°39'52.15''N 072°21'17.96''W						
PIGBI (FIR BDRY) 17°32'30''N 071°42'36''W						

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	
UA636						
ALBBE (FIR BDRY) 20°25'06.00"N 072°17'42.00"W	<p style="text-align: center;"><u>120°</u> <u>300°</u> 47.7 km</p> <p style="text-align: center;"><u>125°</u> <u>305°</u> 19.8 km</p>	<p style="text-align: center;">UNL FL 245 Classe A</p> <p style="text-align: center;">RVSM AIRSPACE</p> <p style="text-align: center;">FL 410 FL 290</p>	<p style="text-align: center;">18</p> <p style="text-align: center;">18</p>	↓	↑	Port-au-Prince ACC FREQUENCE: 124,500 MHz
TUMAR 20°16'06.00"N 071°52'00.00"W						
*RETAK (FIR BDRY) 20°11'42.00"N 071°41'30.00"W						

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	
UA756						
BODLO (FIR BDRY) 20°24'18.00"N 073°00'28.68"W			18	↓		Port-au-Prince ACC FREQUENCE: 124,500 MHz
NOSOX 20°06'12.00"N 072°38'36.00"W	50.74 km	<u>UNL</u> FL 245 Classe A			↑	
		RVSM AIRSPACE <u>FL 410</u> <u>FL 290</u>	18			

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

UA890

UCU (VOR) N18.19.58.40,1 W075.49.21,6			18			
DEPSI 19°02'00"N 074°24'48"W	 	UNL FL 245 Classe A				Port-au-Prince ACC FREQUENCE: 124,500 MHz
GABUN 18°48'00.00"N 074°04'11.26"W	 					
ALPIG 18°39'18.00"N 072°54'48.00"W	 	RVSM AIRSPACE FL 410 FL 290	18			
PAP VOR 18°39'18.00"N 072°54'48.00"W						
ETBOD 18°31'00.00"N 071°53'00.00"W						

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	
UL349						
NOSIS 17°50'58.90"N 074°08'07.27"W				18	↓	
OTOKA 17°52'46.95"N 073°19'45.06"W	85.50 km	UNL FL 245 Classe A				Port-au-Prince ACC FREQUENCE: 124,500 MHz
APLED 17°54'23.31"N 072°31'22.63"W	85.48 km					
DEBAX 17°25'36.19"N 072°25'13.54"W	10.87 km	RVSM AIRSPACE FL 410 FL 290		18	↑	
DCR VOR 17°54'36.19"N 072°25'13.54"W	81.89 km					

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6

UM594

ALBBE (FIR BDRY) 20°25'06.00"N 072°17'42.00"W				18		
NOSOX 20°06'12.00"N 072°38'36.00"W	056° 236° 50.4 km	UNL FL 245 Classe A				
SINKA 19°51'37.00"N 072°54'30.00"W	055° 236° 38.77 km					
SIBDA 19°49'27.72"N 072°57'10.92"W	6 km					
MEDON 19°46'18.00"N 073°00'36.00"W	8.34 km					
LODMA 19°18'33.76"N 073°31'00.01"W	055° 235° 73.8 km	RVSM AIRSPACE				
GABUN 18°48'00.00"N 074°04'11.26"W	054° 235° 81 km	FL 410 FL 290				
KEBET (FIR BDRY) 18°14'58.42"N 074°39'42.43"W	054° 234° 87.3 km			18		

ENR. 3.2 UPPER ATS ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5	6	

UG444

BOTES (FIR BDRY) 20°25'01.37''N 071°46'28.36''W				18	↓	
ONGAN 20°14'53.20''N 071°49'06.06''W	19.25 km					
SEPTO 19°38'40.36''N 071°58'26.62''W	68.79 km			UNL FL 245 Classe A		
KATLU 18°52'18.49''N 072°10'17.99''W	88 km					
BINSI 18°29'39.68''N 072°16'02.99''W	42.99 km					Port-au-Prince ACC FREQUENCE: 124,500 MHz
MESLI 18°08'06.00"N 072°21'30.00"W	40.91 km					
VOBOB 18°02'19.47''N 072°23'05.73''W	11 km			RVSM AIRSPACE		
DEBAX 17°54'36.019''N 072°25'13.54''W	024° 204° 14.73 km			FL 410 FL 290		
ROBTA 17°38'50.44''N 072°29'33.86''W	024° 204° 30 km					
LENOM (FIR BDRY) 17°00'00.00''N 072°40'12.00''W	74 km			18	↑	

ENR 3. ATS ROUTES

ENR. 3.3 RNAV ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
UL304						
JOSES (FIR BDRY) 20°08'39.39''N 073°13'05.42''W		UNL FL 290 Classe A	20			
SIBDA 19°49'27.72''N 072°57'10.92''W	45 km					
LOKPO 19°15'53.08''N 072°29'33.17''W	78.57 km					
KATLU 18°52'18.49''N 072°10'17.99''W	55 km	RVSM AIRSPACE FL 410 FL 290	20			RNAV Port- au-Prince ACC FREQUENCE: 124,500 MHz
ETBOD (FIR BDRY) 18°31'00.00"N 071°53'00.00"W	49.7 km					

ENR. 3.3 RNAV ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6

UL337

BODLO (FIR BDRY) 20°24'18.00'' N073°00'28.68''W		<u>UNL</u> FL 290 Classe A	20			
SEPTO 19°38'40.36''N 071°58'26.62''W	<u>137°</u> 317° 137 km					RNAV Port- au-Prince ACC FREQUENCE: 124,500 MHz
OSIDU (FIR BDRY) 19°25'24''N 071°40'36''W	<u>39.67 km</u>	RVSM AIRSPACE FL 410 FL 290	20			

ENR. 3.3 RNAV ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
UL212						
URLAM (FIR BDRY) 19°57'55"N 073°22'18"W		UNL FL 290 Classe A	20			POUR CONTINUER OIR AIP CUBA
SINKA 19°51'31"N 072°54'30"W	$\frac{103^\circ}{283^\circ}$ 49.9 km					Port-au- PrinceACC FREQUENCE : 124,500MHz
SEPTO 19°38'40.36"N 071°58'26.62"W	$\frac{103^\circ}{283^\circ}$ 100.78 km	RVSM AIRSPACE FL 410 FL 290	20			
ONPAD (FIR BDRY) 19°36'24" N 071°44'24" W	$\frac{103^\circ}{283^\circ}$ 24.9 km					POUR CONTINUER VOIR AIP REPUBLIQUE DOMINICAINE

ENR. 3.3 RNAV ROUTES

Route designator (RNP ¹ Type ²) Name of significant points coordinates	Track MAG (GEO). VOR RDL DIST (COP)	UPPER limits Lower limits Minimum flight altitude Airspace classification	Laterals limits	Direction of cruising levels		Remarks Controlling unit frequency
				Odd	Even	
1	2	3	4	5		6
M596/ UM596						
ETBOD 18°31'00.00''N 071°53'00.00''W			20			
VOBOB 18°02'19.47''N 072°23'05.73''W	<u>037°</u> 217° 74.9 km	<u>037°</u> 217° 20.69 km	<u>UNL</u> FL 110 <u>Classe A</u> <u>Classe D</u>	20		Port-au-Prince ACC FREQUENCE: 124,500 MHz
APLED 17°54'23.31''N 072°31'22.63''W						
MUPOV (FIR BDRY) 17°11'48.00''N 073°15'32.00''W		110.8 km				

ENR 3. ATS ROUTES

ENR 3.4 HELICOPTERS

NIL

ENR 3.5 OTHERS ROUTES

NIL

ENR 3.6 ENROUTE HOLDING

NIL

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN ROUTE

Name of station (VOR)	ID	Frequency (channel)	Hours of operation	Coordinates	ELEV. DME Antenna	Remarks
PORT-AU-PRINCE VOR/DME (9°W)	PAP	115.300 MHZ	24H	N18.34.33 W072.18.10	38m	Coverage 277km

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Nil

ENR. 4.3 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINT

Name-code designator	Coordinates	ATS route or other route
AGNUR	18°39'52.15"N 072°21'17.96"W	NAGAN ONE RNAV DEPARTURE
ALBBE	20°25'06.00"N 072°17'42.00"W	RNAV, UA/A636, G504, M/UM594
ALPIG	18°39'18.00"N 072°54'48.00"W	A890, RNAV, UA890
AMOKA	19°47'48.03"S 072°08'21.13"W	HCN VOR/DME Rwy 23 final approach fix (FAF)
APLED	17°54'23.31"N 072°31'22.63"W	To connect UL349 from MDCS and MKJK FIRs
AVOLI	18°46'37.03"S 072°40'09.59"W	IAF
BADEE	18°44'05.93"N 072°07'39.93"W	RNAV
BINSI	18°29'39.69"S 072°16'02.99"W	G444/UG444
BIBAS	19°29'14.26"S 072°17'35.85"W	OVINO ONE RNAV DEPARTURE
BODLO	20°24'18.00"S 073°00'28.68"W	UA/A756
BOTES	20°25'01.37"S 071°46'28.36"W	UG/G444
CAPOI	18°36'50.51"N 072°36'40.58"W	RNAV
DALCY	19°21'47.90"N 072°20'16.84"W	RNAV
DEBAX	17°54'36.19"S 072°25'13.54"W	G444/UG444
DAPOT	18°43'46.24"S 072°17'06.20"W	RNAV (GPS) RWY 28
DEPLO	18°56'42.00"N 072°47'00.00"W	RNAV DEPLO 1W
DEPSI	19°02'00"S 074°24'48"W	UA/A890
ETBOD	18°31'00.00"N 071°53'00.00"W	RNAV, G633, UG6333S, UL304
FOSET	19°55'36.51"N 072°27'18.91"W	RNAV
GABUN	18°48'00.00"S 074°04'11.26"W	UA/A890, UB882
GAGPU	18°29'01.94"S 072°14'59.61"W	To connect UL349 from MDSD to MTEG to MKJK
GOTEP	18°23'20.47"S 073°16'03.75"W	To connect UL577 from MDSD to MTEG to MKJK
JOSES	20°08'39.39"S 073°13'05.42"W	UA/A315, UL304
KATLU	18°52'18.49"S 072°10'17.99"W	G444/UG444
KATSA	19°52'12.63"S 072°04'31.01"W	VOR/DME Rwy 05 missed approach holding fix
KEBET	18°15'00.00"S 074°39'42.00"W	
KENOK	18°08'06.00"N 071°54'00.00"W	RNAV, A772
LACUL	19°57'38.65"N 072°23'25.32"W	RNAV
LENOM	17°00'00.00"S 072°40'12.00"W	UG/G444
LEPAV	19°37'26.84"S 072°17'20.28"W	HCN VOR/DME Rwy 05 final approach fix (FAF)
LODMA	19°18'33.76"S 073°31'00.01"W	UB882
LOKPO	19°15'53.08"S 072°29'33.17"W	L/UL304
MAROT	18°29'42.58"N 072°54'43.97"W	RNAV, G633
MEDON	19°46'18.00"N 073°00'36.00"W	RNAV, UA/A315, UB882
MENTU	18°36'39.50"S 072°36'01.20"W	PAP VOR/DME R-287 AT 17.0 DME
MESLI	18°08'06.00"N 072°21'30.00"W	RNAV, G444

ENR. 4.3 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINT

Name-code designator	Coordinates	ATS route or other route
MUPOV	17°11'48.00"N 073°15'32.00"W	UL474
NABEN	18°51'48.00"N 071°43'48.00"W	RNAV
NALGA	17°56'06"W 071°57'30"W	UA/A315, UB/B530
NAGAN	18°34'57.13"N 072°14'35.22"W	ONE RNAV DEPARTURE
NOSIS	17°50'58.90"W 074°08'07.27"W	
NORDO	19°57'58.34"N 072°06'22.58"W	RNAV
NOSOX	20°06'12.00"N 072°38'36.00"W	RNAV, UA/A756, UB882
ONGAN	20°14'53.20"W 071°49'06.06"W	G444/UG444
ONPAD	19°51'31"W 072°54'30"W	UL212
OSIDU	19°25'24"W 071°40'36"W	UL337
OTOKA	17°52'46.95"N 073°19'45.06"W	To connect UL349 from MDCS and MKJK FIRs
OVAMA	18°19'14.82"N 073°57'53.87"W	To connect UL577 from MDSD to MTEG to MKJK
PETBA	17°57'03.21"N 072°40'22.73"W	UL474
PBORO	19°33'54.25"N 072°29'59.51"W	RNAV
PIGBI	17°32'30"W 071°42'36"W	UA/A315
PODPE	19°54'46.95"N 072°02'16.74"W	RNAV
RETAK	20°11'42.00"N 071°41'30.00"W	RNAV, UA/A636
ROBTA	17°38'50.44"W 072°29'33.86"W	G444/UG444
SAVAR	19°05'24.00"N 072°36'06.00"W	RNAV, A315E, G444W
SEDET	19°09'30.00"N 072°13'54.00"W	RNAV, UG/G444
SEPTO	19°38'40.36"W 071°58'26.62"W	G444/UG444
SERTA	18°28'50.52"N 072°35'50.84"W	NAGAN ONE RNAV DEP, KIRAL ONE RNAV DEP, IAF, RNAV (GPS) RWY 10
SIBDA	19°49'27.72"N 072°57'10.92"W	L/UL304
SINKA	19°36'24"W 071°44'24"W	UL212
TOVOL	18°08'06.00"N 072°05'00.00"W	RNAV, UA/A315
TUMAR	20°16'06.00"N 071°52'00.00"W	RNAV, UA/A636
URLAM	19°57'55"W 073°22'18"W	UL212
URSOS	18°33'16.47"N 072°05'23.74"W	RNAV, NAGAN ONE DEPARTURE
VOBOB	18°02'19.47"W 072°23'05.73"W	G444/UG444
ZAMMI	19°51'35.46"N 071°58'11.06"W	RNAV

4.4 AERONAUTICAL GROUND LIGHTS – EN ROUTE

Nil

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	<u>Upper Limits</u> Lower Limits	Remarks (Time of activity, type of restriction, Nature of hazard, risk of interception)
123		
MT P 3		
RESTRICTED AREAS		
Barrage hydraulique de Péligré		Rectangle of length and width limited by the Following coordinates
		18°50'00"N 071°50'00"W – 18°50'00",N 072°10'00"W
		19°10'00"N 071°50'00"W – 19°10'00"N 072°10'00"W
<u>14000 FT</u> GND		
MT P 4		
Station terrienne de Cabaret		
<u>6500 FT</u> GND		Circle 1 NM radius centered on : 18°44'44"N, 072°24'31"W
MT P 5		
Citadelle du Cap-Haitien		Circle 2 NM radius centered on : 19°34'25"N, 072°14'38"W
<u>5500 FT</u> GND		

ENR. 5.2 MILITARY EXERCISES AND TRAININGS AREAS

NIL

ENR 5.3 OTHER ACTIVITIES OF DANGEROUS NATURE

NIL

ENR 5.4 AIR NAVIGATION OBSTACLES EN-ROUTE (Elevation /height 100 m AGL or more)

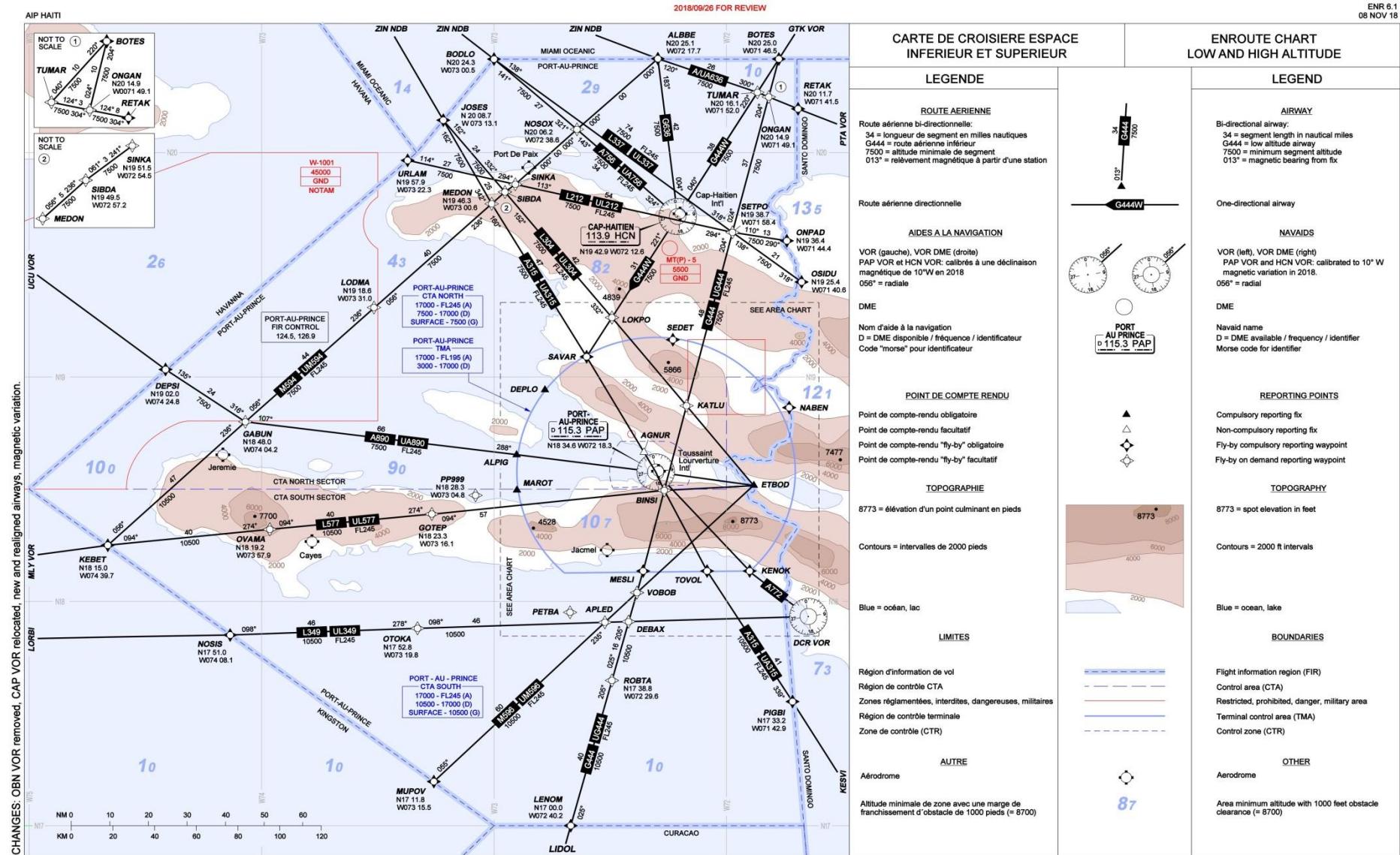
NIL

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

NIL

ENR 5.6 BIRDS MIGRATION AND AREAS WITH SENSITIVE FAUNA

NIL



OFFICE NATIONAL DE L'AVIATION CIVILE (OFNAC)

AERONAUTICAL INFORMATION SERVICES

AIP

AERONAUTICAL INFORMATION PUBLICATION

RÉPUBLIC OF 'HAITI

THIRD PART

AERODROMES (AD)

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PART 3 AERODROMES (AD)

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MTCH Cap-Haitien International Airport		
AD 2.1	Aerodrome location indicator and name	AD 2-1
AD 2.2	Aerodrome geographical and administrative data	AD 2-1
AD 2.3	Operational hours	AD 2-1
AD 2.4	Handling services and facilities	AD 2-2
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AD 2.6	Rescue and firefighting services	AD 2-2
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AD 1. AERODROMES – INTRODUCTION

AD 1.1 AVAILABILITY OF AERODROMES

1. General conditions under which aerodromes and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Administration.

In addition to the aerodromes available for public use listed in this AIP, there are throughout the country, a number of other aerodromes/airfields. Which, for technical and infrastructure reason, are not mentioned in the AIP. Information about those aerodromes can be obtained at:

Autorité Aéroportuaire Nationale

Boite Postale 1792
Port-au-Prince, HAITI
Tél(509) 3457-4598

2. Landings made other than at an international aerodrome designated alternate aerodrome

If a landing is made other than at an international designated alternate aerodrome, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot in command shall be responsible for ensuring that:

- a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
- b) cargo, baggage and mail are not removed from the aircraft except as provided below;
- c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peeling, cores, stones of fruit, etc... must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

3. Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

- a) A public zone comprising the part of the aerodrome open to the public; and
- b) A restricted zone comprising the rest of the aerodrome.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome must request the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the Highway Code and with the instructions given by the competent authorities.

4) Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage, which is not incurred through action by them or their agents.

1.1-2.Applicable ICAO documents

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

RESCUE AND FIRE FIGHTING SERVICES

At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed using aerodrome without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and firefighting services

Aerodrome Category	Amount of water in liters for production of performance level A foam
3	1 800
4	3 600
5	8 100
6	11 800
7	18 200
8	27 300
9	36 400

Category 1 and 2 are not used in HAITI

AD 1.3 INDEX TO AERODROME

		Type of traffic permitted to use the aerodrome			
Aerodrome location indicator	International – National (INTL-NTL)	IFR - VFR	S=scheduled NS=Non scheduled P=Private	Reference: to AD section and remarks	
1	2	3	4	5	
Port-au-Prince/INTL MTPP	INTL-NTL	IFR - VFR	S-NS-P	AD 2 MTPP	
Cap-Haitien/INTL *MTCH	INTL-NTL	IFR - VFR	S-NS-P	AD 2 MTCH	
Jérémie *MTJE	NTL	VFR	S-NS-P	Néant	
Cayes *MTCA	NTL	VFR	S-NS-P	Néant	
Jacmel *MTJA	NTL	VFR	S-NS-P	Néant	
Port-de-Paix *MTPX	NTL	VFR	S-NS-P	Néant	

* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

AD 1.4 GROUPING OF AERODROMES

The criteria applied by HAITI in grouping aerodromes for the provision of information in this AIP are as follows:

Primary/major international aerodrome

The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

Secondary/other international aerodrome

Another aerodrome available for the entry or departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available, on a restricted basis, to flights with prior approval only.

National aerodrome

An aerodrome available only for domestic air traffic including those military aerodromes where civil air traffic is allowed under certain conditions.

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AD 2.1 AERODROMES

MTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

MTPP – TOUSSAINT LOUVERTURE INTERNATIONAL AIRPORT

MTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	N 18° 34' 48.18 W 072° 17' 33.15
2	Direction and distance from (city)	040° 3.5 km from Port-au-Prince
3	Elevation/Reference temperature	37m (122 pieds) / 35°C
4	MAG VAR/Annual change	9.97° W (2015)
5	AD Administration, address, telephone, telefax, telex, AFS	Autorité Aéroportuaire Nationale Aéroport International de Port-au-Prince Téléphone : (509) 3457 4598 Télécopieur: Néant Télex: Néant SFA: MTPPYAYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

MTPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON-FRI SAT, SUN + HOL.	1100-0300 UTC 1100-0300 UTC
2	Customs and immigration	As AD Administration	
3	Health and sanitation	As AD Administration	
4	AIS Briefing Office	As AD Administration	
5	ATS Reporting Office (ARO)	As AD Administration	
6	MET Briefing Office	As AD Administration	
7	ATS	As AD Administration	
8	Fuelling	As AD Administration	
9	Handling	As AD Administration	
10	Security	As AD Administration	
11	De-icing	N/A	
12	Remarks	Outside these hours, services are available O/R. Request to be submitted to the AD in advance.	

MTPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks 1.5-3.5 Tons. Handling possible up to 10 tons
2	Fuel/oil types	Jet A1 AVTUR, AVGAS 100 LL, Oil all types normally available
3	Fuelling facilities/capacity	1 truck 40 000 liters, 40 liters /sec. 1 truck 20 000 liters, 27 liters/sec
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services available within AD HR or by arrangement with the AD

MTPP AD 2.5 PASSENGERS FACILITIES

1	Hotels	Near the AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and car hire from the AD
4	Medical facilities	First aids at AD , hospitals in the city
5	Banks and Post office	At AD open within AD HR
6	Tourist office	Office in the city and at arrival lounge
7	Remarks	Nil

MTPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 8
2	Rescue equipment	Yes , 2 ambulances
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

MTPP AD 2.7 SEASONAL AVAILABILITY – DE-ICING

NIL

MTPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and strength	Surface Strength	Concrete Nil
2	Taxiway width, surface and strength	Width Surface Strength	23 m Concrete Nil
3	ACL location and elevation	ACL	Nil
4	VOR/INS checkpoints	VOR INS	Nil Nil
5	Remark	Nil	

MTPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs TWY guide lines and visual docking / parking system of aircraft stands	Taxi guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose in guidance at aircraft stands.
2	Marks and lighted for RWY and TWY	RWY : designation , THR , TDZ , centre line EDGE RINGWAY end as appropriate , marks and lighted TWY : centre line , holding positions at all TWY/RWY intersections , marked and lighted
3	Stops bars	Stops bar where appropriate
4	Remarks	Nil

MTPP AD 2.10 AERODROME OBSTACLES

NIL

MTPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aéroport International de Port-au-Prince
2	Hours of service	H 16
3	Office responsible for TAF preparation	Aéroport International de Port-au-Prince
4	Type of landing forecast Interval of issuance	TREND 1HR
5	Briefing//Consultation provided	P , TV
6	Flight documentation Language (s) used	Charts, abbreviated plain language text
7	Charts and other information available for briefing or consultation	S, U ₈₅ , U ₇₀ , U ₅₀ , U ₃₀ , U ₂₀ , P ₈₅ , P ₇₀ , P ₅₀ , P ₄₀ , P ₃₀ , P ₂₀ , SWH, SWM,T
8	Supplementary equipment available for Providing information	Telefax Self-briefing terminal
9	ATS units provided with information	PAP TWR PAP APP PAP CCR
10	Additional information (limitation of service, etc.)	NIL

MTPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) And surface of RWY and SWY	THR Coordinates	THR elevation and highest elevation of
1	2	3	4	5	6
10	087 TRUE 096 MAG	3040 X 43	56/R/C/W/T concrete	NIL	THR 24m (79ft)
28	267TRUE 276 MAG	3040 X 43	NIL Concrete	NIL	THR 37m (122ft)
Slope of RWY-SWY	SWY Dimensions (m)	CWY Dimensions (m)	Strip Dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
3%	NIL	NIL	3150 X 150	NIL	NIL
3%	NIL	NIL	3150 X 150	NIL	NIL

MTPP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m/ ft)	TODA (m/ft)	ASDA (m/ft)	LDA (m/ft)	Remarks
1	2	3	4	5	6
10	3040 (9 974')	3340 (10 958')	3040 (9 974')	3040 (9 974')	NIL
28	3040 (9 974')	3040 (9 974')	3040 (9 974')	3040 (9 974')	NIL

MTPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT TYPE LEN INTST	THR LGT Colour WBAR	PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWYedge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
10	NIL	Green	PAPI	NIL	NIL	3040m, 50m White, LIH	Red	NIL	NIL
28	NIL	Green	PAPI	900 m	NIL	3040m, 50m White, LIH	Red	NIL	NIL

MTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: all TWY Centre line: NIL
4	Secondary power supply / switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 1 sec
5	Remarks	NIL

MTPP AD 2.16 HELICOPTERS LANDING AREAS

Nil

MTPP AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	Airspace centered on PAP/VOR , limited to the north at 15 km by a parallel to the runway axis , to the south at 7.5 km by a parallel to the runway axis , to the east by an arc of 15 km to the west by an arc of 22 km
2	Vertical limits	3 000 FT MSL
3	Airspace Classification	D
4	ATS unit call sign Language (s)	Port-au-Prince English / French
5	Transition Altitude	17 000 FT MSL
6	Remarks	NIL

MTPP AD 2.18 ATS COMMUNICATION FACILITIES

Designation Service	Call sign	Frequency	Operational Hours	Remarks
1	2	3	4	5
APP	Port-au-Prince Approach	119,800 MHZ 121,500MHZ	H16	Primary frequency,
TWR	Port-au-Prince Tower	118,300 MHZ	As at AD	Primary frequency
CCR	Port-au-Prince Center	124,500 MHZ	H24	Primary frequency

MTPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid ILS/MLS CAT For VOR/ILS/MLS (Give Variation)	ID	Fréquence	Hours of Operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (9.97°W /2015)	PAP	115.300 MHZ Doppler	H24	18 34 33N 072 18 10W	36m (121ft)	NIL

MTPP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

At Port-au-Prince Airport a number of local regulations apply. The regulations are collected in a manual which is available at the flight reporting office and at the terminal building .This manual includes, among other subjects, the following:

- a) The meaning of markings and signs ;
- b) Information about aircraft stands including visual docking guidance systems ;
- c) Information about taxiing from aircraft stands including taxi clearance ;
- d) Limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;
- e) Helicopter operations ;
- f) Marshaller assistance and towing assistance ;
- g) Use of engine power exceeding idle power ;
- h) Engine start-up and use of APU ;
- i) Fuel spillage ;
- j) Precautions during extreme weather conditions.

Marshaller assistance can be requested and further information about the regulations can be obtained from the TWR or surface-movement control (SMC)

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR or SMC.

“Local regulations” may be requested, in writing, from:

Aéroport International Toussaint Louverture
Postal Box 1792
Port-au-Prince, HAITI.

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR or SMC . General Aviation aircraft will have to use the general aviation parking area.

3. Parking area for small aircraft (General Aviation)

General Aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4. Parking area for helicopters

NIL

5. Apron – taxiing during winter conditions

NIL

6. Taxiing – limitations

Insufficient safety distances restrict large aircraft's use of certain taxiways when using their own power. Further information will be given to each aircraft by the TWR or SMC

7. School and training flights technical test flights – use of runways

NIL

8. Helicopter traffic - limitation

NIL

9. Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or user such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

MTPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

MTPP AD 2.22 FLIGHT PROCEDURES

1. General

Unless special permission has been obtained from Port-au-Prince Approach or Port-au-Prince Tower as appropriate, flights within Port-au-Prince TMA and Port-au-Prince CTR shall be in accordance with the instrument Flight Rules.

2. PROCEDURES FOR IFR FLIGHTS WITHIN TMA

NIL

4. PROCEDURES FOR VFR FLIGHTS WITHIN PORT-AU-PRINCE

Provided traffic conditions so permit, ATC clearance for VFR flights will be given under the conditions described below:

- a) A flight plan requesting ATC clearance , containing items 7 to 18 and indicating the purpose of the flight , shall be submitted
- b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
- d) Deviation from ATC clearance may only be made when prior permission has been obtained.
- e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the flight rules.
- f) Two-way radio communications shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Port-au-Prince control.
- g) The pilot-command shall be the holder of an international VHF license.

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS . If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

3. RADAR PROCEDURES WITHIN PORT-AU-PRINCE TMA

- h) The aircraft shall be equipped with SSR transponder with 4 096 codes in mode A / 3. Flights performed in connexion with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information of ICAO Annex 10, Volume 1). Exemption from this requirement may be granted by Port-au-Prince control.

Remarks: ATC clearance is intended only to provide separation between IFR and VFR flights

5. PROCEDURES FOR VFR FLIGHTS WITHIN PORT-AU-PRINCE CTR

- a) Flight plan shall be filled for the flight concerned.
- b) ATC clearance shall be obtained from the control tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the control zone.

6. VFR ROUTES WITHIN PORT-AU-PRINCE CTR

Arrival and Departure routes for VFR traffic are established as depicted on the visual Approach charts.

MTPP AD 2.23 ADDITIONAL INFORMATION

BIRDS CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

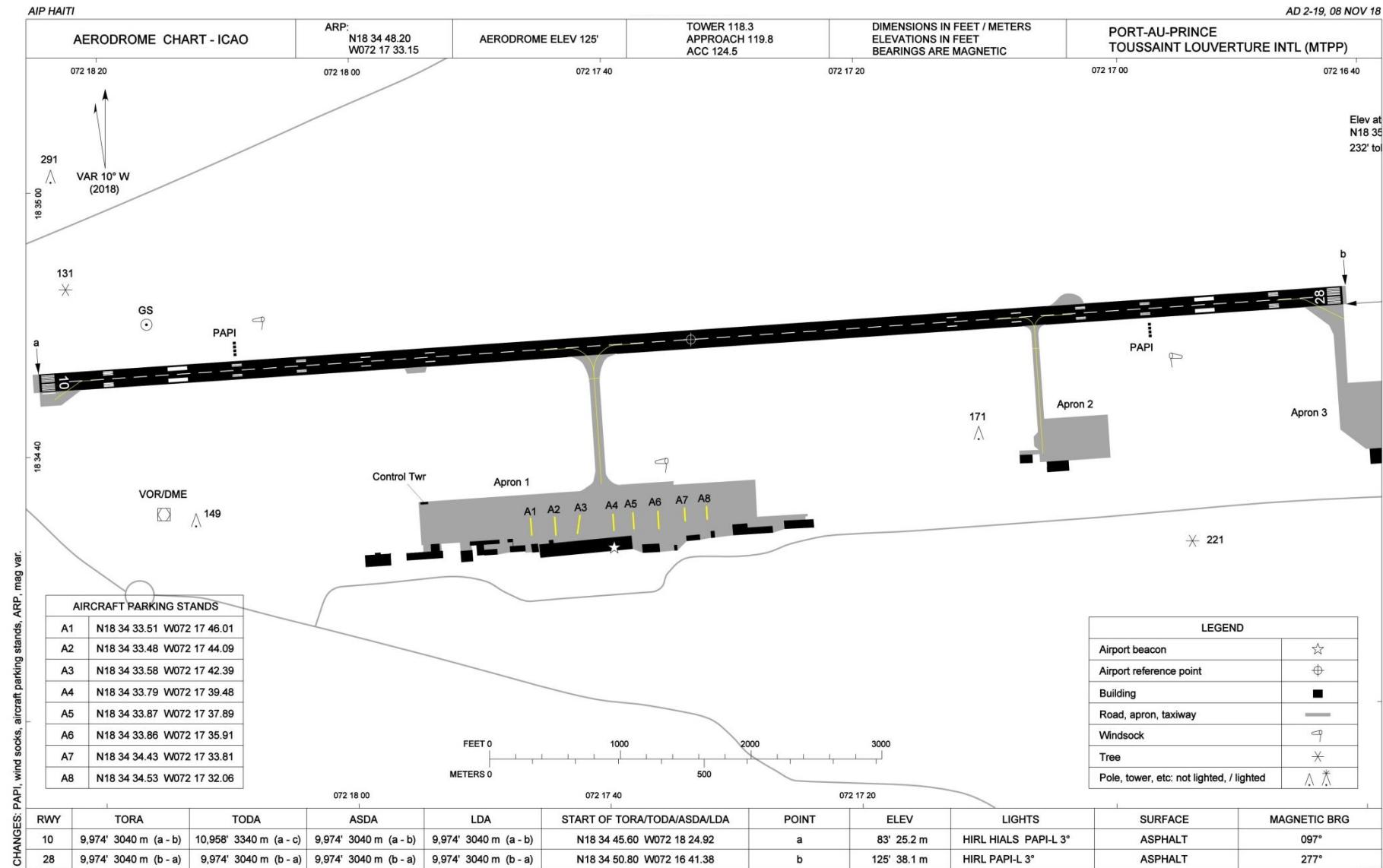
The presence of birds (white aigrettes) has been observed at the Port-au-Prince –International airport during daylight hours.

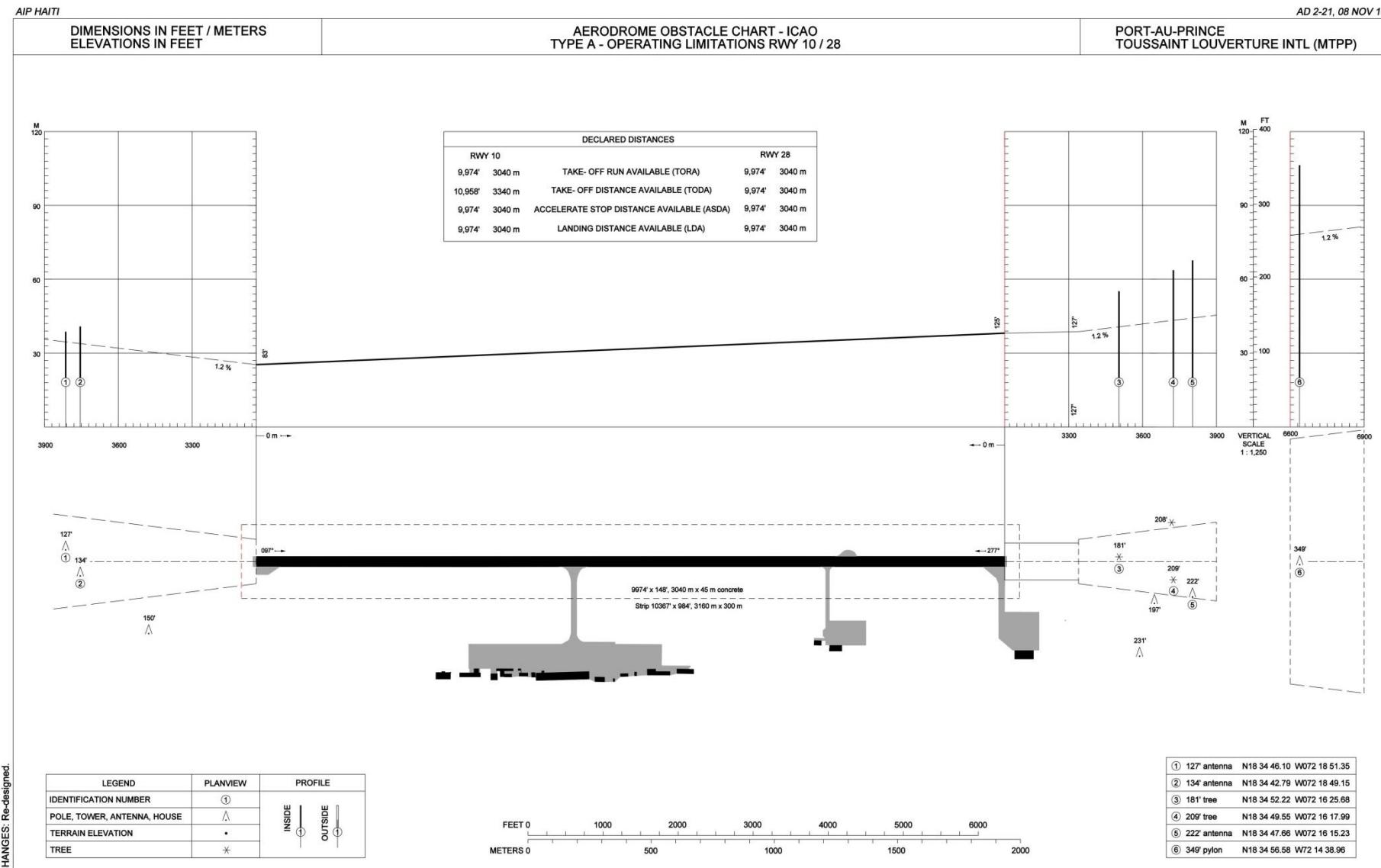
As far as practicable, Aerodrome control will inform pilots of aircraft of these birds' activities.

During the above mentioned periods, pilots of aircraft are advised , where the designated limitations of aircraft installations permit , to turn-on landing lights during take-off approach to land and climb and descent procedures . Dispersal activities include the use of live ammunitions .Modifications of the environment are under way to reduce if not eliminate the hazard. This includes better methods of garbage disposal and drainage, elimination of edge and ground cover grass and cessation of farming activities

MTPP AD 2.24 CHARTS RELATED TO PORT-AU-PRINCE AIRPORT

Aerodrome chart - ICAO	AD 2-19
Aerodrome obstacle chart – OACI - type A	AD 2-21
Data-points / Essentials procedures References	AD 2-22
Standard arrival chart -STAR 03 (GNSS) RWY 28	AD 2-23
Standard arrival chart-STAR 02 (GNSS) RWY 28	AD 2-25
Standard arrival chart- STAR 01(GNSS) RWY 10	AD 2-27
Standard departure chart - RNAV (GNSS) DEPARTURE RWY 10-SID 3	AD 2-29
Standard departure chart -RNAV (GNSS) DEPARTURE RWY 10-SID 2	AD 2-31
Standard departure chart–RNAV (GNSS) DEPARTURE RWY 10-SID 1	AD 2-33
Text RNAV (GNSS) Departures RWY28	AD 2-35
Text RNAV (GNSS) Departures RWY10 -1c	AD 2-37
Text RNAV (GNSS) Departures RWY10 -1b	AD 2-39
Text RNAV (GNSS) Departures RWY10 -1a	AD 2-41
Instrument approach chart- IAC 01 GNSS RWY 10	AD 2-43
Instrument approach chart – IAC 02 GNSS RWY 28	AD 2-45
Instrument approach chart - IAC ILS Y RWY 10	AD 2-47
Instrument approach chart - IAC ILS Z RWY 10	AD 2-49
Carte d'approche aux instruments – IAC VOR/DME RWY 10	AD 2-51



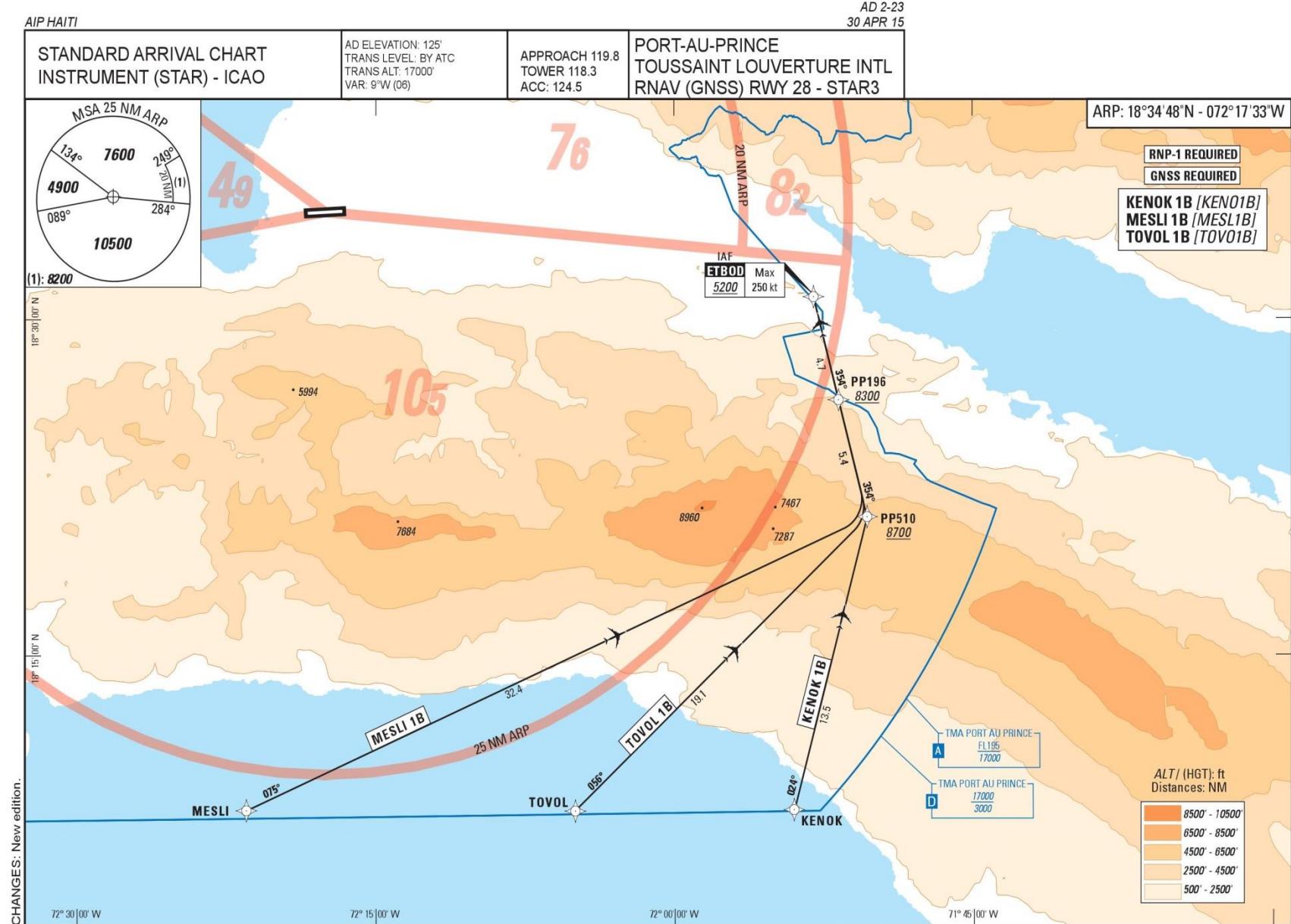


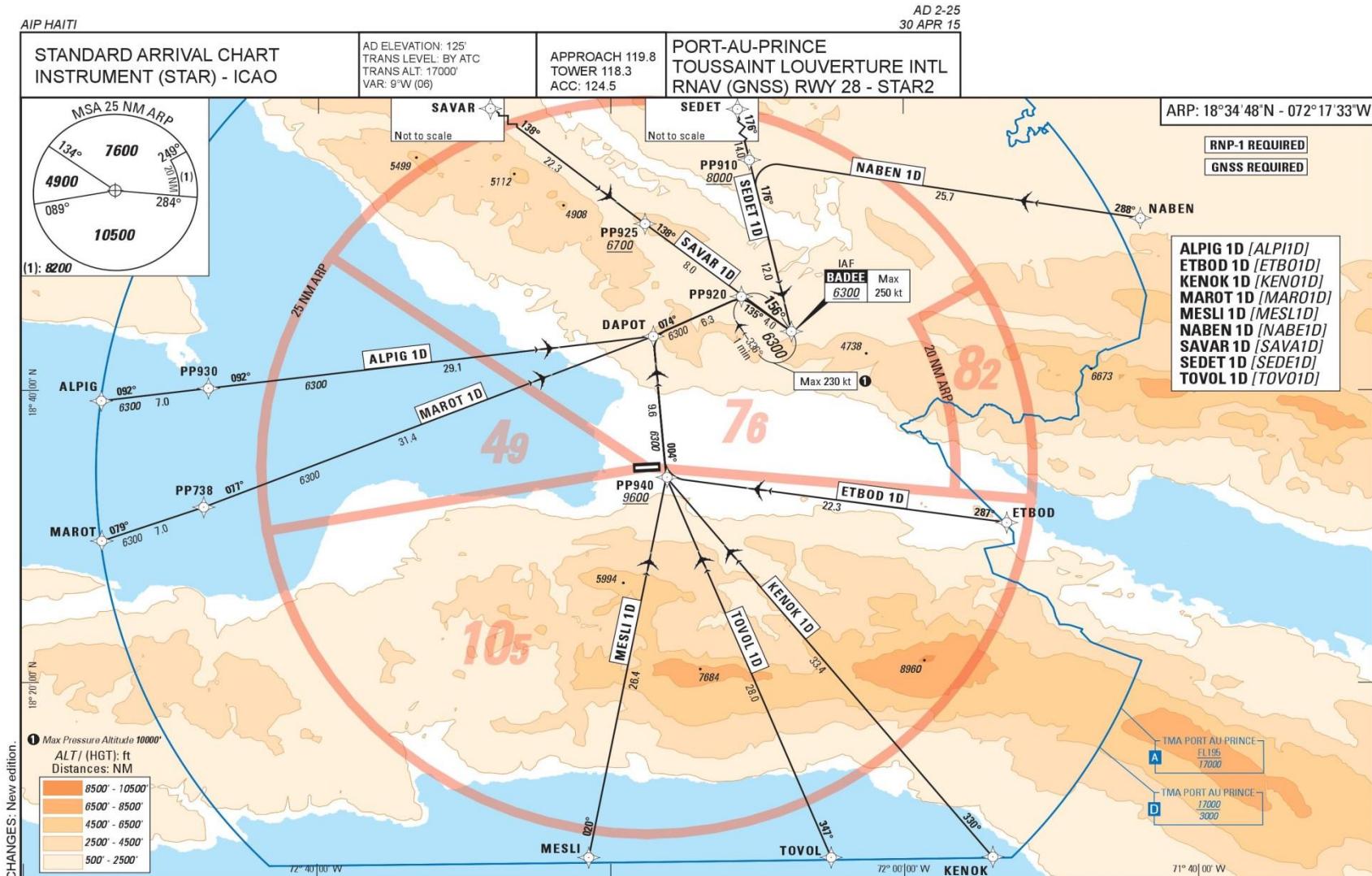
AERODROME CHARTS

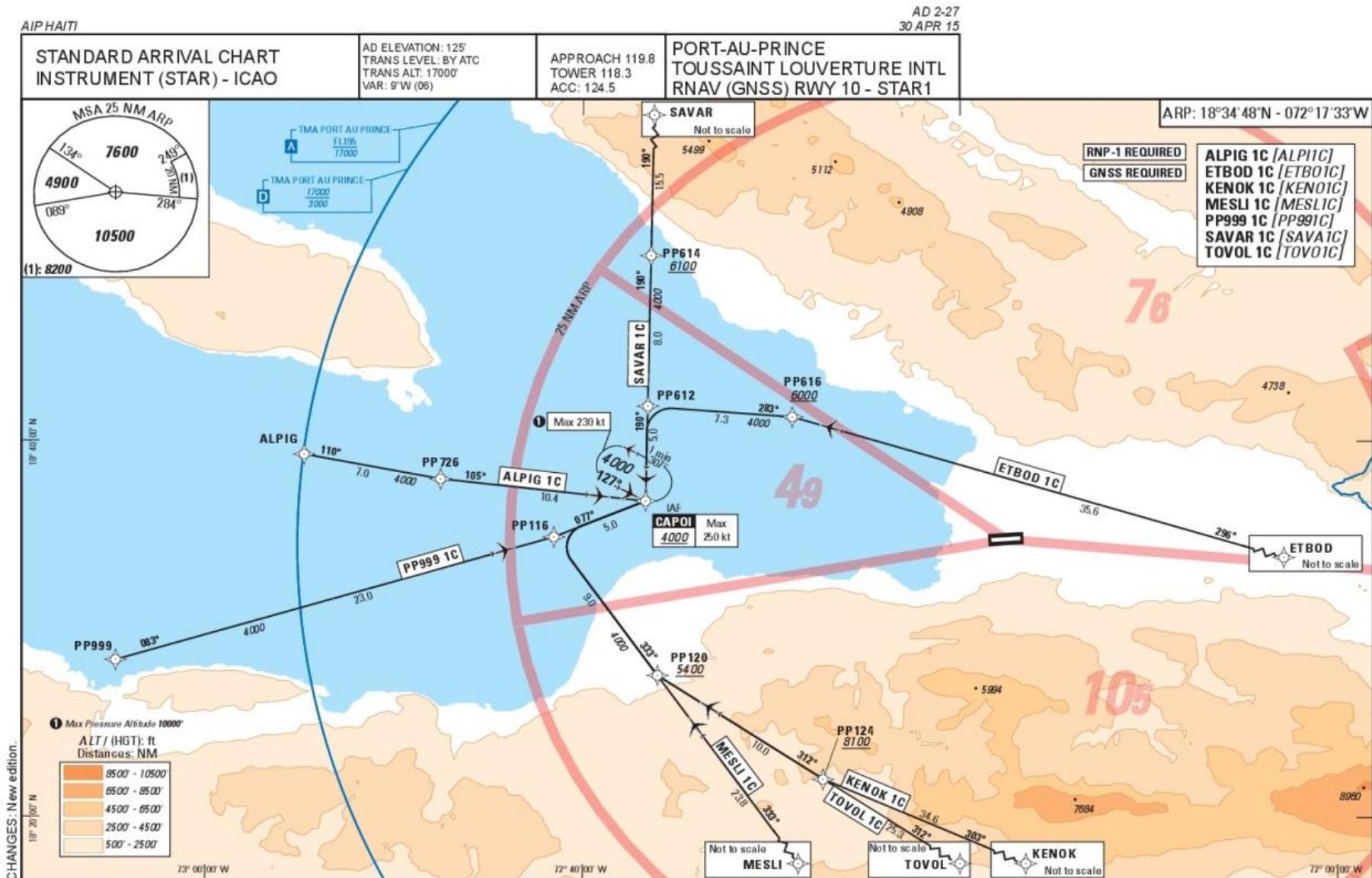
MTPP TOUSSAINT LOUVERTURE INTERNATIONAL AIRPORT

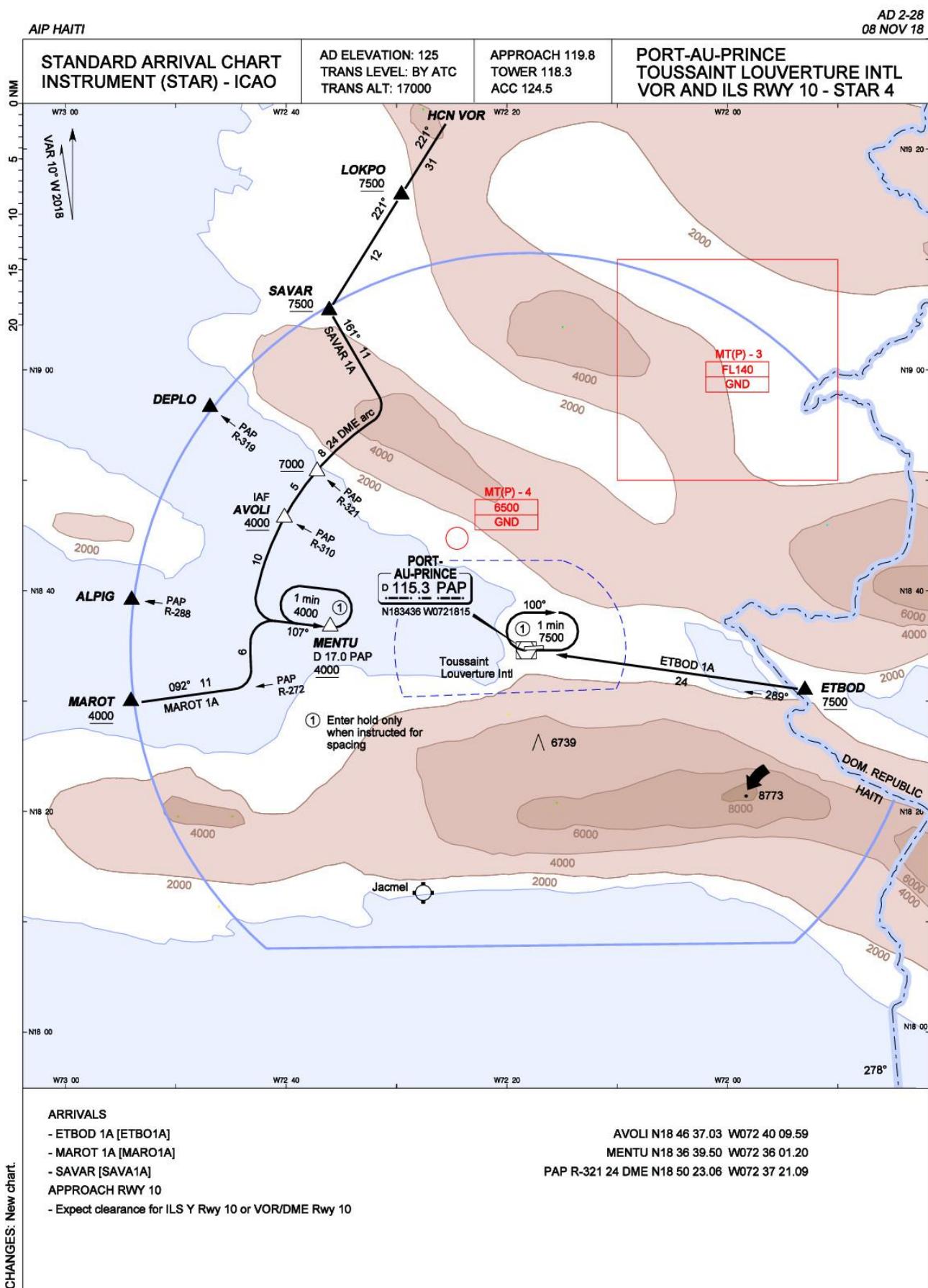
Procedures essential reporting points

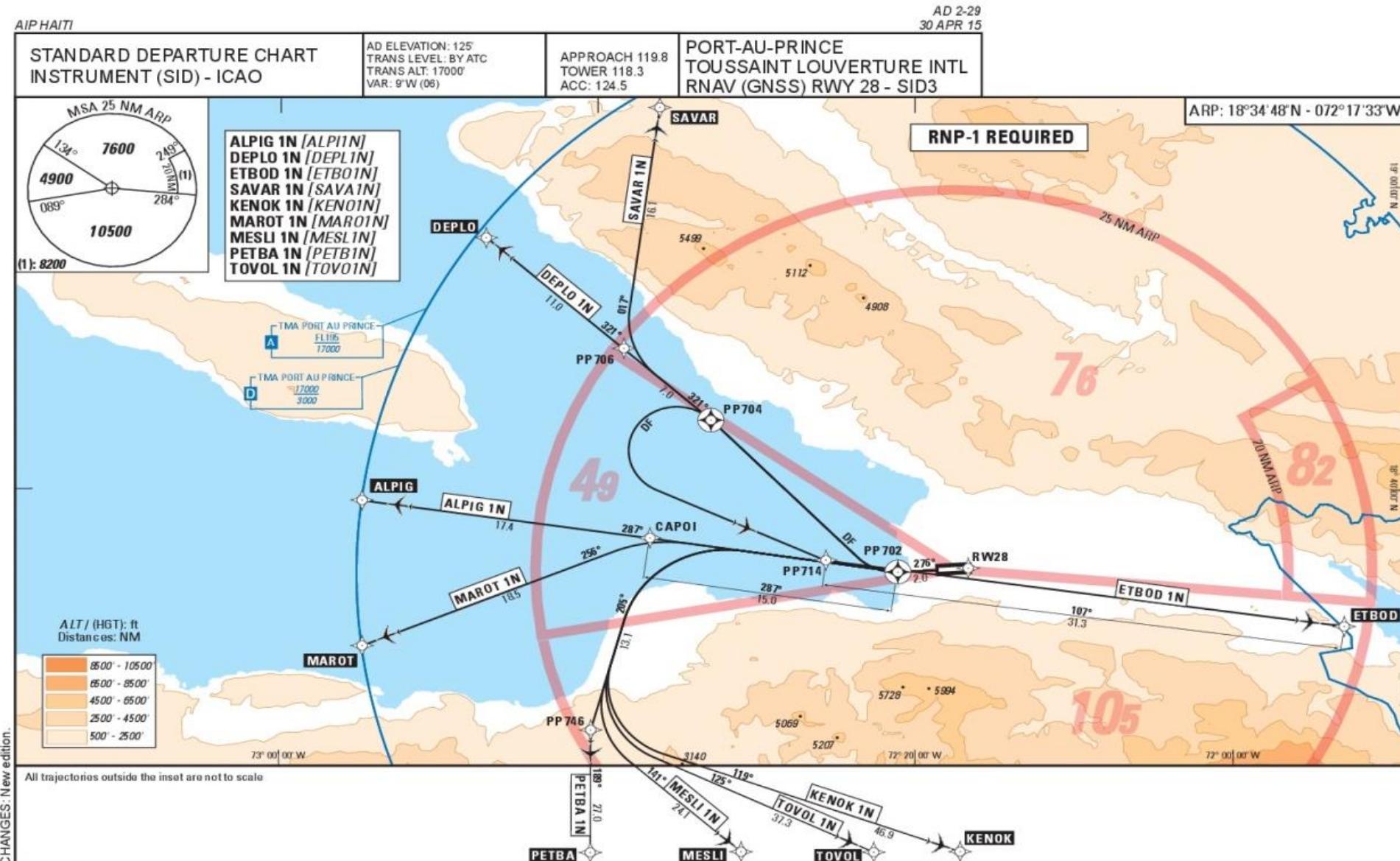
IDENTIFICATION	COORDINATES		IDENTIFICATION	COORDINATES	
	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE
AGNUR	18°39'52.1500"N	072°21'17.9600"W	PP616	18°41'19.1470"N	072°28'53.5970"W
ALPIG	18°39'18.0000"N	072°54'48.0000"W	PP620	18°37'47.3690"N	072°05'17.4170"W
BADEE	18°44'05.9330"N	072°07'39.9360"W	PP622	18°35'42.4290"N	071°58'48.9050"W
CAPOI	18°36'50.5140"N	072°36'40.5890"W	PP624	18°19'22.9380"N	071°50'43.3710"W
DAPOT	18°43'46.2400"N	072°17'06.2000"W	PP702	18°34'37.6380"N	072°21'02.6030"W
DEPLO	18°56'42.0000"N	072°47'00.0000"W	PP704	18°44'39.7760"N	072°32'49.3250"W
ETBOD	18°31'00.0000"N	071°53'00.0000"W	PP706	18°49'21.1700"N	072°38'20.3730"W
FAF10	18°34'16.7400"N	072°27'53.3650"W	PP714	18°35'22.6350"N	072°25'36.1310"W
FAF28	18°35'08.8510"N	072°10'39.7550"W	PP726	18°38'00.0750"N	072°47'33.3040"W
IF010	18°34'07.0290"N	072°31'02.5730"W	PP738	18°32'02.5350"N	072°47'47.0460"W
IF035	18°35'17.2240"N	072°07'50.6960"W	PP746	18°24'09.6150"N	072°40'22.7300"W
KENOK	18°08'06.0000"N	071°54'00.0000"W	PP890	18°34'10.3130"N	072°29'58.7140"W
MAROT	18°29'42.5800"N	072°54'43.9700"W	PP910	18°55'49.9610"N	072°10'31.7970"W
MESLI	18°08'06.0000"N	072°21'30.0000"W	PP920	18°46'28.1280"N	072°11'04.1080"W
NABEN	18°51'48.0000"N	071°43'48.0000"W	PP925	18°51'28.1890"N	072°17'40.0420"W
NAGAN	18°34'57.1300"N	072°14'35.2200"W	PP930	18°40'10.6620"N	072°47'29.1010"W
PETBA	17°57'03.2100"N	072°40'22.7300"W	PP940	18°34'07.6440"N	072°16'13.1210"W
PP116	18°34'55.4460"N	072°41'32.4810"W	PP999	18°28'20.8090"N	073°04'46.1300"W
PP120	18°27'34.3280"N	072°36'02.1450"W	RW10	18°34'45.5950"N	072°18'24.9150"W
PP124	18°22'04.1490"N	072°27'14.3590"W	RW28	18°34'50.7990"N	072°16'41.3810"W
PP144	18°34'52.0910"N	072°16'15.6080"W	SAVAR	19°05'24.0000"N	072°36'06.0000"W
PP149	18°38'59.9240"N	072°17'11.5070"W	SEDET	19°09'30.0000"N	072°13'54.0000"W
PP150	18°32'55.0900"N	072°08'49.1400"W	SERTA	18°28'50.5200"N	072°35'50.8400"W
PP184	18°33'04.5410"N	072°00'10.4430"W	TOVOL	18°08'06.0000"N	072°05'00.0000"W
PP187	18°36'14.7790"N	071°59'10.0140"W	URSOS	18°33'16.4700"N	072°05'23.7400"W
PP188	18°38'27.4610"N	072°06'50.2540"W			
PP196	18°26'24.5300"N	071°51'45.2530"W			
PP510	18°21'09.6300"N	071°50'19.8910"W			
PP612	18°41'51.6220"N	072°36'34.1330"W			
PP614	18°49'53.3900"N	072°36'23.7900"W			

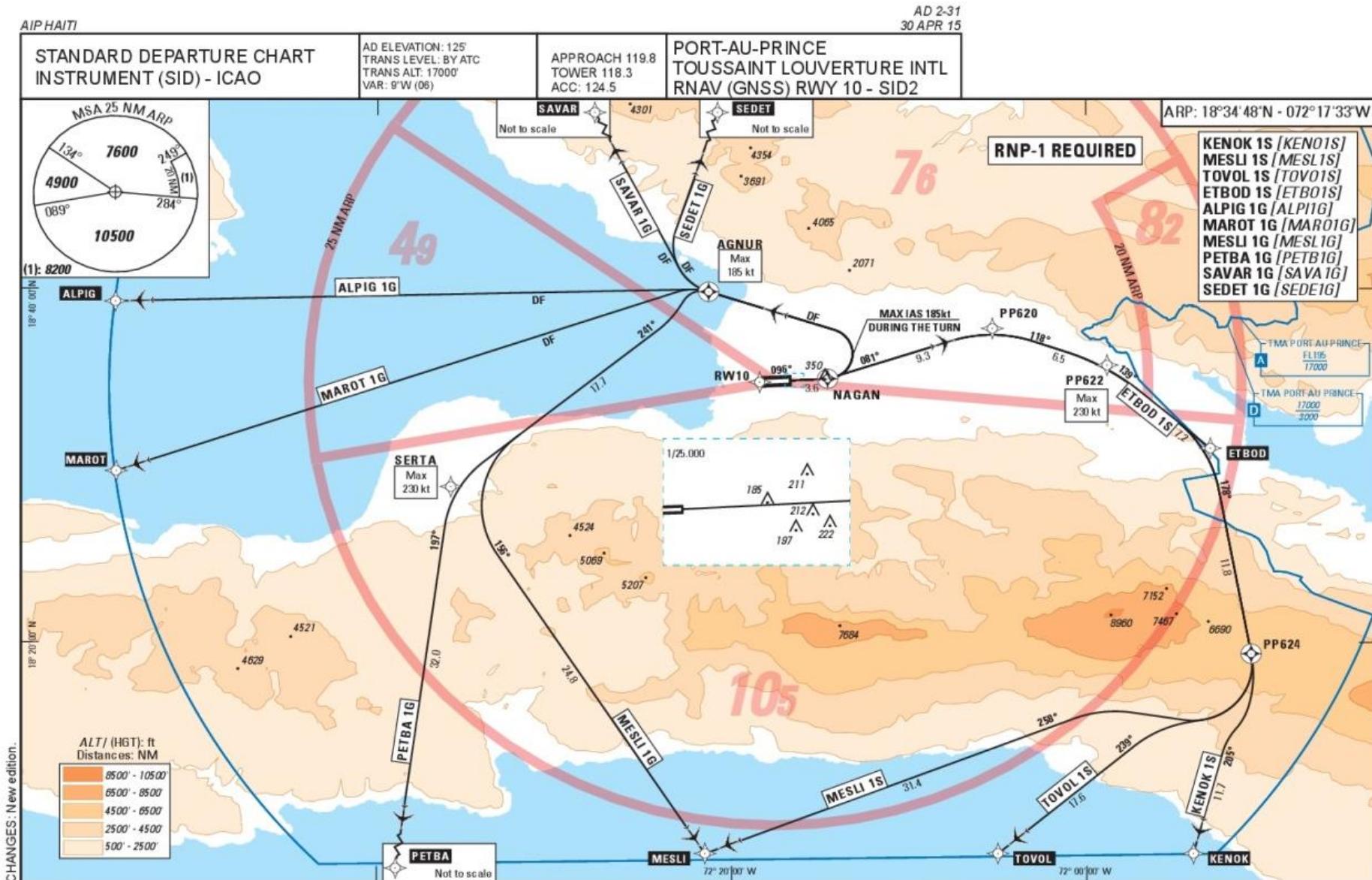


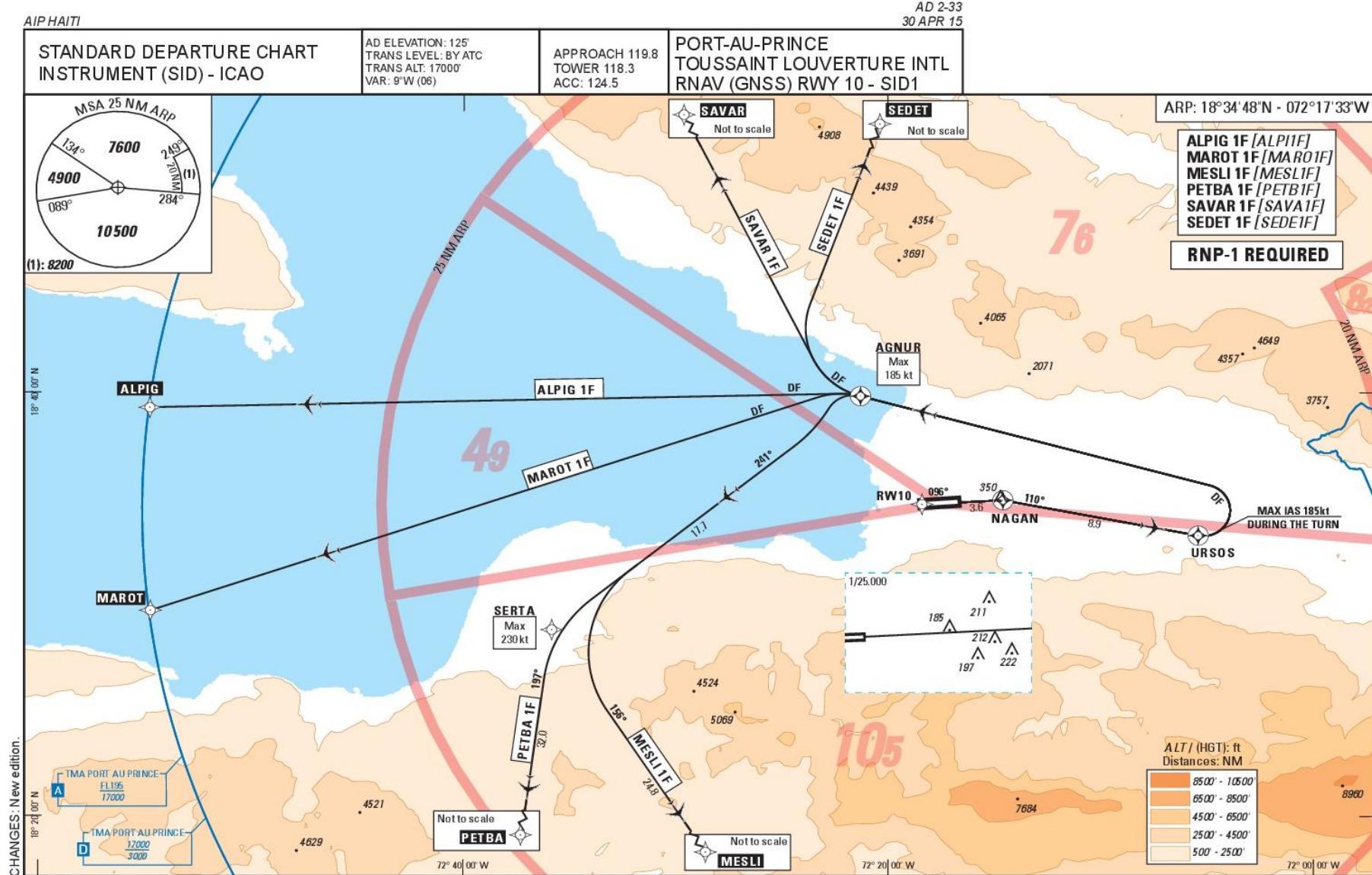








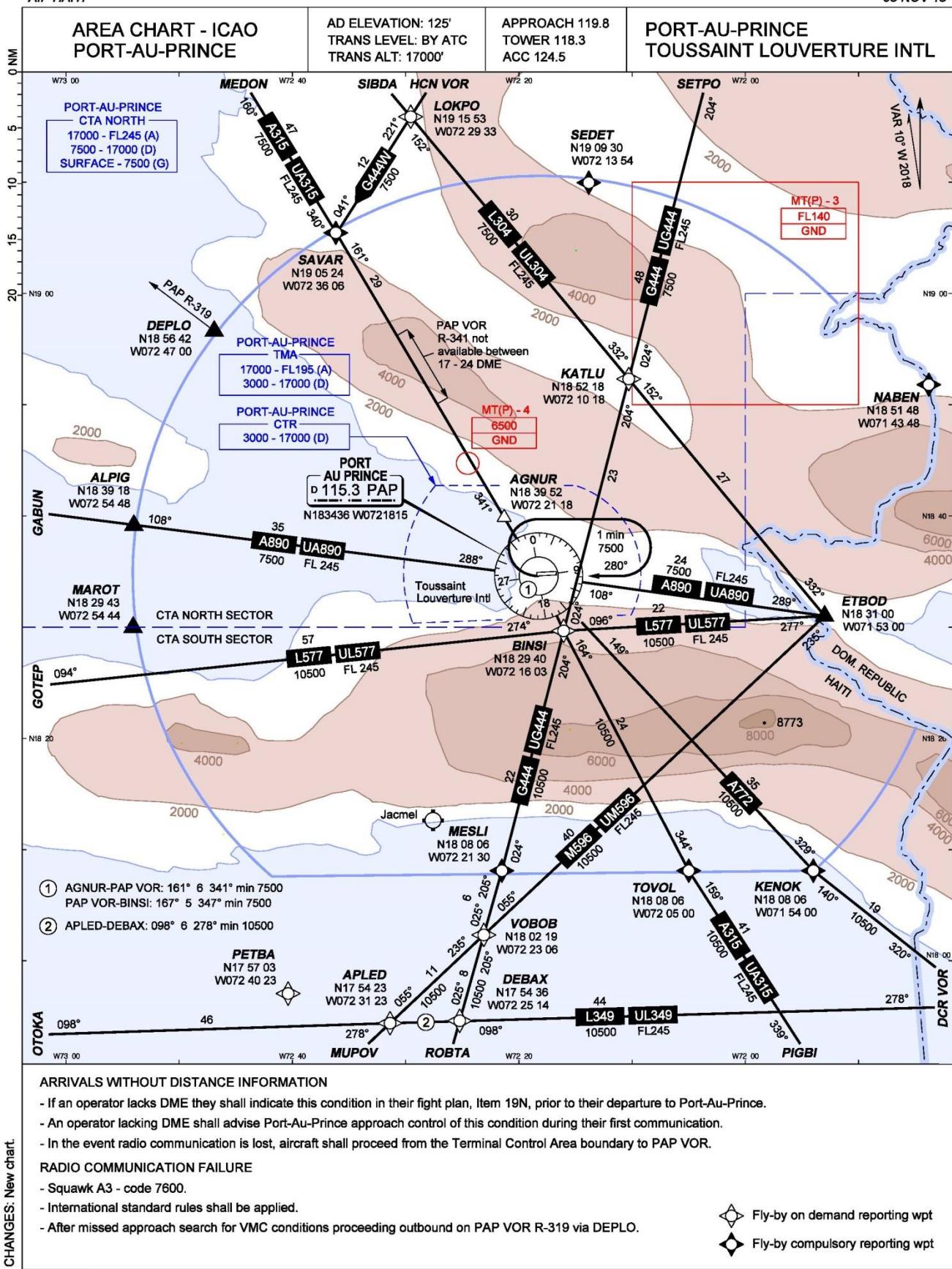




AIP HAITI

2018 09 26 FOR REVIEW

AD 2-34
08 NOV 18



AIP HAITI	AD 2-35 30 APR 15
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO	POR-T-AU-PRINCE TOUSSAINT LOUVERTURE INTL TEXT - RNAV (GNSS) DEPARTURES RWY 28

ALPIG 1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **CAPOI**, to **ALPIG**.

DEPLO1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **PP704**, to **PP706**, to **DEPLO**.

SAVAR1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **PP704**, to **PP706**, to **SAVAR**.

KENOK1N:

Climb (1) on course **276°M**, to **PP702**, turn **right** direct to **CAPOI**, to **PP746**, to **KENOK**.

(1) Procedure design gradient 3.8% until passing **5500**, then 3.3%.

MAROT1N:

Climb on course **276°M**, to **PP702**, turn **right** direct to **CAPOI**, to **MAROT**.

MESLI 1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **CAPOI**, to **PP746**, to **MESLI**.

PETBA 1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **CAPOI**, to **PP746**, to **PETBA**.

TOVOL 1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **CAPOI**, to **PP746**, to **TOVOL**.

ETBOD 1N:

Climb on course **276°M** to **PP702**, turn **right** direct to **PP704**, turn **left** to **PP714**, to **ETBOD**.

AIP HAITI	STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO	PORT-AU-PRINCE TOUSSAINT LOUVERTURE INTL TEXT - RNAV (GNSS) DEPARTURES RWY 10 - 1c
For all departures:		
Disregard: Tree 162 m after DER, 19m on the left of the axis, 185' (alt).		
Antenna 304m after the DER, 142m on the right of the axis, 197' (alt).		
Tree 376m after the DER, 158m on the left of the axis, 211' (alt).		
Tree 383m after the DER, 74m on the right of the axis, 212' (alt).		
Antenna 460m after the DER, 136m on the right of the axis, 222' (alt).		
KENOK1S:		
Climb (1) to NAGAN on course 096°M , then to PP620 , then to PP622 (2), then to ETBOD , then to PP624 , then to KENOK .		
(1) Procedure design gradient: 4.7% until 4400 , then 3.3%.		
(2) Do not exceed 230kt until PP622 .		
MESLI1S:		
Climb (1) to NAGAN on course 096°M , then to PP620 , then to PP622 (2), then to ETBOD , then to PP624 , then to MESLI .		
(1) Procedure design gradient: 4.7% until 4400 , then 3.3%.		
(2) Do not exceed 230kt until PP622 .		
TOVOL1S:		
Climb (1) to NAGAN on course 096°M , then to PP620 , then to PP622 (2), then to ETBOD , then to PP624 , then to TOVOL .		
(1) Procedure design gradient: 4.7% until 4400 , then 3.3%.		
(2) Do not exceed 230kt until PP622 .		
ETBOD1S:		
Climb (1) to NAGAN on course 096°M , then to PP620 , then to PP622 (2), then to ETBOD .		
(1) For AWY B891 and W26 Departures: Procedure design gradient: 4.7% until 7300 , then 3.3%.		
For other AWY: Procedure design gradient: 4.7% until 700 , then 3.3%.		
(2) Do not exceed 230kt until PP622 .		

AIP HAITI

AD 2-39
30 APR 15

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO	PORT-AU-PRINCE TOUSSAINT LOUVERTURE INTL TEXT - RNAV (GNSS) DEPARTURES RWY 10 - 1b
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For all departures:

Disregard: Tree 162 m after DER, 19m on the left of the axis, **185'** (alt).

Antenna 304m after the DER, 142m on the right of the axis, **197'** (alt).

Tree 376m after the DER, 158m on the left of the axis, **211'** (alt).

Tree 383m after the DER, 74m on the right of the axis, **212'** (alt).

Antenna 460m after the DER, 136m on the right of the axis, **222'** (alt).

ALPIG1G:

Climb (1) to **NAGAN** on course **096°M**, then direct to **AGNUR** (2), then direct to **ALPIG**.

(1) Procedure design gradient: 5.3% until **2500**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

MAROT1G:

Climb (1) to **NAGAN** on course **096°M**, then direct to **AGNUR** (2), then direct to **MAROT**.

(1) Procedure design gradient: 5.3% until **2500**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

MESLI1G:

Climb (1) to **NAGAN** on course **096°M**, then direct to **AGNUR** (2), then to **SERTA** (3), then to **MESLI**.

(1) Procedure design gradient: 5.3% until **3300**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

(3) Do not exceed **230kt** until **SERTA**.

PETBA1G:

Climb (1) to **NAGAN** on course **096°M**, then direct to **AGNUR** (2), then to **SERTA** (3), then to **PETBA**.

(1) Procedure design gradient: 5.3% until **2500**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

(3) Do not exceed **230kt** until **SERTA**.

SAVAR1G:

Climb (1) to **NAGAN** on course **096°M**, then direct to **AGNUR** (2), then direct to **SAVAR**.

(1) Procedure design gradient: 5.3% until **3600**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

SEDET1G:

Climb (1) to **NAGAN** on course **096°M**, then direct to **AGNUR** (2), then direct to **SEDET**.

(1) Procedure design gradient: 5.6% until **5100**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

PORT-AU-PRINCE
TOUSSAINT LOUVERTURE INTL
TEXT - RNAV (GNSS) DEPARTURES RWY 10 - 1a

For all departures:

Disregard: Tree 162 m after DER, 19m on the left of the axis, **185'** (alt).

Antenna 304m after the DER, 142m on the right of the axis, **197'** (alt).

Tree 376m after the DER, 158m on the left of the axis, **211'** (alt).

Tree 383m after the DER, 74m on the right of the axis, **212'** (alt).

Antenna 460m after the DER, 136m on the right of the axis, **222'** (alt).

ALPIG1F:

Climb (1) to **NAGAN** on course **096°M**, then to **URSOS**, then direct to **AGNUR** (2), then direct to **ALPIG**.

(1) Procedure design gradient: 4.7% until **4200**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

MAROT1F:

Climb (1) to **NAGAN** on course **096°M**, then to **URSOS**, then direct to **AGNUR** (2), then direct to **MAROT**.

(1) Procedure design gradient: 4.7% until **4200**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

MESLI1F:

Climb (1) to **NAGAN** on course **096°M**, then to **URSOS**, then direct to **AGNUR** (2), then to **SERTA** (3), then to **MESLI**.

(1) Procedure design gradient: 4.7% until **4200**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

(3) Do not exceed **230kt** until **SERTA**.

PETBA1F:

Climb (1) to **NAGAN** on course **096°M**, then to **URSOS**, then direct to **AGNUR** (2), then to **SERTA** (3), then to **PETBA**.

(1) Procedure design gradient: 4.7% until **4200**, then 3.3%.

(2) Do not exceed **185kt** DURING THE TURN.

(3) Do not exceed **230kt** until **SERTA**.

SAVAR1F:

Climb (1) to **NAGAN** on course **096°M**, then to **URSOS**, then direct to **AGNUR** (2), then direct to **SAVAR**.

(1) Procedure design gradient: 4.7% until **4200**, then 3.3%.

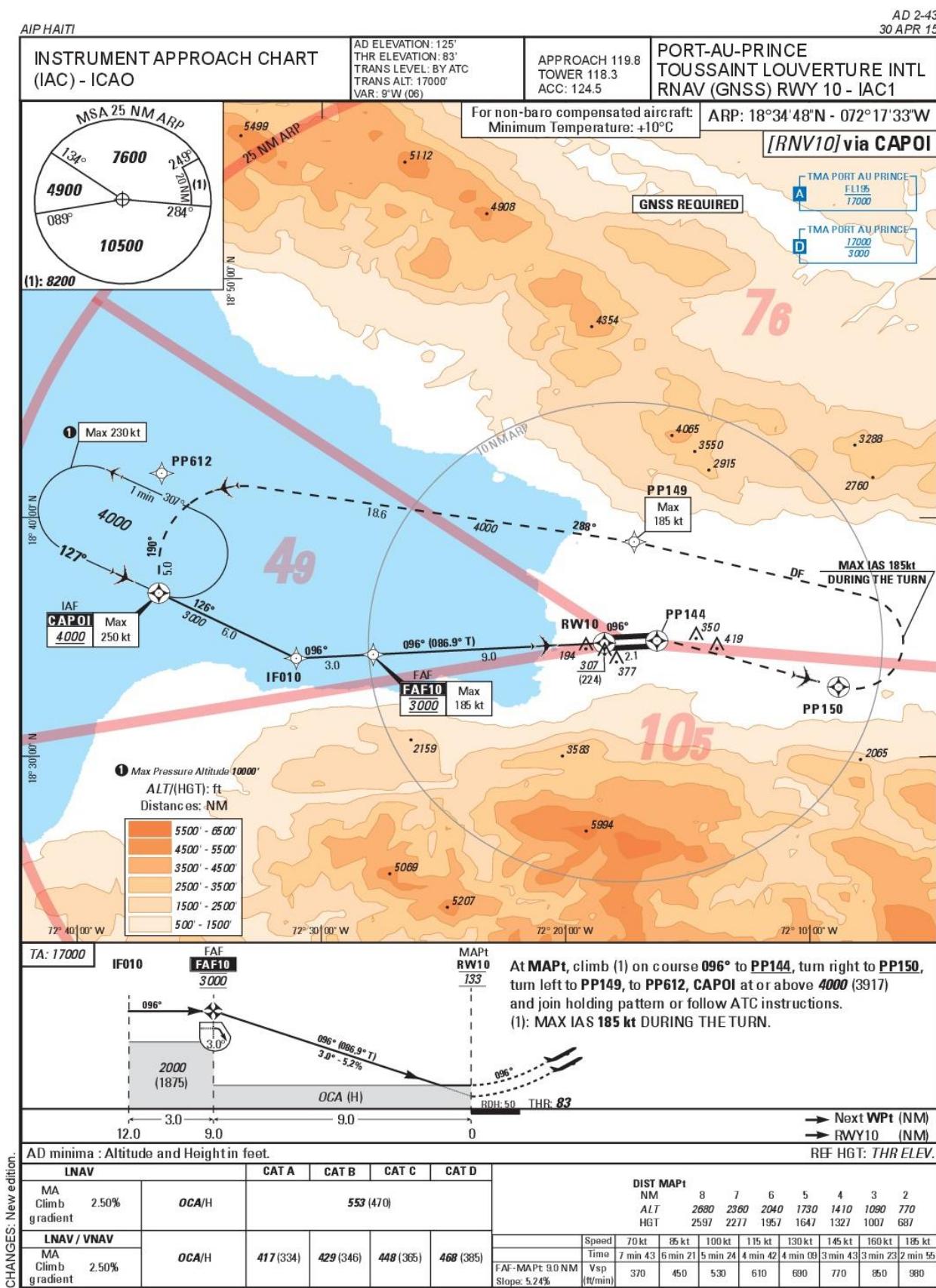
(2) Do not exceed **185kt** DURING THE TURN.

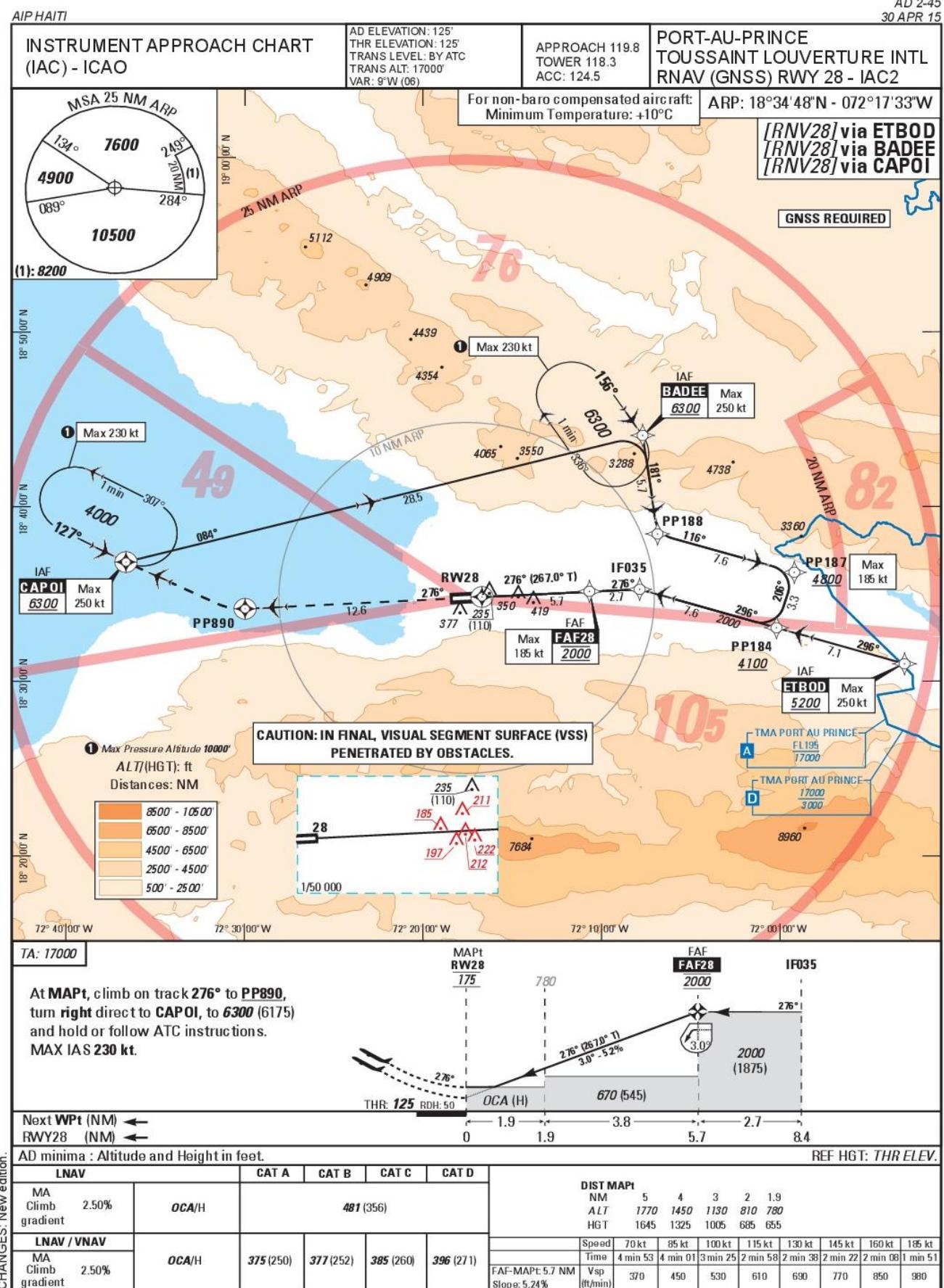
SEDET1F:

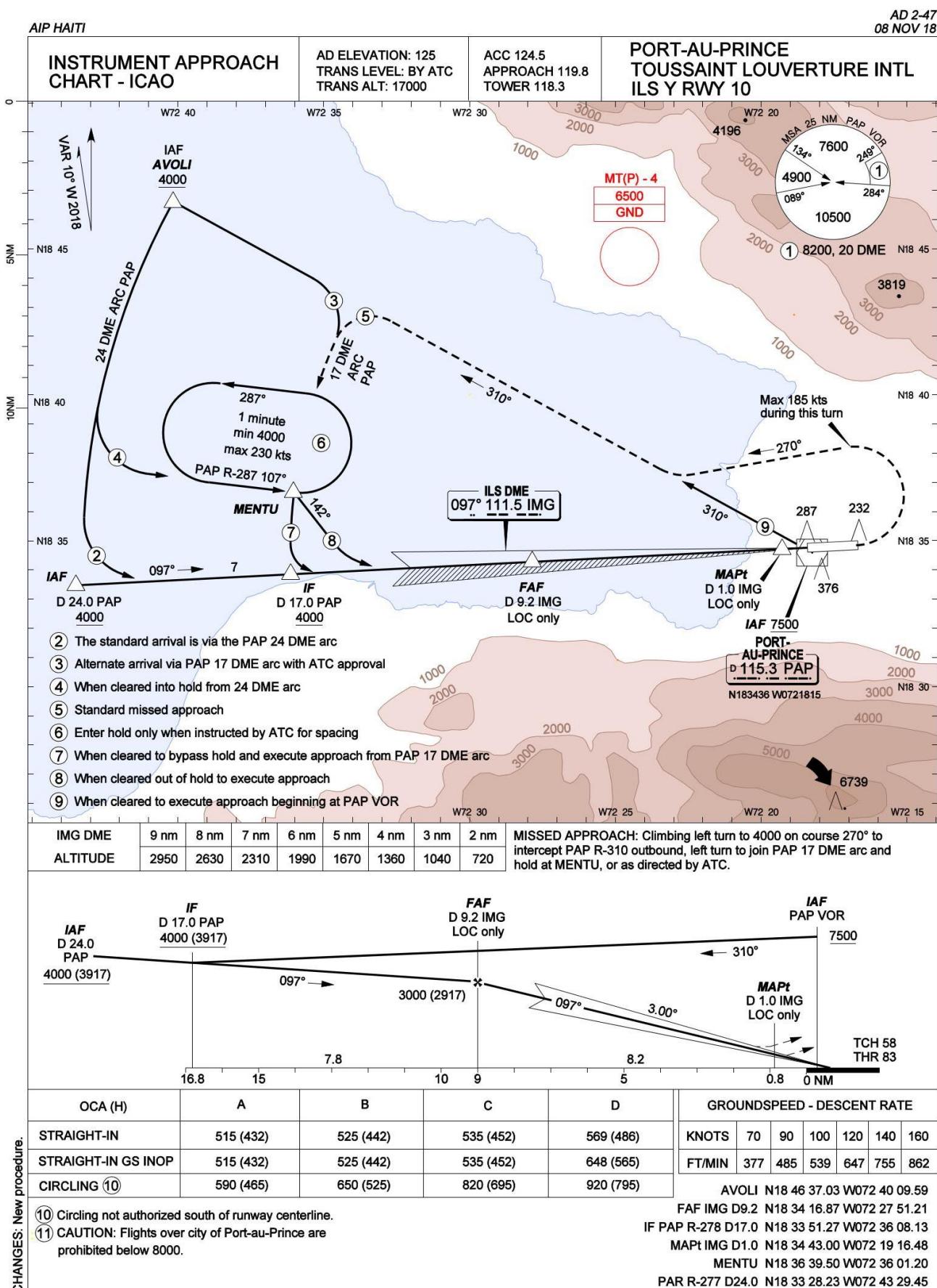
Climb (1) to **NAGAN** on course **096°M**, then to **URSOS**, then direct to **AGNUR** (2), then direct to **SEDET**.

(1) Procedure design gradient: 4.7% until **4200**, then 3.3%.

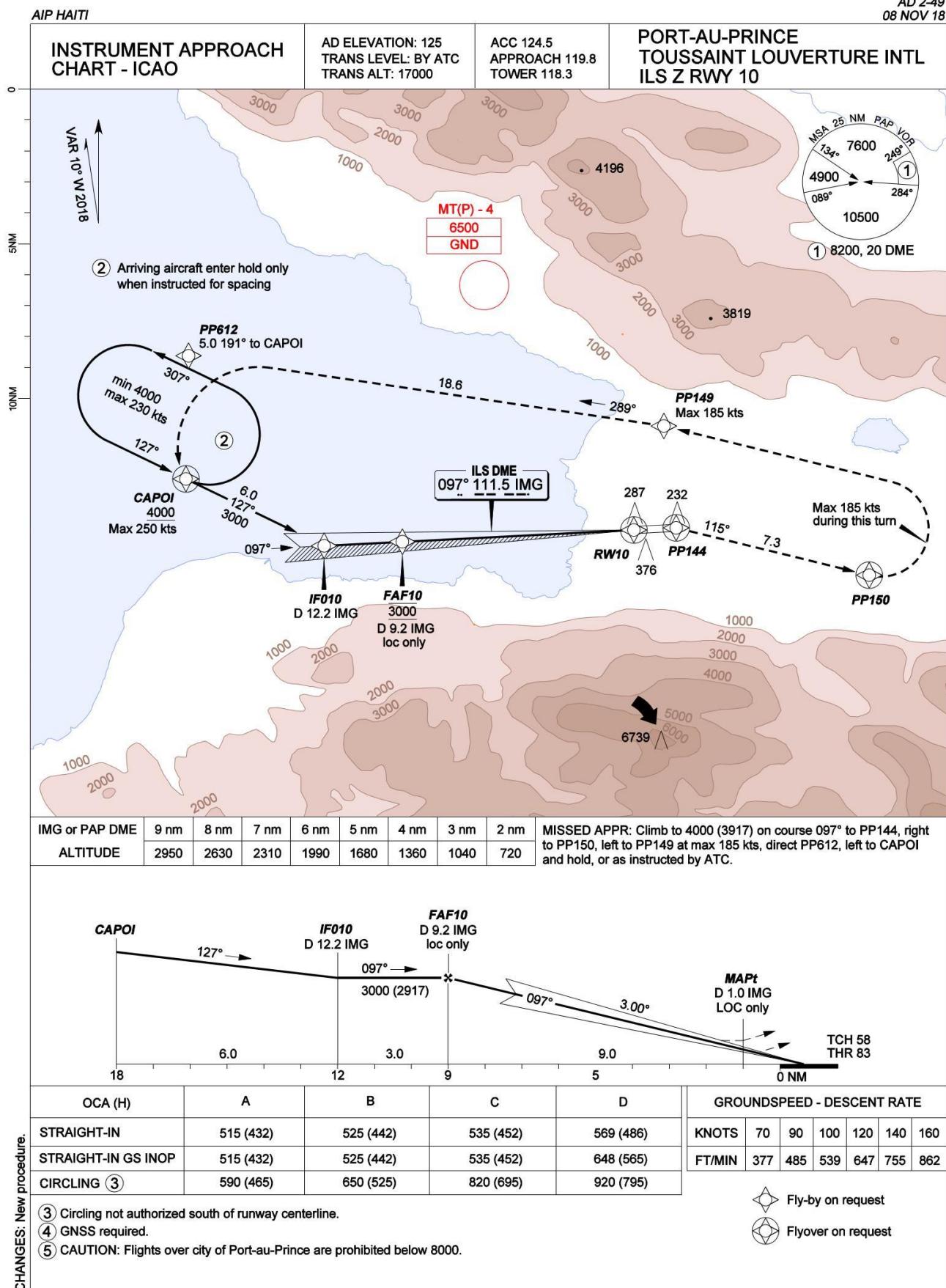
(2) Do not exceed **185kt** DURING THE TURN.

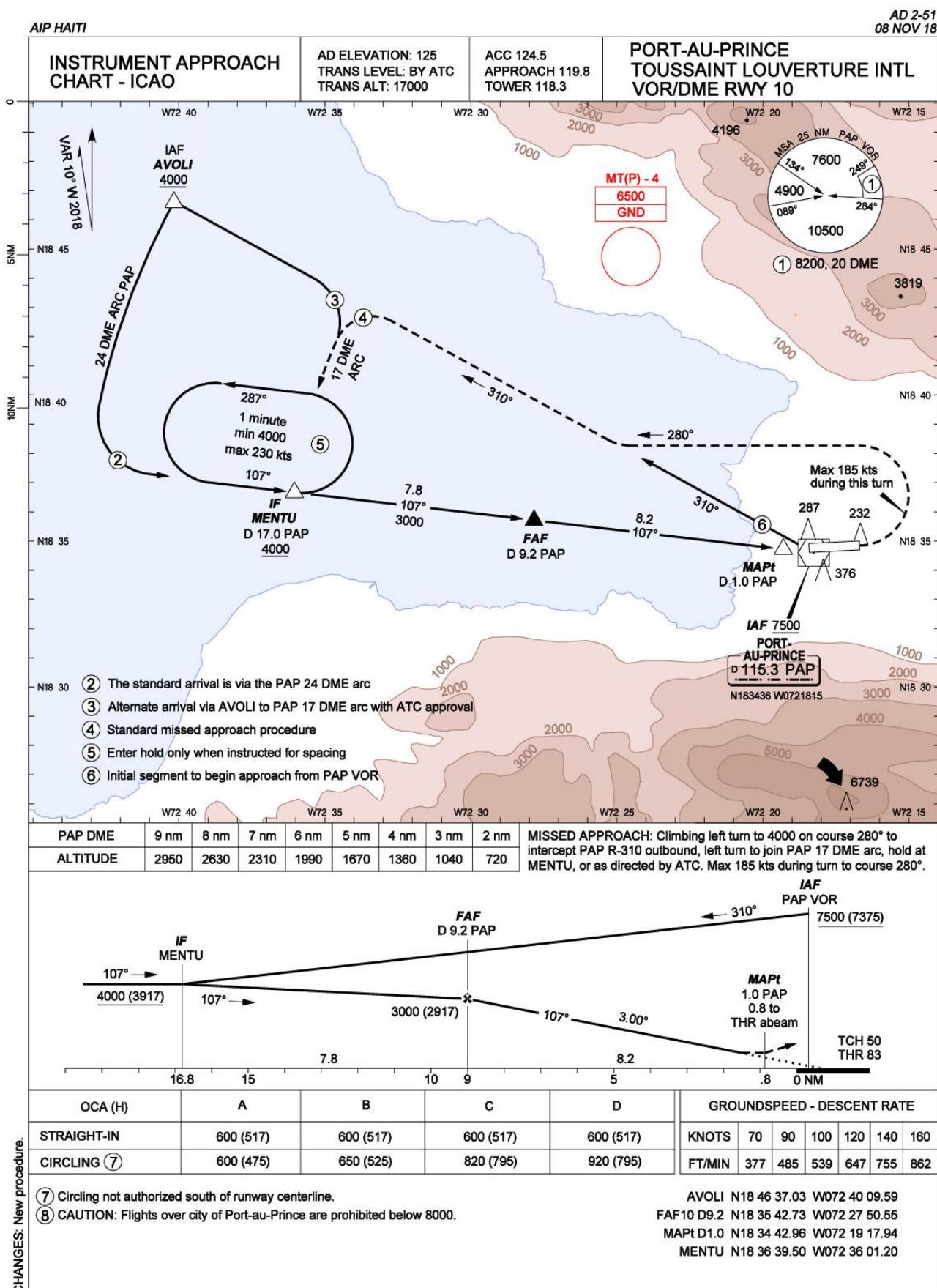






AD 2-49
08 NOV 18





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MTCH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

MTCH – CAP-HAITIEN

MTCH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	19° 43' 58" N 072° 11' 41" W
2	Direction and distance from (city)	040° / 3.5km
3	Elevation/Reference temperature	3m (10 ft) / 35°C
4	MAG VAR/Annual change	10° W (2014)
5	AD Administration, address, telephone, telefax, telex, AFS	Autorité Aéroportuaire Nationale Aéroport International du Cap-Haitien Téléphone :((509) 3457 1353 Telecopier: Nil Telex: Nil AFS: Nil
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

MTCH AD 2.3 OPERATIONNAL HOURS

1	AD Administration	MON-FRI UTC SAT, SUN+ HOL. UTC	1200-2300 1200-2300
2	Customs and immigration	MON-FRI UTC SAT, SUN + HOL. UTC	1200-2300 1200-2300
3	Health and sanitation	NIL	
4	AIS Briefing Office	As AD Administration	
5	ATS Reporting Office (ARO)	As AD Administration	
6	MET Briefing Office	As AD Administration	
7	ATS	As AD Administration	
8	Fuelling	As AD Administration	
9	Handling	As AD Administration	
10	Security	As AD Administration	
11	De-icing	N/A	
12	Remarks	Nil	

MTCH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks from 1,5 to 3,5 TONS
2	Fuel/oil types	AVGAS 100 m LL, l'huile, Oil all types normally available
3	Fuelling facilities/capacity	1 Truck 45 000 litres, 50 litres/sec.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services available within AD HR or by arrangement with the AD

MTCH AD 2.5 PASSENGERS FACILITIES

1	Hôtels	Near AD
2	Restaurants	In the city
3	Transportation	Buses, taxis and car hire at AD
4	Medical facilities	Nil
5	Banks and Post office	Nil
6	Tourist office	Nil
7	Remarks	Nil

MTCH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 6
2	Rescue equipment	Nil
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

MTCH AD 2.7 SEASONAL AVAILABILITY – DE-ICING

NIL

MTCH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and strength	Surface Strength	Concrete AUW 29
2	Taxiway width, surface and strength	Width Surface Strength	23 m Concrete AUW 29
3	ACL location and elevation	ACL	Nil
4	VOR/INS checkpoints	VOR INS	Nil Nil
5	Remark	Nil	

MTCH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

Nil

MTCH AD 2.10 AERODROME OBSTACLES

Nil

MTCH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aéroport du Cap-Haitien
2	Hours of service	H16
3	Office responsible for TAF preparation	Nil
4	Type of landing forecast Interval of issuance	Nil
5	Office responsible for TAF preparation	Nil
6	Flight documentation Language (s) used	Charts, abbreviated plain language text
7	Type of landing forecast	Nil
8	Interval of issuance	Nil
9	Briefing//Consultation provided	CCR PAP - Cap-Haitien/ TWR
10	Flight documentation	Nil

MTCH AD 2.12 CARACTÉRISTIQUES PHYSIQUES DES PISTES

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) And surface of RWY and SWY	THR Coordinates	THR elevation and highest elevation of
1	2	3	4	5	6
05	039°TRUE 048° MAG	2652 x 45	45R/C/W/T Concrete 54R/C/W/T Concrete	N 19 43'04.93754 W72 12'27.03530	THR 7.061m (24pieds)
23	219° TRUE 228° MAG	2652 x 45	45F/B/W/T Concrete 54R/C/W/T Concrete	N 19 44'11.25931 W72 11'29.46731	THR 5.667m (19pieds)
Slope of RWY-SWY	SWY Dimensions (m)	CWY Dimensions (m)	Strip Dimensions (m)	OFZ	Remarks
7	8	9	10	11	12
1.5%	60 x 45	Nil	2050 X 150	Nil	Nil
1.5%	60 x 45	360 x 150	2050 X 150	Nil	Nil

Taxiway Central Length 208.26m Width 23m
 Taxiway Secondary Length 176m Width 23m

MTCH AD 2.13 DECLARED DISTANCES

Pistes	05	23
TODA	2652 m (8700.78 ft)	2652 m (8700.78 ft)
TORA	2652 m (8700.78 ft)	2652 m (8700.78 ft)
ASDA	2712 m (8897.64 ft)	2712 m (8897.64 ft)
LDA	2652 m (8700.78 ft)	2652 m (8700.78 ft)

TODA : Take-off distance available

TORA : Take-off run available

ASDA : Accelerate-stop distance available

LDA : Landing distance available

MTCH AD 2.14 APPROACH AND RUNWAY LIGHTING

Marking	RWY 05/23 : edges, threshold, axe, aiming point and touch down zone Taxiways : edges and axes
Approach lighting	RWY 05/23 : yes Taxiways : yes
Landing visual aids / PAPI	RWY 05 : yes RWY 23 : yes
Wind direction indicator Location Coordinates	Oui Between taxiways and B Longitude : 19° 44' 06.23 N Latitude : 072° 11' 54.06W
Aerodrome beacon Location	yes Above Control tower

MTCH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome beacon - Location, characteristics and operational hours	Above the Control Tower 1200 UTC – 2300 UTC
2	Anemometer location and lighting/Landing direction indicator	Nil
3	Taxiway egde lights and axial lights	As MTCH AD 2.14
4	Auxiliary power supply /switching time	Auxiliary power supply for all the lighting Temps de commutation: 1 seconde
5	Remarks	Nil

MTCH AD 2.16 HELICOPTERS LANDING AREAS

Néant

MTCH AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	MTCH CTR Circle of 25 NM centre upon 19°43'57.590 N / 072°11'41.320 W
2	Vertical limits	GRD 7500 ft
3	Airspace Classification	D / 1200UTC- 2300 UTC
4	ATS unit call sign	Cap-Haitien /TWR English/French
5	Language (s)	17 000 ft MSL
6	Transition Altitude	Nil

MTCH AD 2.18 ATS COMMUNICATION FACILITIES

Designation Service	Call sign	Frequency	Operational Hours	Remarks
1	2	3	4	5
TWR	Cap-Haitien	118,700 MHZ	As aerodrome	Main Frequency

MTCH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid ILS/MLS CAT For VOR/ILS/MLS (Give Variation)	ID	Fréquence	Hours of Operation	Site of transmitting antenna coordinates	Elevation of DME transmitti ng antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	HCN	113.9 MHZ	12:00 – 23:00	19°42'55" N 072°12'36" W	N/A	

MTCH AD 2.20 LOCAL TRAFFIC REGULATIONS

Nil

MTCH AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

MTCH AD 2.22 FLIGHT PROCEDURES

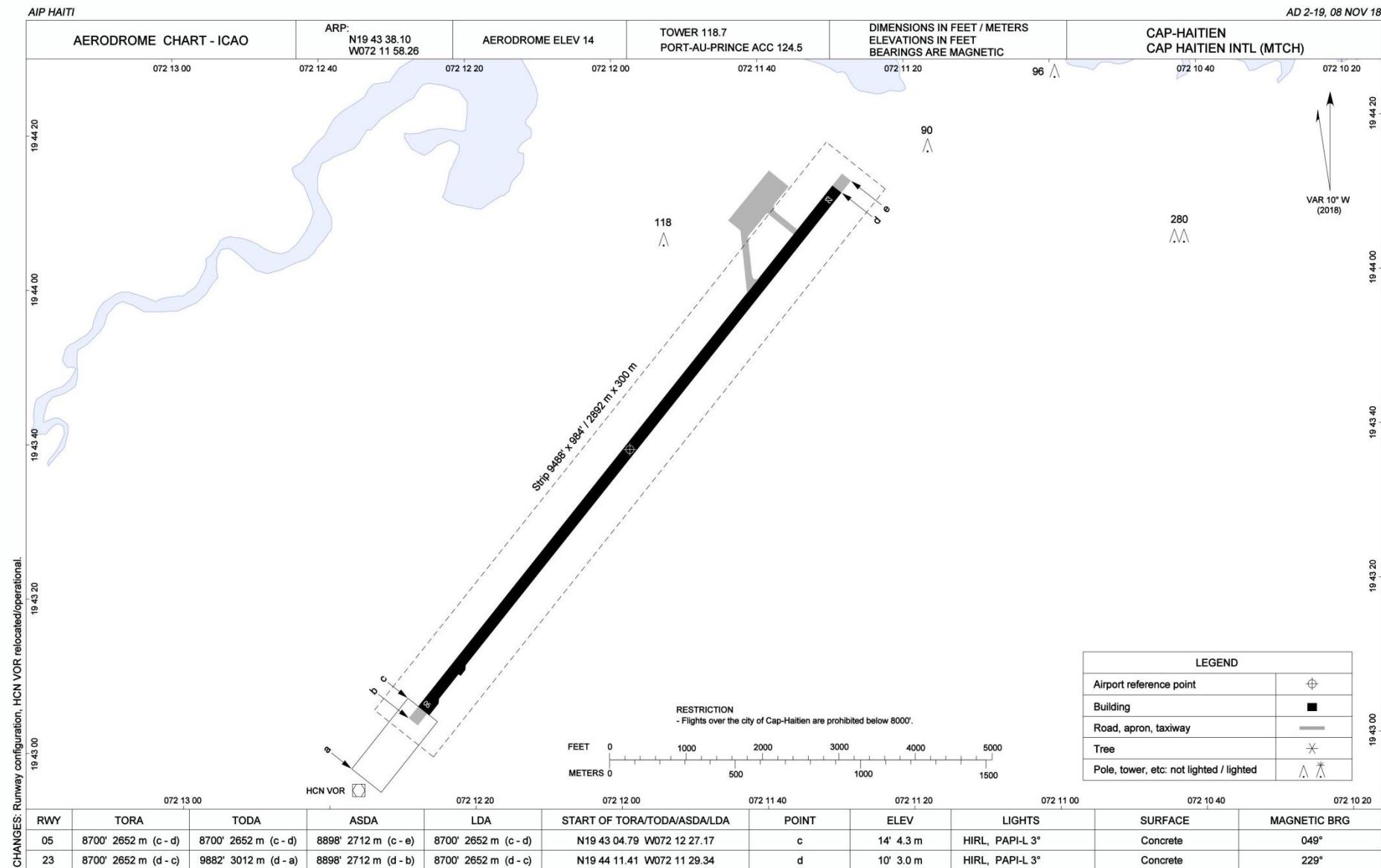
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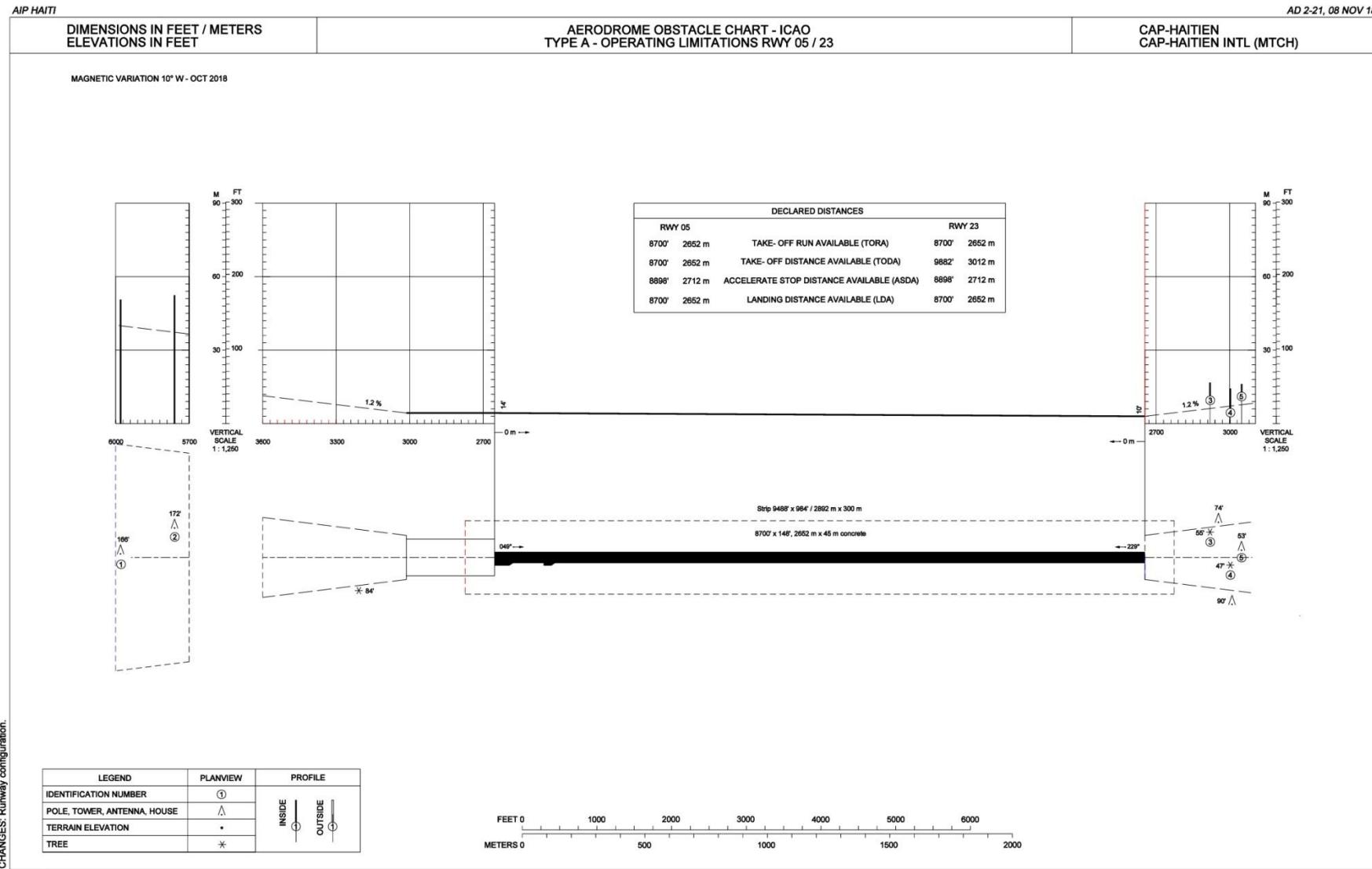
MTCH AD 2.23 ADDITIONAL INFORMATION

Nil

MTCH AD 2.24 CHARTS RELATED TO CAP-HAITIEN AIRPORT

Aerodrome Chart – OACI	AD 2-19
Obstacle chart Type A – OACI	AD 2-21
Data-points / Essentials procedures References	AD 2-22
Instruments approach chart – RNAV (GNSS) Z RWY 05 – IAC 1	AD 2-23
<i>AMDT 01-19</i> – RNAV (GNSS) RWY23 – IAC 2	AD 2-25
Text–RNAV (GNSS) RWY 23 - APP 2	AD 2-27
Instruments approach chart – RNAV (RNP) Y RWY 05 - IAC 3	AD 2-29
Carte de départ normalisé aux instruments - RNAV (GNSS) RWY 05 –SID 1	AD 2-31
Text –RNAV (GNSS) depart RWY 05	AD 2-33
Instruments approach chart – RNAV (GNSS) RWY 05 – STAR 1	AD 2-35
Instruments approach chart – RNAV (GNSS) RWY 23 – STAR 2	AD 2-37
Instruments approach chart – RNAV (GNSS) RWY 05 – STAR 3	AD 2-39
Instruments approach chart – IAC VOR/DME RWY 05	AD 2-41
Instruments approach chart – IAC VOR/DME RWY 23	AD 2-43



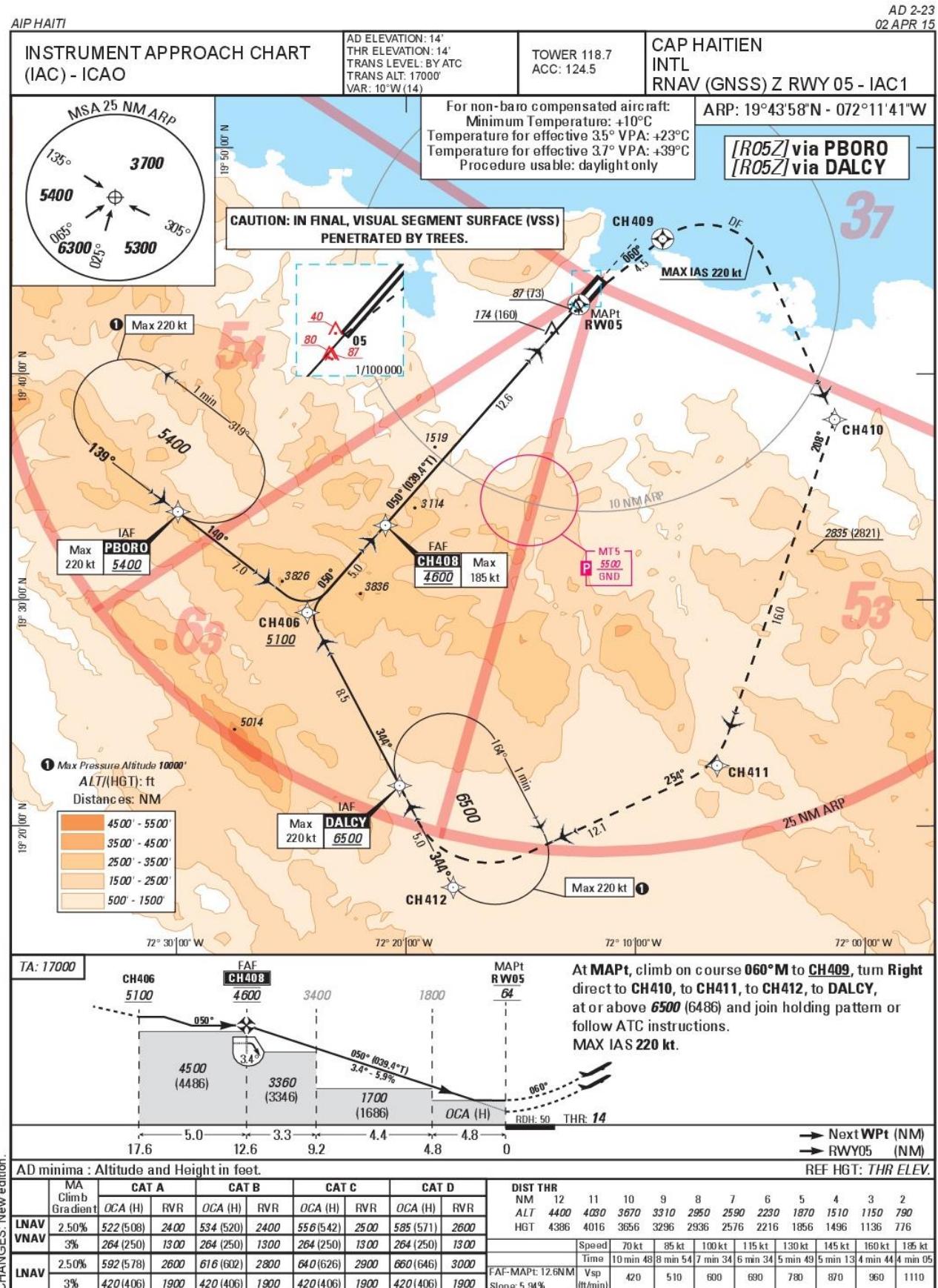


DATA

CAP HAITIEN INTL

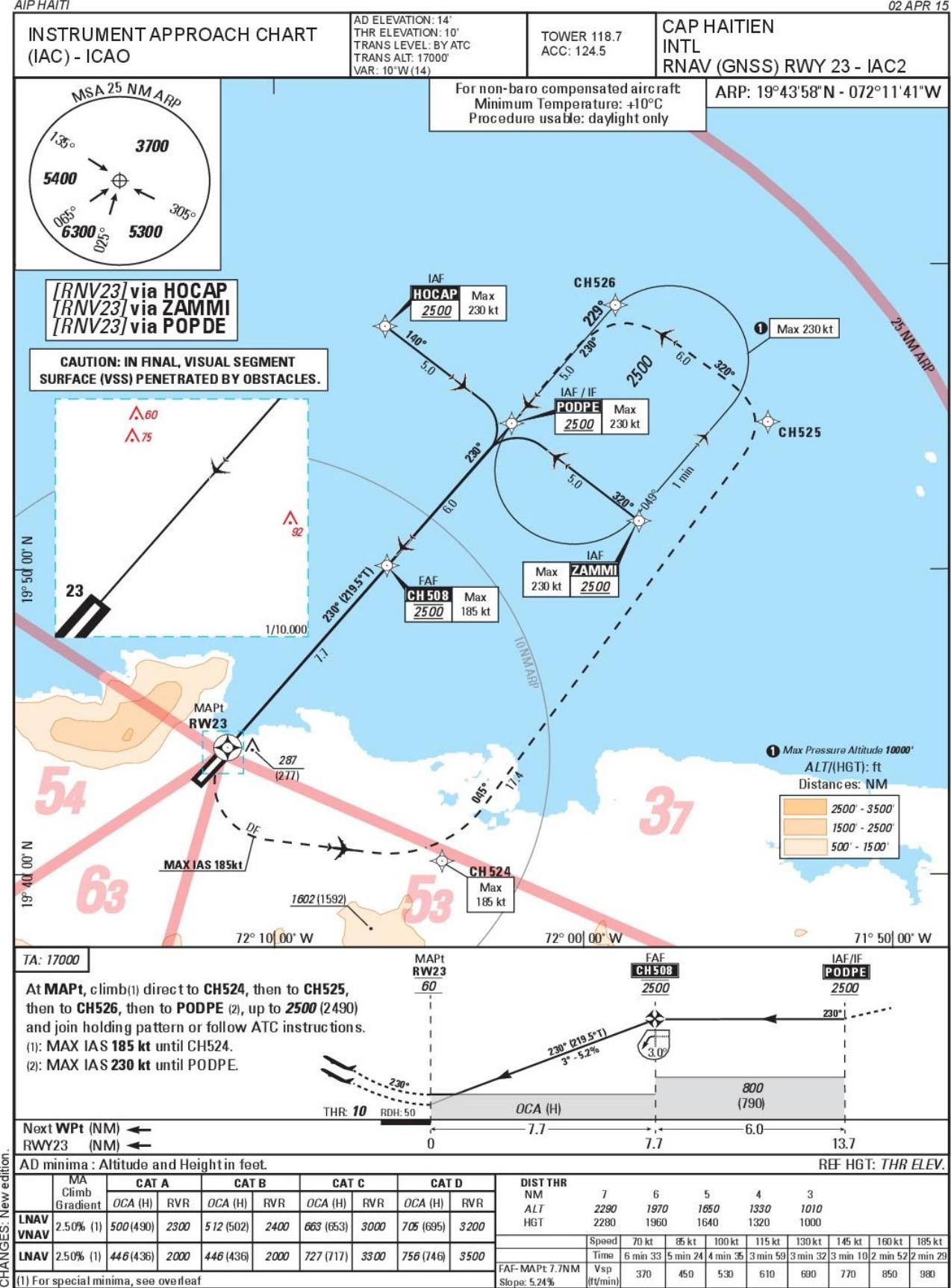
Points / Essentials procedures References

IDENTIFICATION	COORDINATES		IDENTIFICATION	COORDINATES	
	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE
ALBEE	20°25'06.0000"N	072°17'42.0000"W	CH610	20°05'59.4130"N	072°18'59.5910"W
CH402	19°51'45.2440"N	072°14'31.8120"W	CH612	19°45'47.6210"N	072°10'05.7900"W
CH403	19°49'27.5190"N	072°34'07.8140"W	CH614	19°50'47.9910"N	072°09'14.9820"W
CH406	19°29'27.0240"N	072°24'15.5840"W	CH616	20°00'45.8660"N	072°13'20.8360"W
CH408	19°33'19.8590"N	072°20'54.1560"W	CHR01	19°42'16.9400"N	072°16'26.2170"W
CH409	19°45'58.9600"N	072°08'47.8660"W	CHR02	19°46'13.4420"N	072°27'52.2610"W
CH410	19°37'59.0710"N	072°01'17.7740"W	CHR03	19°55'49.2890"N	072°30'35.8840"W
CH411	19°22'40.8940"N	072°06'26.2930"W	CHR04	19°59'27.7330"N	072°16'14.5940"W
CH412	19°17'17.7950"N	072°17'56.5760"W	CHR05	19°48'58.8360"N	072°14'11.5580"W
CH420	19°46'57.3960"N	072°09'05.1750"W	CHR06	19°58'56.5980"N	072°18'17.6760"W
CH421	19°36'58.8760"N	072°06'25.7890"W	DALCY	19°21'47.9080"N	072°20'16.8400"W
CH422	19°30'10.6700"N	072°08'16.9950"W	FOSET	19°55'36.5140"N	072°27'18.9140"W
CH423	19°32'07.0050"N	072°11'01.0500"W	LACUL	19°57'38.6560"N	072°23'25.3210"W
CH424	19°10'23.3690"N	072°31'25.8120"W	MEDON	19°46'18.0000"N	073°00'36.0000"W
CH425	20°05'48.6570"N	072°09'10.3440"W	NORDO	19°57'58.3460"N	072°06'22.5860"W
CH426	19°50'23.2600"N	072°26'14.1320"W	NOSOX	20°06'12.0000"N	072°38'36.0000"W
CH427	19°48'31.4290"N	072°42'01.4040"W	PBORO	19°33'54.2570"N	072°29'59.5140"W
CH508	19°50'07.9750"N	072°06'19.5130"W	PODPE	19°54'46.9550"N	072°02'16.7430"W
CH520	19°53'06.3940"N	072°29'09.1440"W	RETAK	20°11'42.0000"N	071°41'30.0000"W
CH521	19°46'03.2270"N	072°02'45.2790"W	RW05	19°43'04.7880"N	072°12'27.1700"W
CH522	19°36'09.6430"N	072°10'54.1660"W	RW23	19°44'11.4080"N	072°11'29.3400"W
CH523	19°39'17.5500"N	072°02'47.4850"W	SAVAR	19°05'24.0000"N	072°36'06.0000"W
CH524	19°40'27.0350"N	072°04'33.2130"W	SEDET	19°09'30.0000"N	072°13'54.0000"W
CH525	19°54'49.6100"N	071°53'59.3390"W	TUMAR	20°16'06.0000"N	071°52'00.0000"W
CH526	19°58'39.3810"N	071°58'54.2730"W	ZAMMI	19°51'35.4680"N	071°58'11.0640"W
CH601	19°40'45.1920"N	072°14'28.2890"W			
CH602	19°41'39.5460"N	072°18'53.6410"W			
CH603	19°43'11.8870"N	072°19'19.7690"W			
CH604	19°48'02.7550"N	072°20'42.1140"W			
CH606	19°51'12.3680"N	072°22'38.1480"W			
CH608	20°02'23.4500"N	072°27'57.6930"W			



AIP HAITI

AD 2-25
02 APR 15



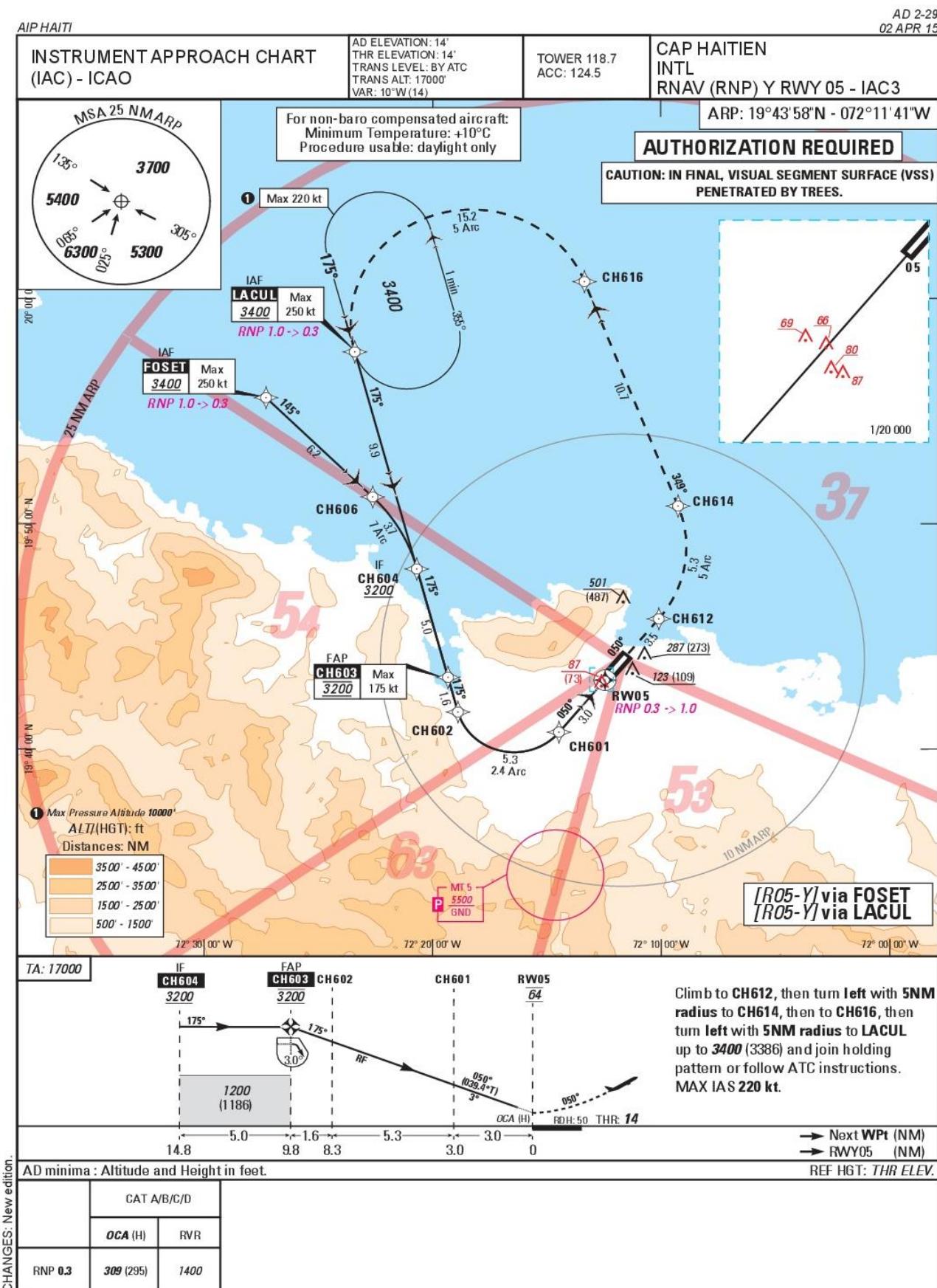
CHANGES: New edition.

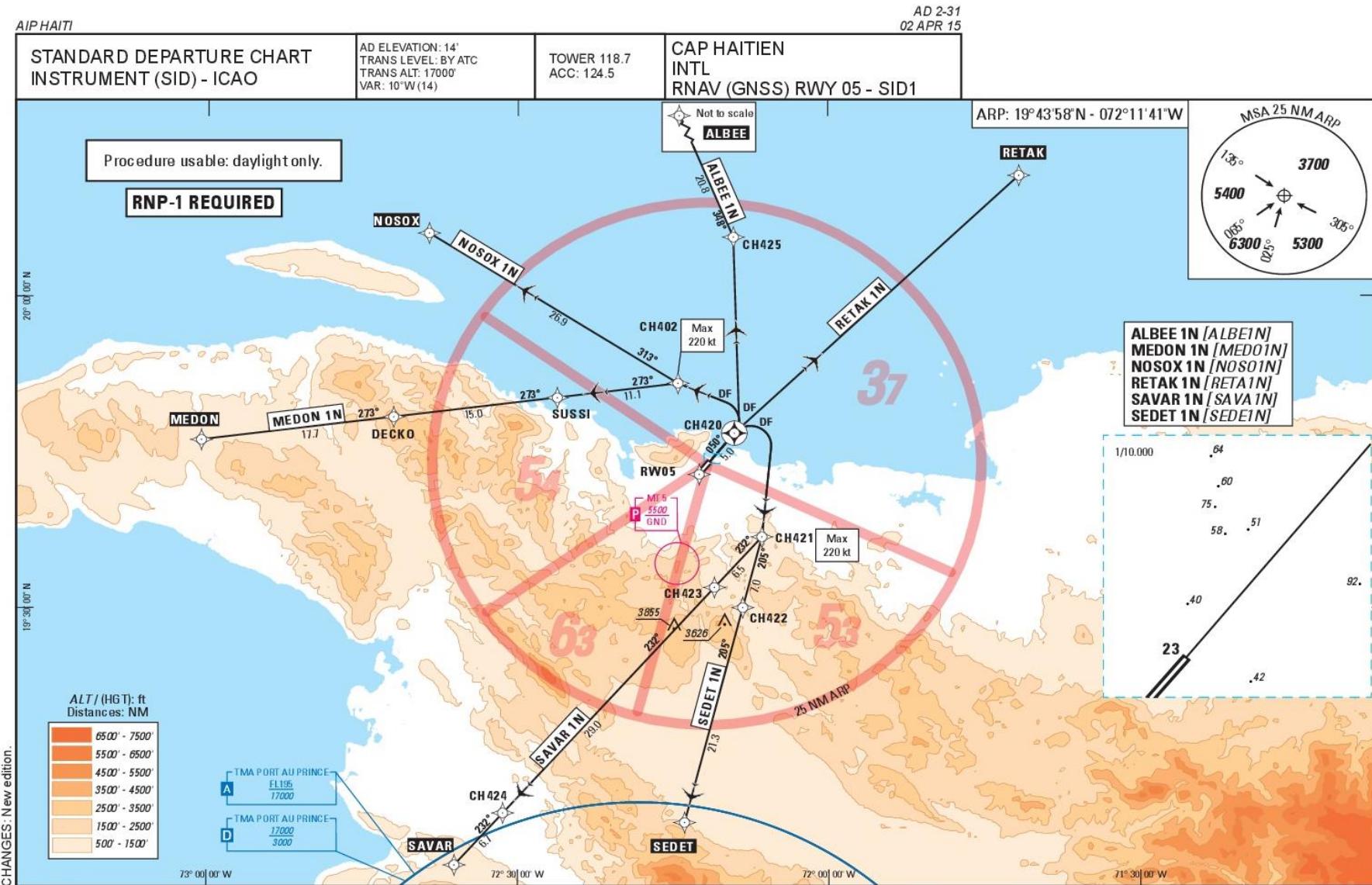
AIP HAITI

AD 2-27
02 APR 15

INSTRUMENT APPROACH CHART (IAC) - ICAO				CAP HAITIEN INTL TEXT - RNAV (GNSS) RWY 23 - IAC2					
	MA Climb Gradient	CAT A		CAT B		CAT C		CAT D	
		OCA (H)	RVR	OCA (H)	RVR	OCA (H)	RVR	OCA (H)	RVR
LNAV VNAV	3.0%	490 (480)	2200	502 (492)	2300	523 (513)	2400	566 (556)	2500
	3.5%	481 (471)	2200	493 (483)	2300	515 (505)	2400	546 (536)	2400
	4.0%	473 (463)	2200	485 (475)	2200	508 (498)	2300	541 (531)	2400
	4.5%	468 (458)	2100	478 (468)	2200	501 (491)	2300	536 (526)	2400
	5.0%	459 (449)	2100	471 (461)	2200	496 (486)	2300	532 (522)	2400
LNAV	3.0%	446 (436)	2000	446 (436)	2000	549 (539)	2400	579 (569)	2600
	3.5%					446 (436)	2000	446 (436)	2000

CHANGES: New edition.





AIP HAITI

AD 2-33
02 APR 15

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

CAP HAITIEN
INTL
TEXT - RNAV (GNSS) RWY 05 - SID1

For all departures:

Disregard: Tree 51 m after DER, 136m on the right of the axis, **42'**(alt).

Street lamp with solar panel 98m after the DER, 72m on the left of the axis, **40'**(alt).

Tree 265m after the DER, 108m on the left of the axis, **58'**(alt).

Antenna 297m after the DER, 161m on the left of the axis, **75'**(alt).

Tree 335m after the DER, 184m on the left of the axis, **60'**(alt).

Antenna 356m after the DER, 176m on the right of the axis, **92'**(alt).

Tree 376m after the DER, 238m on the left of the axis, **64'**(alt).

RETAK1N:

Climb to **CH420** on course **050°M**, turn **right** direct to **RETAK**.

SEDET1N:

Climb (1) to **CH420** on course **050°M**, turn **right** direct to **CH421**, to **CH422**, to **SEDET**.

Do not exceed **220kt** until **CH421**.

(1) Procedure design gradient 3.8% until **4600**, then 3.3%.

SAVAR1N:

Climb (1) to **CH420** on course **050°M**, turn **right** direct to **CH421**, to **CH423**, to **CH424**, to **SAVAR**.

Do not exceed **220kt** until **CH421**.

(1) Procedure design gradient 3.8% until **5000**, then 3.3%.

MEDON1N:

Climb to **CH420** on course **050°M**, turn **left** direct to **CH402**, to **SUSSI**, to **DECKO**, to **MEDON**.

Do not exceed **220kt** until **CH402**.

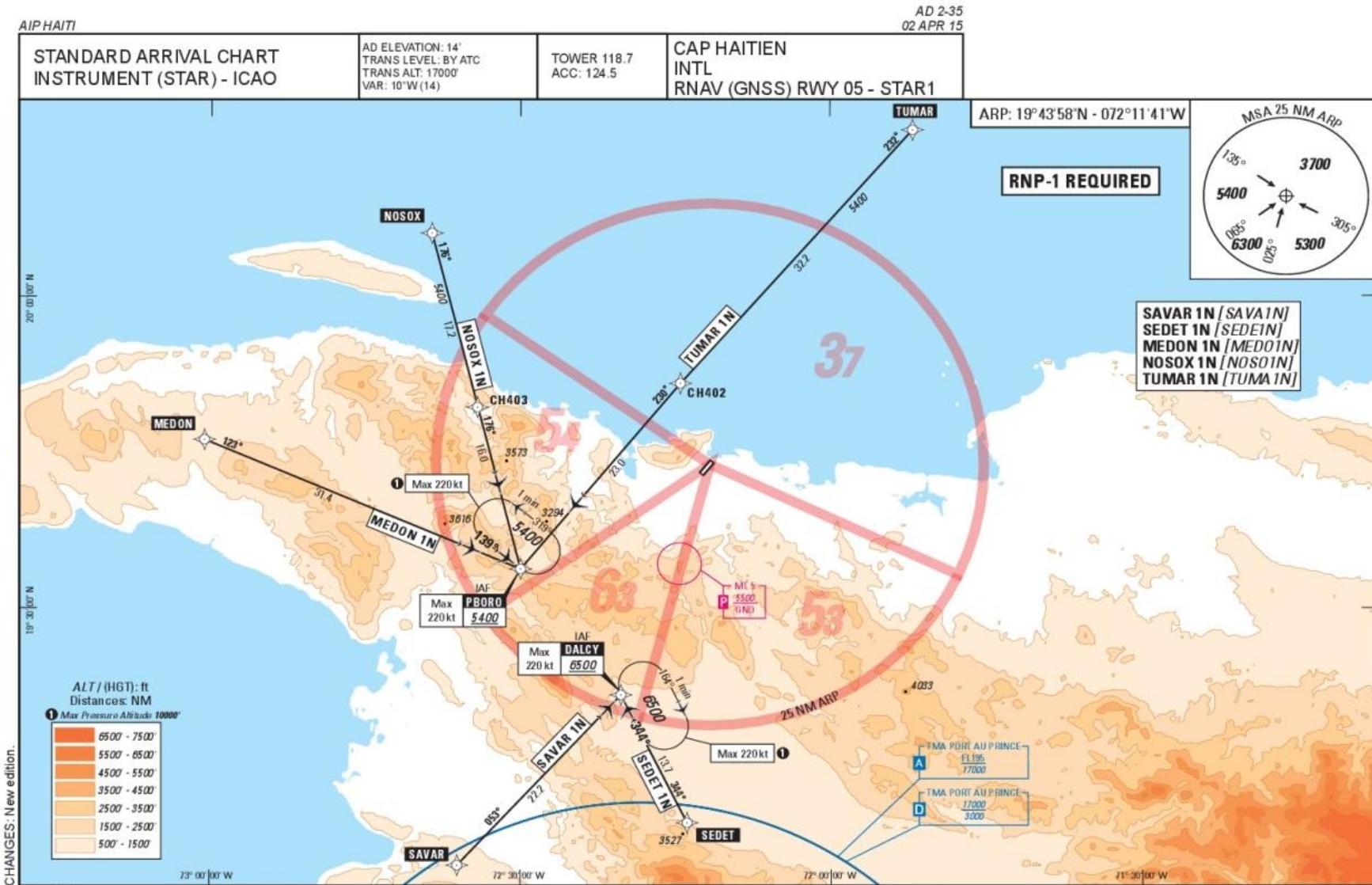
NOSOX1N:

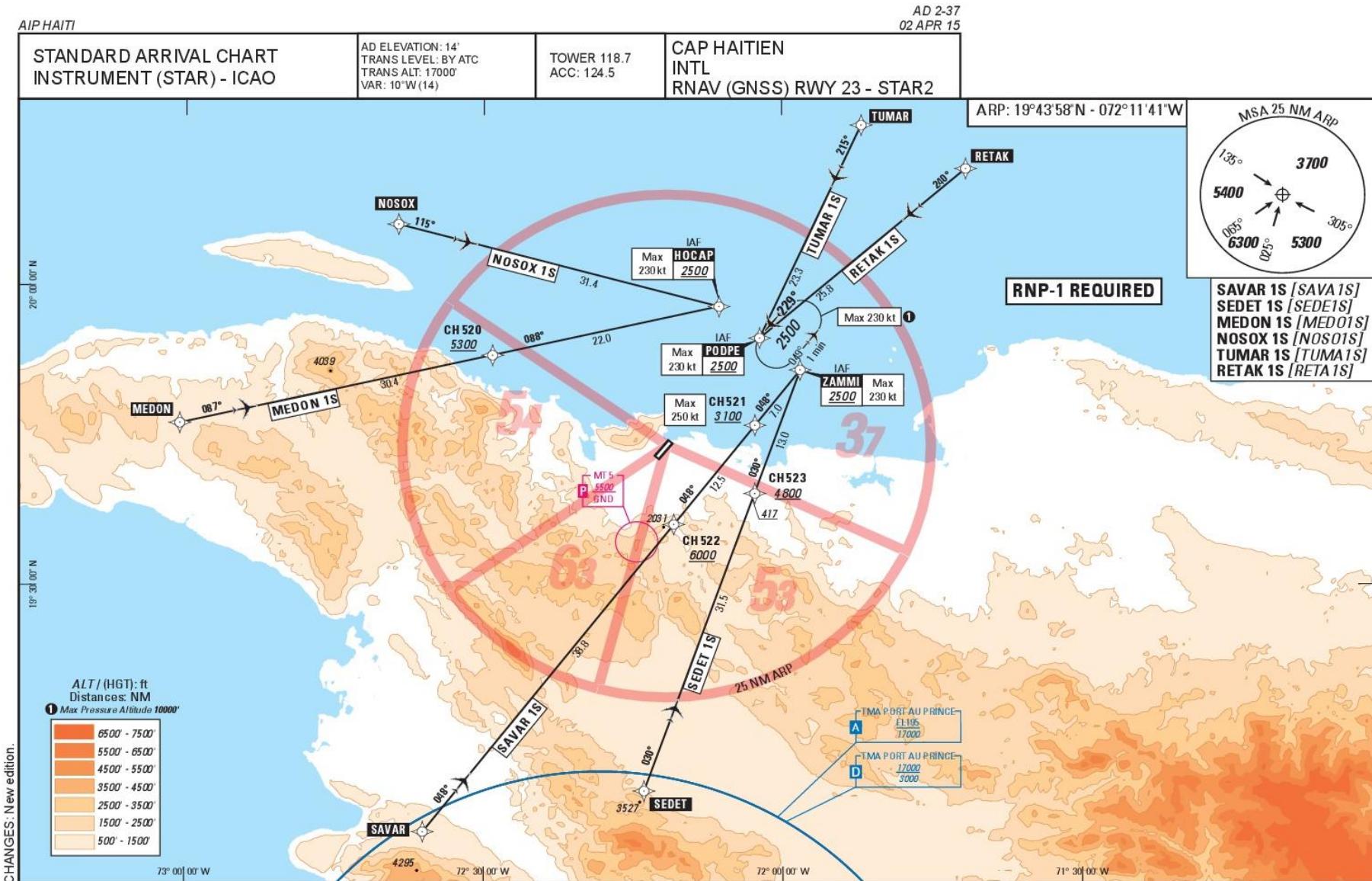
Climb to **CH420** on course **050°M**, turn **left** direct to **CH402**, to **NOSOX**.

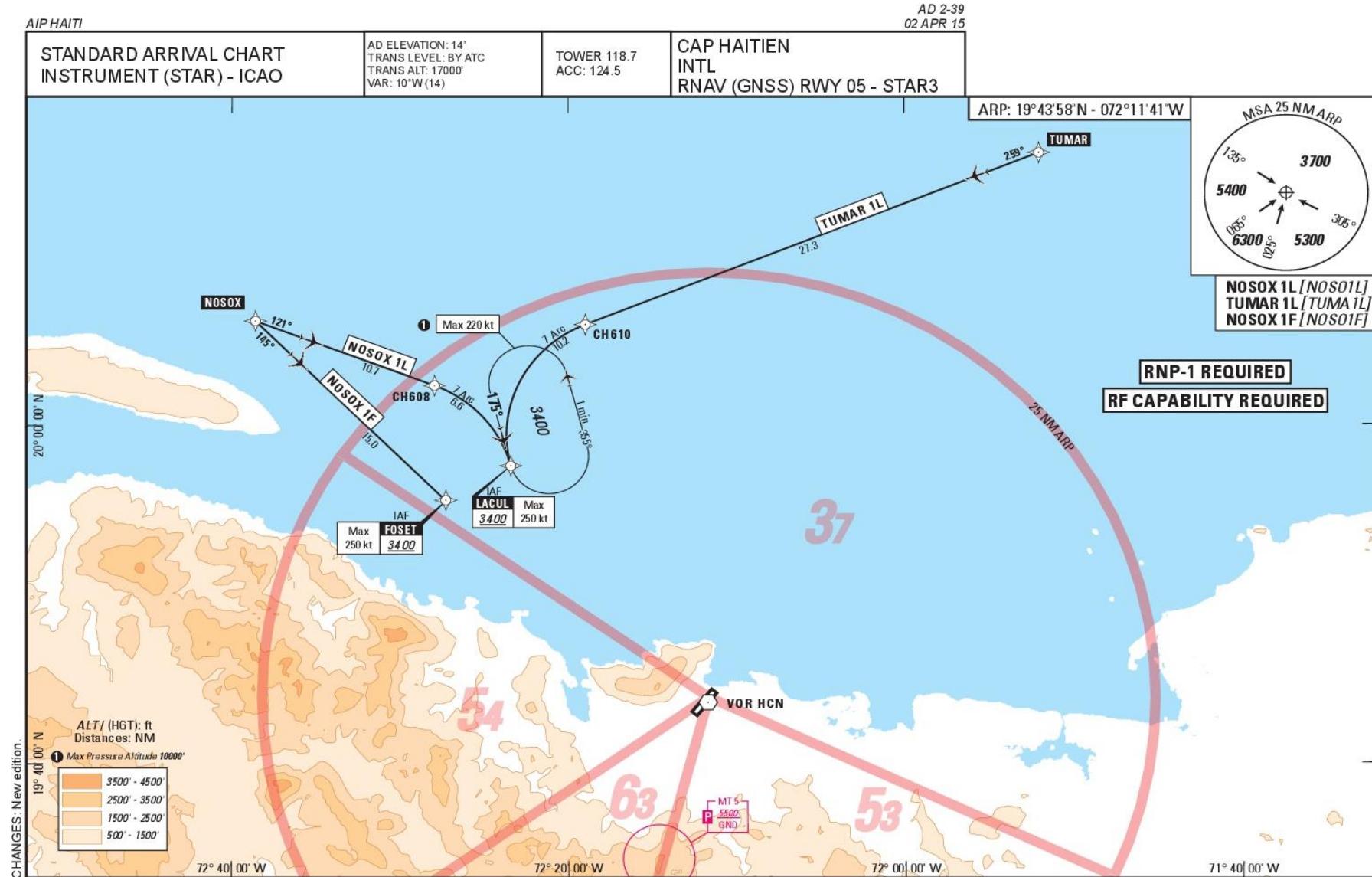
Do not exceed **220kt** until **CH402**.

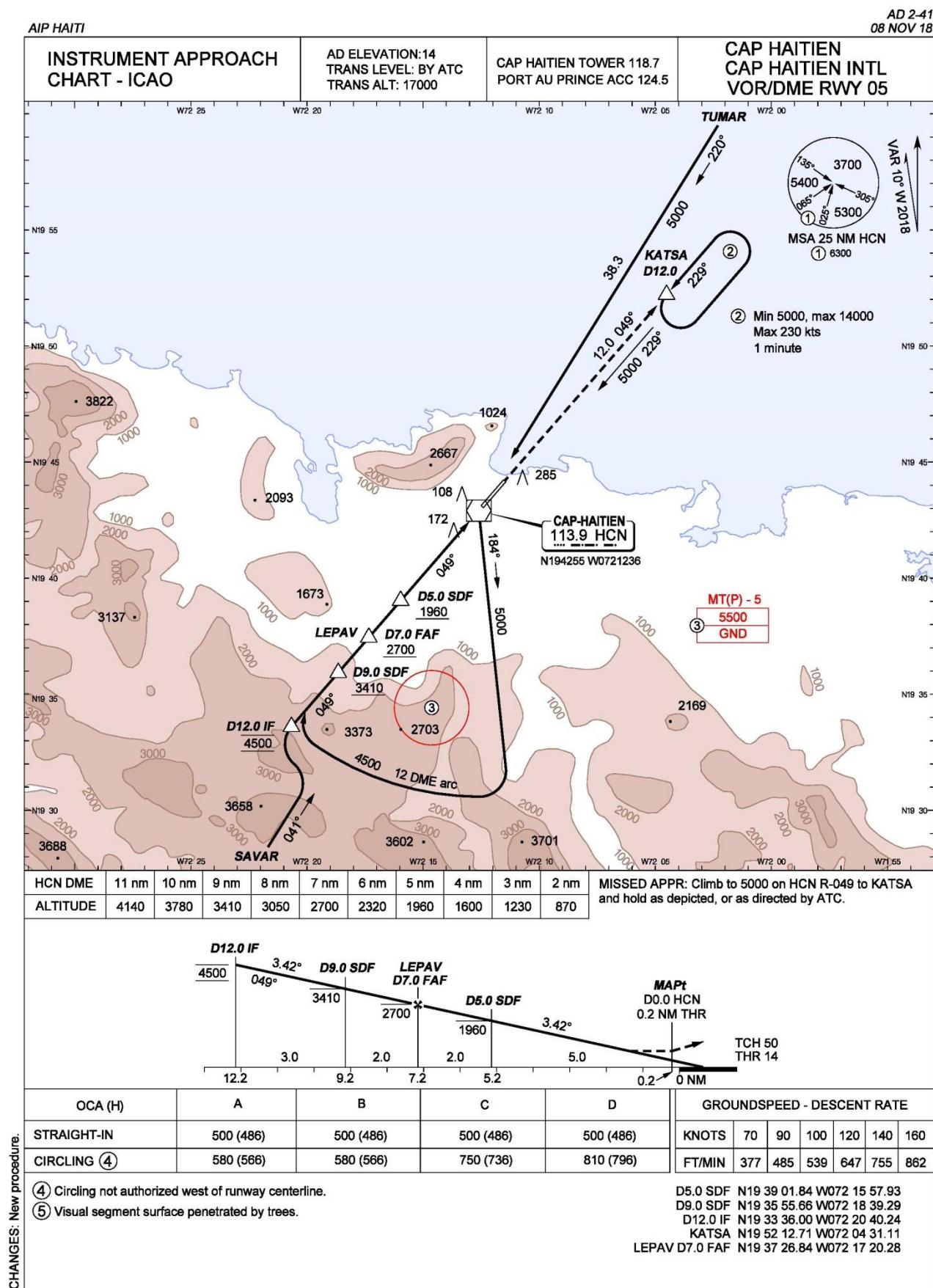
ALBEE1N:

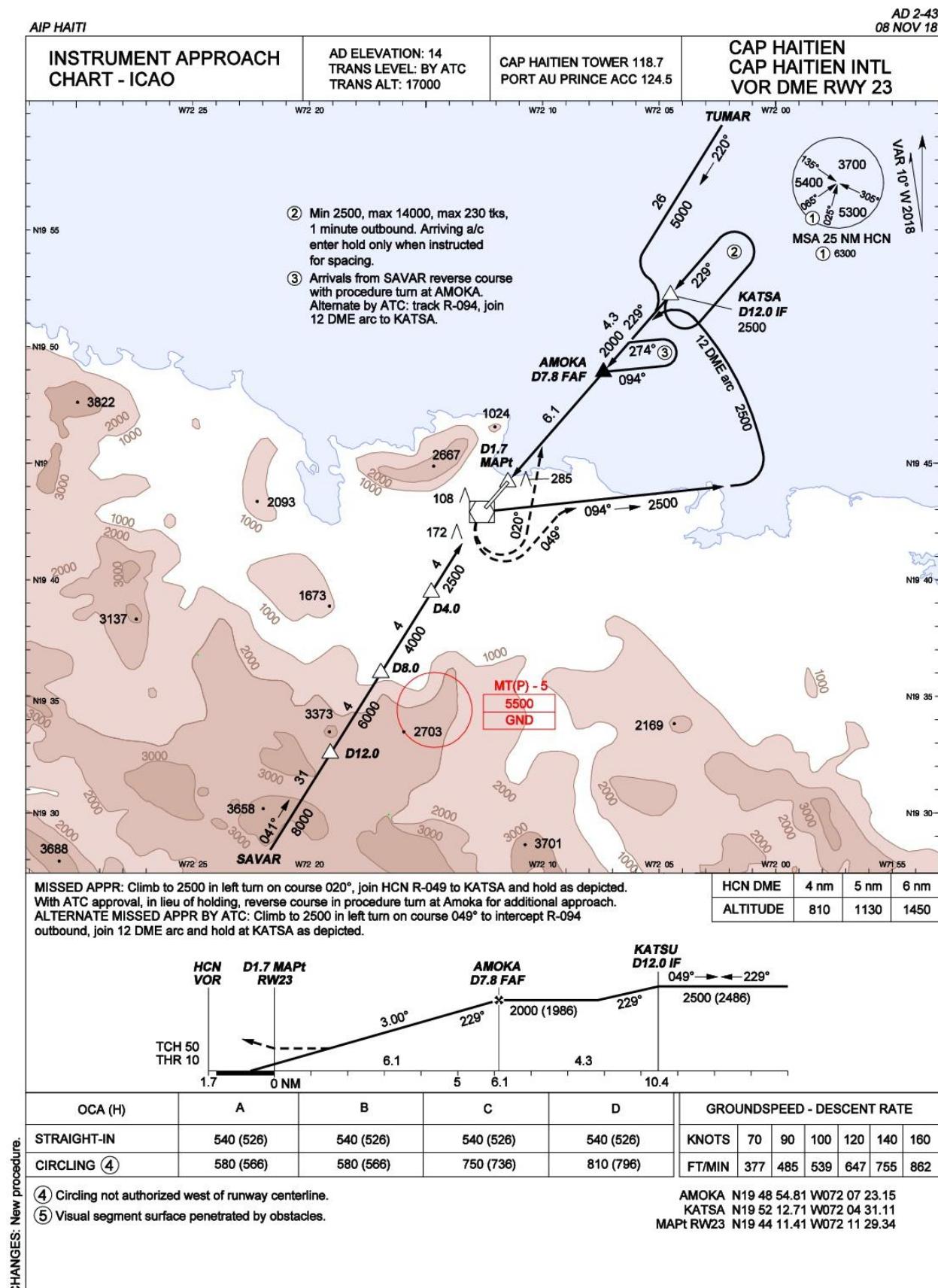
Climb to **CH420** on course **050°M**, turn **left** direct to **CH425**, to **ALBEE**.











-FIN-