CENTRAL AMERICA, MEXICO AND THE CARIBBEAN

PRESENTED BY:
Juan Ignacio Portela, Aeroservicios, San Jose, Costa Rica

Helmuth Rueckert, ASMCorp, Monterrey, Mexico

John Howard, International Trip Planning Services, Houston, TX
CENTRAL AMERICA AND PANAMA

PRESENTED BY:

Juan Ignacio Portela, Aeroservicios
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
  - 1,019,000² 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

• 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
CENTRAL AMERICA AND PANAMA

MG - Guatemala

- 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) –

Página Web: www.dgacguate.com
E-mail: aisguate@gmail.com
Fax: (502) 2321-5111 (502)2260-6547
FORMA GNA 001/FORM GNA 001
SOLICITUD PARA SOBREVUELO Y/O ATERRIZAJE EN EL TERRITORIO DE GUATEMALA PARA AERONAVES CON MATRICULA EXTRANJERA
REQUEST FOR OVERFLIGHT AND/OR LANDING IN THE TERRITORY OF GUATEMALA FOR AIRCRAFTS WITH FOREIGN REGISTER
**CENTRAL AMERICA AND PANAMA**

**MH - Honduras**

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


- **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

*Por este medio me dirijo a usted para solicitar autorización para realizar sobrevuelos y/o aterrizajes en el territorio de Honduras, por lo que a continuación le adjunto los documentos solicitados.*

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CENTRAL AMERICA AND PANAMA

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
**CENTRAL AMERICA AND PANAMA**

**MN - Nicaragua**

- 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/](http://www.inac.gob.ni/)

- **MNMG (MGA)** – Managua/Augusto Cesar Sandino Int’l Airport – Managua
CENTRAL AMERICA AND PANAMA

MR - Costa Rica

- 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) – Tobias 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 1200/2359 UTC
  - Operating hours for Int’l flights 1200/0600 UTC
- **MRLM** (LIO) – Limon Int’l Airport – Limon
  - Availability to use for Int’l flights (002359UTC)
CENTRAL AMERICA AND PANAMA

MP - Panama

- 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)

» [http://190.34.189.245:1227/T_A/formulario/permiso_aterrizaje.html](http://190.34.189.245:1227/T_A/formulario/permiso_aterrizaje.html)
DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.
Mexican Laws and Regs Regarding GA

Day, Date | Start Time – End Time (e.g. 9:00 a.m. – 10:30 p.m.)

PRESENTED BY:

Helmuth Rueckert

OVERVIEW

HOW YOU PLANNED IT:

INTRODUCE YOURSELF

DESCRIBE OUTLINE OF TALK

MOTIVATION

METHODOLOGY AND EXPERIMENT DESIGN

RESULTS

CONCLUSIONS

APPLAUSE

ENGAGING Q&A

15 MINUTES

HOW IT GOES:

PREVIOUS SPEAKER RUNS LATE AND EATS INTO YOUR TIME.

TECHNICAL DIFFICULTIES CONNECTING YOUR LAPTOP.

FORGET INTRODUCING YOURSELF.

ANOYING AUDIENCE MEMBER INTERRUPTS WITH SELF-AGGRANDIZING QUESTION.

REALIZE YOU ONLY HAVE 3 MINUTES LEFT.

POWER THROUGH THE REST OF YOUR 30 SLIDES.

START

SPEND WAAAY TOO MUCH TIME DESCRIBING YOUR OUTLINE.

MOTIVA-

-TION

AWKWARD SILENCE Q&A.

15 MINUTES
Overview

- Civil Aviation Law and Regulations
  - Permits, Authorizations, Cabotage
- Immigration Law and Regulations
- Customs Law and Regulations
- Federal Duty Law
- Arrival and departure procedures
  - MMTP, MMCZ and MMTO
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
Civil Aviation Law and Regulations

CABOTAGE

- 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.
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
• Contact your ISP for more information on the types of permits and authorization as well as documents needed for their procurement
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.
  - Information contains ID, itinerary, related to travel
  - The operator is responsible for the verification of documents and transmitted information.
  - Failure to comply may result in fines of up to $50K USD
  - Cases where the info may not be delivered
Immigration Law and Regulations

API

• Guidelines to comply with the law were published in 2012 determining the information and format for the electronic transmission
  – The use of the UN/EDIFACT PAXLST
  – The method for delivery of the information

• Defines the timeline to deliver the information on arrivals and departures
  – After doors closed for flights less than 1 hour travel to Mexico
  – 30 min before departure and at doors closed for flights greater than 1 hour travel to Mexico
  – 30 min before departure from Mexico
Customs Law and Regulations

API

• 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
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

SENEAM

• 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
Bogota / SKBO – Tapachula / MMTP

Not for Navigational Use
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 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
Tapachula / MMTP – Toluca / MMTO
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
DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.
The Caribbean

PRESENTED BY:
John Howard
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.

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

• Commercial traffic 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.

• There are numerous pet restrictions. Be prepared.
Cuba
-General info

- Still no “no-notice” or “short notice” Pt 91 operations.

  Very little has changed, YET. Expect changes in near future.

- Temporary Sojourn License still required
  – U.S. Commerce Department: BIS

- Restricted Departure Airports

- You need a good reason to go such as visiting family, education, govt, etc...

- Insurance Restrictions may be in effect – Check with your insurer

- Expect as much as 1 – 2 Months to obtain permission

- “Mechanicals can be a nightmare”

- Overflights take “48 hours” to obtain.
Relations with Cuba…

Changes, they are a’ comin’…

ROME WASN’T BUILT IN A DAY
The Bahamas
- General info

• Full Caricom member but CARICOM APIS not required
• Pt 135 permit is required.
• 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 (very expensive).
• Taxis are lined up outside the main terminal and avg $30 a ride.
Wild Pigs of the Bahamas…

Pig Beach…They look much happier than the pigs around Texas. I wonder why…
Grand Cayman / MWCR (Owen Roberts)

- 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.
  - Customs at the G.A.T. is usually very speedy.
  - Fuel and parking very limited esp around Christmas and New Years.
  - Airport is only 5-10 minute drive from the main beach hotels.
Reminder: Grand Cayman is on strict Island Time
Jamaica
- General info

- Caricom member, CARICOM APIS required
- Pt 135 permit is required.
- Customs is only open M-F 0800-1600LT and the FBO closes at 2100LT, but 24hrs is available on request.
- 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.
- Crime in Jamaica has become problematic.
- Private aviation has suffered a bit in recent years due to crime.
- Security is advised.
Jamaica… flying high indeed!
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.
• This is where the term “Island Time” was invented.
And you thought the Caymans were bad…

-Clocks have been officially outlawed in Provo!
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.

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

• Usually no problem parking and obtaining nice hotels at good rates. Even during the high season.

• Crime against tourists on the rise in recent years. Think long and hard about security. Esp in MDSD.
Meanwhile in the Dominican Republic…

-They have found the Latin James Bond!!!
Haiti / MTPP
- General info

• Haiti is a CARICOM member, but a CARICOM APIS submission is not required.
• Pt 91 and 135 permits are required.
• Airport and tower close at 1000PM but overtime is permitted.
• Customs closes at 0400PM and you will be charged for O/T.
• The Karibe Hotel: the safest and best hotel in Port Au Prince.
• Parking and fuel not an issue due to low volume of traffic.
• No dedicated FBO, so some services can be lacking.
• As one of the poorest nations in the Caribbean, secure transport and room security recommended.
The official drink of Haiti…

Cremas – consists of creamed coconut, condensed milk, and of course rum. Spices such as cinnamon, vanilla, and nutmeg can be added for additional flavor.
Puerto Rico
-General info

- Customs is arduous in TJSJ, otherwise a good stop.
- We recommend Aguadilla / TJBQ for tech stops.
- Customs also closes around midnight but 24hr is available.
- Large fines have been known to occur for late night arrivals without permission.
- TJSJ is AA’s Caribbean hub. PM traffic is exacerbated.
- 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.
Customs in TJSJ…

-Long walk to customs…
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 less traveled.
• The tower closes by 10PM in TIST. No overtime is allotted.
• US APIS submission is not required.
• 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.
Future client and Dos Equis spokesman Jonathan Goldsmith

HE ONCE VACATIONED AT THE VIRGIN ISLANDS....

NOW THEY ARE JUST KNOWN AS THE ISLANDS
British Virgin Islands / TUPJ
- General info

- Caricom associate member. No Caricom APIS required.
- No landing permits required.
- One of the shortest runways for a major thoroughfare… measuring in at 4645’.
- Airport authority requires the PIC to land during daylight hours on the first trip to TUPJ.
- The airport closes at 10PM, but O/T is allowed with 48 hrs notice.
- Customs can take up to 30 min depending on commercial traffic.
- The airport is actually on Beef Island, which is connected to Tortola via the Queen Elizabeth Bridge.
- Late April Regatta creates a secondary peak in traffic.
Get your brakes checked before you go…
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, this is one of the most congested airports in the Caribbean. Plan ahead.
Parking at TNCM(cue the circus music)
Hey, don’t scratch my plane!
Anguilla / TQPF
- General info

• Caricom Assoc Member and Caricom Apis not required.
• 135 landing permit required. 3-5 business days.
• Arrive by 1900LT without fees. The airport will stay open until 2300LT at the latest.
• Can clear customs at the FBO. Process is usually smooth.
• We strongly recommend the Great House hotel if you are overnighting.
• Parking is the main issue here. Can get tight.
• Tourism is the only industry here. Keep your wallet handy.
TQPF / Anguilla

Maybe ten sparking spots at most???
Antigua / TAPA - General info

• Caricom Associate Member and Caricom Apis not 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 alternate airport.
• Late April/Early May…Sailing week.
• Actually named the highest point on the island after President Obama.
Mt. Obama

Elevation 1319ft. Maybe the site of the Caribbean Mt Rushmore…
- General info

- Caricom Member and Caricom Apis is required.
- Pt 135 landing permit required.
- The airport and Customs close at 2100LT but O/T is available with 24 hours notice.
- Ample parking, even during high season.
- Any catering should be ordered directly from the hotel, not the FBO.
- Advisable not to arrive or depart btw 1300LT-1500LT.
Drink of St Kitts and Nevis
CSR Cane Spirit Rothschild

White rum mixed with local grapefruit soda.
This rum can be up to 190 proof and clean, similar to vodka.
Very sweet and can sneak up on you after a few.
Barbados / TBPB
- General info

• Caricom Member and CaricomApis 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.

• Try 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.
Simon Cowell in Barbados

“If your lifeguard duties were as good as your singing, a lot of people would be drowning!”
Trinidad and Tobago / TTPP
- General info

• Caricom Member and Caricom Apis is required.
• Pt 135 landing permit required. Can take 3-5 business days.
• 24 hour airport on request.
• Another good option for tech stopping on trips to South America.
• Customs requires 8 signed GENDEC copies on arrival. Why eight?
• Requires aircraft be sprayed prior to arrival and requires proof of spray.
• Crime has become a problem in recent years in Port of Spain with kidnapping for ransoms on the rise.
• Trinidad one of the Caribbean’s biggest oil producers/exporters.
Rapper Trinidad James
Not from Trinidad nor is this his real name
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 arduous.
• Parking is always very difficult. Repo to TNCC / Curacao.
• 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 intl’ trash.
• Aruba known for being very expensive since its economy relies almost solely on tourism. Don’t forget your wallet.
Pop quiz hotshot.

Lowest temp ever recorded in Aruba?

Is Aruba often directly affected by hurricanes?
In conclusion…

- Trips around Christmas/New Years should be planned well in advance
- Otherwise, we generally need at least 24hr notice to submit all documents for your trip.
- Best tech stops are TBPB, TJBQ, TAPA in that order.
- Have patience.
Grand Cayman / MWCR – Nassau / MYNN

Not for Navigational Use
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Juan Portales
+506.2430 5715
ops@aeroservicioscr.com

John Howard
866-573-7067
operations@itpops.com

Helmuth Rueckert
+52.81.81225101
ops@asmcorp.com.mx