

FAA Background Information Regarding U.S. Civil Aviation – Haiti

The FAA assesses there are continuing small arms fire risks to U.S. civil aviation flying into, out of, within, or over certain portions of Haiti's territory and airspace. Armed gangs continue to control large portions of the capital, Port-au Prince, and have used small arms to fire on civilian aircraft, helicopters, airports, and related infrastructure on several occasions, damaging multiple aircraft and injuring an air crew member. As a result, the FAA continues its prohibition of U.S. civil aviation operations up to 10,000 feet MSL in specified portions of Haiti's airspace where armed gangs control territory and their activity remains prevalent.

Gang violence in Haiti has increased in intensity, displacing over a million people, according to open-source reporting as of mid-January 2025. Gangs retain firm control over much of Port-au-Prince, conducting increasingly brazen attacks on critical infrastructure and diplomatic facilities, while sporadic gang-related violence frequently extends beyond the Haitian capital. Haitian gangs possess small arms, including high-caliber rifles and machine guns, posing risks primarily to aircraft on the ground, during low-altitude flight operations and during the approach/departure phases of flight. While gangs had reportedly acquired—and were using—UAS in late October 2024, there have been no confirmed reports of weaponized UAS use as of early February 2025.

Toussaint Louverture International Airport (MTPP) in Port-au-Prince was forced to close on multiple occasions in 2024 due to attacks on the airport and small arms fire directed at aircraft operating in the capital region, resulting in damage to multiple U.S. operators' aircraft in November 2024. Opposition gangs continue to control territory near MTPP. On 20 January 2025, gang members also shot at a U.S. Embassy vehicle, suggesting intentional/deliberate targeting or a loss of control by gang leaders over subordinate personnel. Both scenarios are concerning, as they underscore the continued small arms risk to U.S. equities in the Port-au-Prince area. Separate attacks on non-U.S. diplomatic personnel later in January 2025 also occurred in the vicinity of MTPP. While Haitian aviation authorities eventually reopened MTPP to domestic traffic, the FAA continues to assess localized security risks pose safety-of-flight risks at lower altitudes in the greater capital area and in areas with a high concentration of gang-related violence.

The FAA will continue to monitor the safety and security environment for U.S. civil aviation operating in the territory and airspace of Haiti and adjust this prohibition as necessary.