CENTRAL AMERICA AND PANAMA

PRESENTED BY:

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CENTRAL AMERICA AND PANAMA

Overview

- CENAMER (Central American Control)
- Requirements to fly within CENAMER controlled airspace
- Countries within the CENAMER geographical area
- Overflight requirements per country
- Landing permit requirements per country
- Main Int’l airports per country and their most significant considerations
Central America and Panama

Central American Region

- CENAMER FIR
  - Central American Flight Information Region
  - 1,019,000\(^2\) miles
  - COCESNA (Corporación Centroamericana de Servicios de Navegación Aérea)
    - Is the agency responsible for the provision of air navigation services in the airspace over the Central American countries.
- Class A airspace
- No prior OVF permit required
- Notify intended flight via AFTN
CENTRAL AMERICA AND PANAMA
Central American Region - CENAMER

- Belize
- Guatemala
- Honduras
- El Salvador
- Nicaragua
- Costa Rica
Central America and Panama

MZ - belize

- No overflight permit required if flying within CENAMER airspace.
- Overflight permit required when flying within Belize controlled airspace.
- Landing permit is required
- Must notify arrival in at least 24h in advance
  
  » http://www.civilaviation.gov.bz/forms/requirements-and-permits-of-belize

- An Aircraft Clearance Certificate must be completed upon landing which will require the stamps of all entry and exit facilitation agencies.

- **MZBZ (BZE)** – Philip S. W. Goldson International Airport – Belize City
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- No overflight permit required if flying within CENAMER airspace.

- Landing permit is required as well as overflight when flying below CENAMER airspace.

  » http://dgacguate.com/index.php/formularios

- MGGT (GUA) –

- MGTK (FRS) –

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MH - Honduras

• No overflight permit required if flying within CENAMER airspace.
• Landing permit is required as well as overflight when flying below CENAMER airspace.

» http://www.dgachn.org/

• MHTG (TGU) - Toncontín Int'l Airport - Tegucigalpa
• MHLM (SAP) - Ramón Villeda Morales Int'l Airport - La Mesa
• MHLC (LCE) - Golosón Int'l Airport - La Ceiba
• MHRO (RTB) - Juan Manuel Gálvez Int'l Airport (Roatán Int'l) - Roatán

No overflight permit required if flying within CENAMER airspace.
Landing permit is required as well as overflight when flying below CENAMER airspace.

» http://www.dgachn.org/

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MS - El Salvador

• No prior landing permit required
• No overflight permit required.
• Operation of flight must be notified via AFTN (MSSSYAYX)
• Copy of FLT PLN and inbound Gendec will be requested by OPS upon arrival.

• MSSS – Ilopango Int’l Airport – San Salvador

• MSLP (SAL) – El Salvador Int’l Airport – San Salvador
• No overflight permit if flying within CENAMER airspace.

• Landing permit is required as well as overflight when flying below CENAMER airspace.

  » http://www.inac.gob.ni/

• MNMG (MGA) – Managua/Augusto Cesar Sandino Int’l Airport – Managua

• MNCE (MNCE) – Costa Esperalda Airport – Guacalito

  • Private operation (For permits contact: Sils Aburto – saburto@sersanantonio.com)

  • VFR Operations ONLY

  • Apron has 3 parking lots for ATR 42 size aircraft.

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• No overflight permit required.
• No prior landing permit required
• Prior notification of intended operation highly recommended as parking space may be an issue

• MROC (SJO) – Juan Santamaría Int’l Airport (El Coco) – Alajuela
  • GH is mandatory

• MRPV (SYQ) – Tobías Bolaños Int’l Airport (Pavas) – San José
  • Parking space limited - subject to availability
  • VFR operations only.

• MRLB (LIR) – Daniel Oduber Int’l Airport (Liberia) – Liberia
  • Operating hours for int’l flights 1200/2359UTC
  • Operating hours for state flights 1200/0600UTC

• MRLM (LIO) – Limón Int’l Airport – Limón
  • Availability to use for int’l flights 1200/2359UTC

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MROC has increased, on a year to year basis, its overall number of operations of both commercial and private aircraft; expansion of infrastructure has been insufficient to keep up with the accelerated growth, nevertheless, the General Aviation and Cargo ramp or Remote Ramp as its referred to locally, has been extended to the west, and although it was intended to provide additional parking space for class “C” aircraft – Commercial aircraft – it has impacted positively the operation and parking of general aviation aircraft.

Additional projects are on their way, hopefully to be completed in late 2016 and 2017.
• Overflight and landing permits are required.

Datos necesarios para tramitar la notificación de Sobrevuelo y/o Aterrizaje de Aeronaves con matrículas extranjeras
Mandatory information to notify overflight/landing of foreign aircraft

• MPTO (PTY) – Tocumen Int’l Airport – Panama City

• MPMG (PAC) – Marcos A. Gelabert Int’l Airport – Panama City

• MPDA (DAV) – Enrique Malek Int’l Airport – David

• MPBO (BOC) – Bocas del Toro “Isla Colón” Int’l Airport – Bocas del Toro

• Hours of operation 1100/0300UTC (MON to FRI)

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OVERVIEW

HOW YOU PLANNED IT:

- Introduce yourself
- Describe outline of talk
- Motivation
- Methodology and experiment design
- Results
- Conclusions

15 MINUTES

HOW IT GOES:

- Previous speaker runs late and eats into your time.
- Technical difficulties connecting your laptop.
- Forget introducing yourself.
- Annoying audience member interrupts with self-aggrandizing question.
- Spend waaay too much time describing your outline.

15 MINUTES
Overview

• Permits, Authorizations and Cabotage
• Immigration and Customs Laws and Regulations
• Federal Duty Law
• Arrival and departure procedures
  – MMTP, MMCZ and MMTO
Poll/Question

• Should you hold a Permit/Authorization for your 135/91 operations into Mexico?
  • YES
  • NO
Civil Aviation Law and Regulations

Permits

• These Laws and Regs state which services provided by international air transportation companies are subject to a permit
  – Non-scheduled: not subjected to a fixed itinerary and used for Air Taxi, Ambulance, Cargo, Mail or Charter (Above 15 seats or 3500 Kg of cargo)

• The Regs state that these service providers must operate from any point abroad to any point in Mexico, however “abroad” is clearly defined in the permit itself
Civil Aviation Law and Regulations

Permits

• Permit is granted for an indefinite amount of time
  – However your permit is only valid as long as you keep updating several documents
• You are only allowed to pick up passengers previously transported to Mexico
• All permit holders must have an authorized security manual against illicit interference.
• Charter is subject to approval of itinerary and must submit the contract between operator and end user
Civil Aviation Law and Regulations

Authorizations

• The Law grants the use of airspace, land and take off from Mexican territory to private flights, as long as they have an authorization
  – Defines private as non revenue with the object to meet particular needs and interests of the owner or holder of, including among others, recreational use
  – Authorization will be granted at the airport or previously thru the SCT
  – Arrival and departure from Mexico must be on an authorized airport of entry

• Demo flights are considered under non revenue flights
  – An itinerary will be requested and authorization may take up to 10 days
Cabotage as defined by the Civil aviation Law is the transportation of pax, cargo, mail or a combination of them between two points in Mexican territory for a fee. It is only allowed to Mexican permit holders.

There have been exceptions and authorizations have been granted under certain conditions for international permit holders.
• Should you hold a Permit/Authorization for your 135/91 operations into Mexico?

• YES

– You should talk to your ISP to determine which is the best option for your needs.
Civil Aviation Law and Regulations

Observations

• Air taxi, ambulance and cargo authorizations (not a permit) can be requested for a one time use

• Lead times on obtaining them can vary, DGAC central offices are closed over the weekend

• Private authorizations are granted for one time use and calendar year
Poll/Question

• How many APIs like information reports do you need to send Mexican Authorities
  • 1
  • 2
  • 3
  • Too many
Immigration Law and Regulations

API

• This law and regulation require the electronic transmission of information related to crew and pax entering and leaving the country.
  – The operator is responsible for the verification of documents and transmitted information.
  – Failure to comply may result in fines of up to $50K USD

• Defines the timeline to deliver the information on arrivals and departures
  – After doors closed for flights less than 1 hour travel to Mexico
  – For flights greater than 1 hour travel to Mexico
  – 30 min before departure from Mexico
This law and regulation require the electronic transmission of information related to crew and pax entering and leaving the country in the terms and opportunity that the SAT (Mexican IRS) determines under their regulations.

The first regulations were published under the General Character Rules for International Commerce for 2010.

Since then until 2014 the regs kept changing and the bulk of airlines kept challenging them.

The latest modification (6th) of the GCRIC for 2014 will start April 1st, 2015.
Customs Law and Regulations

Passenger Information

• This latest modification still presents some controversy regarding the information and method of delivery to the SAT

• SAT officers have advised us to follow rule 1.9.3 for all GA operations, however the official guidelines for the delivery of the information have not been published
  – Operator, address, tail number, pax and crew names, DOB, nationality, arrival and departing airports every six months
• How many APIs like information reports do you need to send Mexican Authorities

• 2

  – One for Immigration and another for Customs
Federal Duty Law

Costs associated General Aviation

- Establishes the duties payable for the use, enjoyment or exploitation of property in the Nation’s domain, as well as for receiving services provided by the State.
  - Pax taxes, immigration charges, permits, verifications, authorizations, changes on authorizations… and

- Mexican Airspace.
Federal Duty Law

SENEM

• Two options to pay for
  – Via fuel uplift
  – Distance flown

• Via fuel uplift
  – Payment based on the wingspan of the aircraft
  – Option for operators who do not choose to pay via distance flown for ALL their flights
Federal Duty Law

SENEM

• Distance flown
  – Payment option for ALL uses of Mexican airspace
  – The user must calculate, pay and notify on a monthly basis for the use of Mexican airspace
  – Payment based on wingspan and kilometers flown

• Overflying Mexican Territory
  – Distance flown method
Federal Duty Law

SENEAM

• Observations
  – It is important to keep watch of your over flights
  – Inform your ISP of all you incursions in Mexican airspace
  – Your aircraft will be denied use of airspace or can be grounded until payment is made
  – SENEAM does not provide invoices, receipts, notes, etc…
  – They are willing to provide a letter with a zero balance statement (and a very small print)
Arrival and Departure Procedures

MMCZ (Cozumel) & MMTP (Tapachula)

- Only airports authorized for entry into Mexico from the Caribbean and South America
- Heavy security and screening
- Emphasis on illegal substances and cash
- No over flight exemptions for foreign general aviation
Arrival and Departure Procedures

MMTP Arrival

• Taxi to GA ramp or Commercial ramp (depending on aircraft size)
• Military, Naval and Federal Police inspect the aircraft, expect to see heavy guns and service animals, followed by Civil authorities inspection
• If using an ISP, the agent will approach after the second inspection
• Customs and Immigration at the terminal for crew and passengers
• Forms are completed and random manual inspection of luggage may occur
• If MMTP is your point-of-entry, boarding and takeoff will then be allowed
• This entire process should take 45 min – one hour
Arrival and Departure Procedures

MMTP Departure

- Immigration collects paperwork from crew and passengers
- Don’t forget to return you immigration paperwork
- Customs might inspect luggage
- DGAC collects the entry paperwork (internación) of the aircraft (if 91) and reviews GENDECs for arrival and departure (if 135)
- SENEAM files the flight plan
Arrival and Departure Procedures

MMCZ Arrival

- Taxi to GA ramp (commercial ramp if a tech stop)
- Health Department is first to arrive, followed by Military and Federal Police, you agent may approach after this
- Crew and passenger luggage is put on the ground for canine inspection followed by an inspection of the aircraft
- Customs and Immigration meet the crew and passengers at the terminal, manual inspection of luggage may occur
- If on a tech stop, only IDs are checked
- If MMCZ is your point-of-entry, boarding and takeoff will then be allowed
Arrival and Departure Procedures

MMCZ Departure

• Immigration collects paperwork from crew and passengers
• Don’t forget to return your immigration paperwork
• Customs might inspect luggage
• DGAC collects the entry paperwork (internación) of the aircraft (if 91) and reviews GENDECs for arrival and departure (if 135)
• SENEAM files the flight plan
Arrival and Departure Procedures

MMTO Arrival

- Taxi to Customs ramp by the main terminal, this is the only authorized spot to arrive
- Customs, Military, Federal Police, Health inspection
- Crew, passengers and luggage are taken to Customs and Immigration
- Passengers’ bags go thru x-ray machine and may be subject to manual inspection; crew bags will be inspected manually. Agriculture and Federal Police may also inspect baggage at Customs area
- Pax and crew are free to leave either out of the terminal or back to the aircraft/FBO
Arrival and Departure Procedures

MMTO Departure

• Embark at the FBO and taxi to the Customs ramp by the main terminal
• Crew and passenger bags are inspected by Customs in the same manner as an arrival
• DGAC collects the entry paperwork (authorization) of the aircraft (if 91) and reviews GENDECs for arrival and departure (if 135)
• Once Customs returns bags, aircraft is closed and allowed to position for departure
• You can not depart internationally from the FBO; you must go to the Customs ramp
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Broad overview of the Caribbean

- General info

• The high season runs between Thanksgiving and Mid April. Weather related.

• The “extremely high” season is around Christmas and New Years. Get your trip requests for that period to your provider ASAP.

• Commercial traffic typically heavy from midday thru late afternoon.

• CARICOM APIS is a requirement at many Caribbean locales and should be submitted 24 hours prior to operating.

• CARICOM data requirements are similar to U.S. APIS.

• Prepare to spend lots of $$$ during the extremely high season.

• There are numerous pet restrictions. Contact your service provider for more details.
Cuba...

Changes, they are a’ comin’ …
Grand Cayman

- General info
  - Caricom associate member, CARICOM APIS not required.
  - Pt 135 permit is required.
  - Customs and FBO close at 9PM.
  - O/T is available on request until 1030PM when the tower closes.
  - One problem with O/T is that crew/pax have to clear at main terminal.
  - Fuel, parking, and hotels very limited esp around Christmas and New Years.
The Bahamas

- General info

• Caricom associate member but CARICOM APIS not required.
• Pt 135 permit is required. 2-3 business days to obtain.
• MYNN 24 hour Airport of Entry (A.O.E.)
• Very customs friendly stop.
• Passengers can usually clear customs on the aircraft.
• All paperwork is filled out by the FBO
• Busiest around spring break. Be sure to pre-book hotels.
Jamaica
- General info

- Caricom member, CARICOM APIS required
- Pt 135 permit is required.
- 24hrs operation is available on request MKJS, MKJP $$$
- Customs will clear at the FBO.
- Parking is rarely an issue except for a few instances.
- Very GA friendly, 18 parking stands and a bridge to make for easy access.
- Private aviation has suffered a bit in recent years due to crime.
- Security is advised.
Dominican Republic
- General info

• Not a CARICOM member.

• Pt 135 permit required, usually takes 3-5 business days.

• Handling has improved over the years. More detail oriented than in past.

• Customs is fast at all of the major Dominican airports MDPP, MDSD, MDLR, MDPC

• OT is available until midnight. MDSD is 24 hours.

• Usually not a problem parking and obtaining nice hotels at good rates. Even during the high season.

• Crime against tourists is on the rise in recent years. Think long and hard about security. Esp in MDSD.
Providenciales / MBPV
- General info

• Caricom associate member, CARICOM APIS not required
• Pt 135 permit required, usually takes 3 business days.
• The airport closes at 8PM and that curfew is fairly strict.
• O/T is tough to obtain and can run as much as $600 per hour.
• Customs is at the FBO and usually is smooth and fast.
• Fuel and parking very limited around Christmas and New Years.
Puerto Rico - General info

- Customs is arduous in TJSJ, and commercial traffic is heavy.
- We recommend Aguadilla / TJBQ for tech stops.
- Customs also closes around midnight but 24hr is available at both TJSJ, TJBQ.
- Large fines have been known to be incurred for late night arrivals without permission in TJSJ.
- TJSJ is AA’s Caribbean hub. Afternoon traffic is exacerbated even moreso than usual.
- During the extremely high season, put in your hotel requests at your favorite resort early.
- San Juan has many cheap hotels in unsafe areas. Security is recommended if you get stuck with a low budget hotel.
U.S. Virgin Islands
- General info

• TIST is one of the busier Caribbean islands. Plan winter trips well in advance.
• St Croix / TISX similar to TIST operationally, but far less traveled.
• The tower closes by 10PM in TIST. No overtime is allotted.
• US APIS submission is not required usually?
• You must clear Customs at an A.O.E. once arriving back on the mainland.
• TIST does offer partial preclearance
  – Can be time consuming
  – Still requires stop at AOE in US
• Cars are left hand steering. Roads are left side driving. Caution is advised.
St Maarten / TNCM
- General info

- Caricom not required.
- 135 landing permit required. 3-5 business days.
- Parking and fuel are always an issue from Thanksgiving thru Spring Break. Good luck around Christmas and New Years.
- The airport closes at 9PM, but O/T extends until 1030PM. No exceptions.
- Automobile traffic in TNCM is also an issue.
- Customs typically takes 10-15 min and everything is done in the FBO.
- Customs typically closes around 5PM but O/T is available.
- Bottom line, St Maarten has become one of the most congested airports/islands in the Caribbean. Plan ahead.
Antigua / TAPA
- General info

• Caricom Apis is required.
• No landing permit required.
• The airport closes at 2300LT but 24 hours is available as the control tower stays open all night.
• Customs will clear on the ramp with help from the agent. Usually very speedy except in the mid-afternoons.
• Antigua is a good tech stop and a decent alternate due to 24 hour availability.
• Also offers preclearance.
• Actually named the highest point on the island after President Obama.
Barbados / TBPB - General info

• Caricom Member and Caricom Apis is required.
• Pt 135 landing permit required. Can take up to 10 business days.
• 24 hour airport but they do need 24 advance hour notice if arriving after dusk. O/T is charged for fueling.
• Customs takes place on the FBO ramp.
• Known for sub 30 minute turns, especially overnight.
• Awesome tech stop for South America trips.
• Best not to arrive or depart btw 1200LT-2000LT. This is when commercial traffic is heavy and delays are possible.
• Busiest around Christmas and New Years.
Aruba / TNCA
-General info

- Not a Caricom Member.
- Pt 135 landing permit required. Can take up to 10 business days.
- Airport closes at 2130LT no exceptions.
- Customs takes place inside FBO but can be lengthy depending on time of day.
- Parking is always very difficult. Repo to TNCC / Curacao is likely.
- Full preclearance is available with 24 hour notice and U.S. Apis submission.
- The only pre-requisite for preclearing is that the U.S. airport must be able to handle int’l’ trash.
- Aruba known for being very expensive since its economy relies almost solely on tourism. Don’t forget your wallet.
In conclusion…

- Trips around Christmas/New Years should be planned well in advance.
- Otherwise, we generally need at least at least 24hr notice to submit all documents for your trip.
- Best tech stops are TBPB, TJBQ, TAPA, TTPP in that order.
- Have patience and plan ahead once you are there. Especially in the high season. The FBO’s and hotels are very busy.
Questions…

• T/F The most tranquil weather in the Caribbean is typically during the Fall?
• T/F Grand Cayman requires a Pt 135 Landing Permit?
• Which is the best tech stop? a) TBPB b) MBPV c) MWCR d) TNCM
• Which airport is the least prone to hurricanes? b) TJSJ b) MKJP c) TNCA d) TBPB
• Jennifer Lopez was born in the Virgin Islands? T/F
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