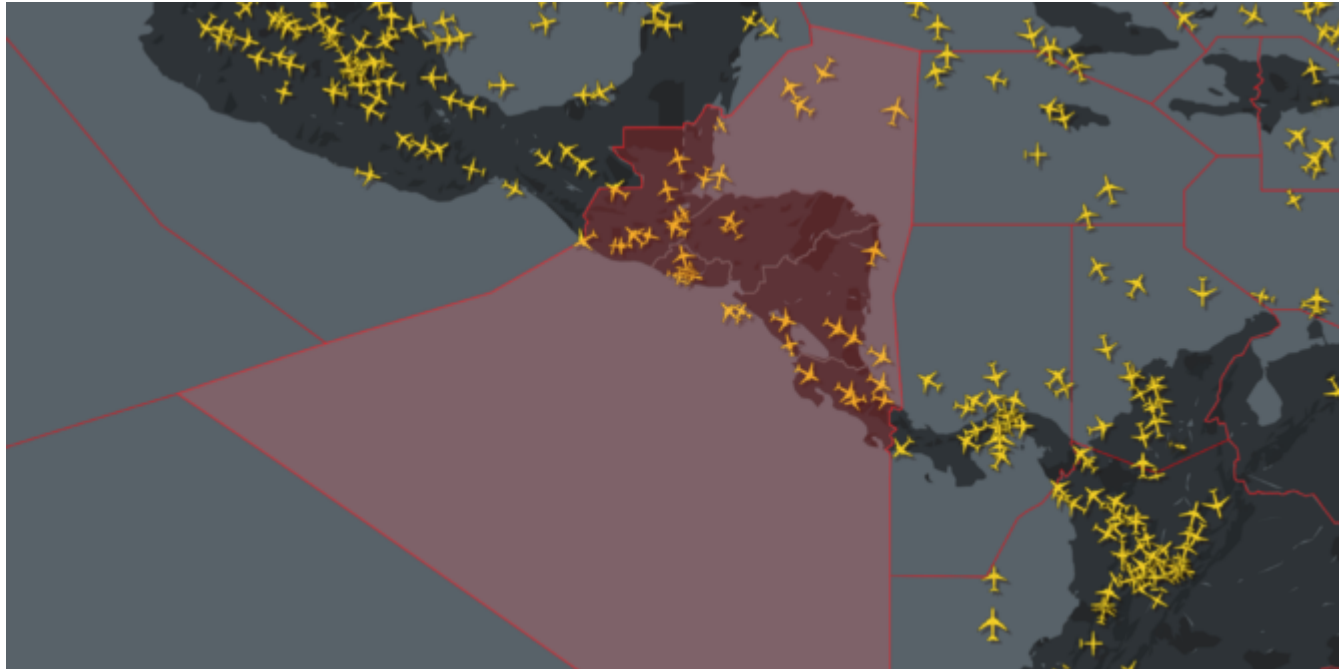


CENAMER: New Flight Planning Requirements

David Mumford
28 October, 2020



If you fly through the MHCC/Cenamer FIR above FL200, there's a new requirement coming on Oct 28, 2020 - **when filing your flight plan, you must include the AFTN address MHFPZYZX.**

This is the address of a **new automated system** they've got, which will **check if you've written your flight plan properly** (i.e. according to ICAO standards). If you have, you'll get an ACKNOWLEDGE (ACK) or ACCEPTANCE message, and the system will then fire it off to all of the individual countries within the MHCC/Cenamer FIR that you'll be overflying / flying to. If you've got it wrong, you'll get a REJECTED (REJ) or ERROR message, with the reason why, and you'll have to file it again.

There's another thing they're rolling out called the **"e-FPL" system**, but don't worry too much about that - it's only to be used for operators departing from a Central American airport who don't have access to their own system to send flight plans.

Lots of countries have published AICs on this, but Belize have been good enough to provide one in English. It covers what to do in detail, including instructions on how to make sure you're writing your flight plans properly! Check it out:



PBX: (504) 2275 7090
(504) 2283 4750
AIM: (504) 2283 4770
(504) 2275-7110
A/P: MHTGVYX
E-mail: ais_pro@cocesna.org
WEB site: www.cocesna.org/ais.php

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**126/20
08 Oct 2020**

BELIZE

GEN

**NOTIFICATION
FOR THE IMPLEMENTATION OF THE
INITIAL FLIGHT PLAN VALIDATION PROCESSOR (ProVIP)**

The Belize Department of Civil aviation hereby informs all commercial, general, military aviation and other users, that the Central American Air Navigation Services Corporation (COCESNA), will be responsible for the Processing of Initial Validation of Flight Plans (ProVIP) throughout the Central American Flight Information Region (MHCC FIR).

OBJECTIVE OF THE INITIAL FLIGHT PLAN VALIDATOR PROCESSOR (VIP)

The objective of the Initial Flight Plan Validation Processor (ProVIP) is to ensure the quality of information in all flight plans for aircrafts that land, take off and overfly in the Central American area, through the reception, validation, acceptance and distribution of flight plan data using centralized flight plan processing.

START OF THE TESTING PERIOD

The Initial Flight Plan Validation Processor (ProVIP) test period will be from the 28th October 2020 to 28th January 2021.

All commercial, general and military aviation are requested to continue sending their Flight Plans to the addresses where they are normally sent and to add the MHPZYX address.

FLIGHT PLANS AT OR ABOVE FL200

The Initial Flight Plan Validation Processor (ProVIP) will be used by Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, for all aircrafts intending to land, depart or overfly the MHCC FIR at or above 20,000 feet (FL200). These flight plans are to be sent to the MHPZYX address only.

PROCESS OF RECEPTION, VALIDATION AND DISTRIBUTION OF FLIGHT PLANS

The Initial Flight Plan Validation Processor (ProVIP) Platform is a system that indicates to the originator that their flight plan complies with the ICAO Standards to be validated.

The ProVIP platform will accept flight plans originating from a flight plan generating system and from the electronic Flight Plan (e-FPL) system.

Each Flight Plan that reaches the MHPZYX address will either be validated or rejected by the system.

If the Flight Plan is valid, you will receive an ACKNOWLEDGE (ACK) or ACCEPTANCE message. If your message is rejected, you will receive a REJECTED (REJ) or ERROR message.

Wait, what and where is CENAMER?

CENAMER is a combination of CENTral AMERICAN countries that work together as one for ATC Service. The controlling Authority is COCESNA. The actual controllers are in Tegucigalpa, Honduras, but control the airspace of **Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.**



The fabled “CENAMER Notification”

This is where things start to get a bit tricky. For flights intending to operate within the MHCC/Central American FIR), COCESNA **require notification**. Every FIR worldwide requires the same thing, but because of the grouping of countries, the process is a little different for COCESNA. A preformatted AFTN message must be sent containing the flight details and planned schedule, to both the AIS office, and to the various billing departments.

The latter is most important, because it give them the opportunity to warn in advance if airspace entry will be denied because of **unpaid Navigation Fees**. The CENAMER Notification confirmation is normally in the format MPTOXXXX192330, being the originating AFTN address and a date/time stamp.

Notification Requirements

Notification: All flights entering the MHCC/Central American FIR must send notification 48 hours prior to entry.

Documents Required: None.

Lead Time: Official requirement is 48 hours before flight. Notification can be made up to 1 hour prior to airspace entry, but there is a risk that not all departments will have had time to process the message. Assuming there are no billing issues, denial of entry into the airspace is unlikely.

Validity: Once notification is made, there is no need to revise it for a new schedule. The Notification can be considered valid for 72 hours.

Permit Format: Confirmation is normally in the format MPTOXXXX192330, being the originating AFTN address and a datetime stamp. FPL Field 18 entry is not mandatory, but you can include it as PERMIT/CENAMER NOTIFICATION MPTOXXXX192330.

Do I need AFTN access to make this happen?

Yes. Well, probably...

We've had reports that COCESNA have now started handling this whole process by **email**, but if they don't reply for whatever reason, you'll need AFTN to file the Notification and to follow-up with any countries which reply to say you owe them nav fees.

You can start off by sending COCESNA an email at facturacioncobros@cocesna.org in good time prior to the flight, requesting details of any outstanding navigation charges and a copy of the invoice. Sometimes they reply, sometimes they don't. If you receive the invoice, you pay up, and your flight is good to go.

However, if you **don't** receive a reply and there **are** outstanding charges, you'll only know about it when you come to file your flight plan, at which point you'll receive a reply on AFTN from the specific country (or countries!) you owe money to. At this point, you're at their mercy as to whether they accept or reject your flight plan – and you may not have time to pay for any outstanding charges. These individual countries won't email you, they'll send you a message via AFTN (to the same address you use to file the Notification).

Bottom line, whoever files your Notification (and then, later, your actual flight plan) **will need access to the AFTN system** so that they are able to reply to these messages as they come through – and to check to make sure that your flight plan is accepted! This is where using a third party agent for overflights in this region can come in handy, as they should manage this whole process for you and communicate with all the relevant countries via AFTN.

Which AFTN addresses do I send messages to, and what should I say?

Your message should read something like this:

CENAMER NOTIFICATION OF FLIGHT REF XXXX
PLEASE ADVISE IF ANY OBJECTION TO OPERATE

AIRCRAFT: XXXXX
CALLSIGN: XXXXX
TYPE: XXXXX
OPERATOR NAME: XXXXX
DATE OF FLIGHT: 20DEC2020

PLEASE CONFIRM RECEIPT OF THIS NOTIFICATION
PLEASE CONFIRM OK TO OPERATE BY AFTN TO (INSERT YOUR AFTN HERE)

SCHEDULE:
20DEC ETD KDEN1300 ETA SBGR2230

NAVIGATION FEES SETTLED BY: XXXXX
OPERATOR: XXXXX
EMAIL: XXXXX

COPY TO ALL CONCERNED:

MHCCYSYX/CENAMER CONTROL
MHCCZQZX/CENAMER CONTROL FPL
MHTGYAYX/HONDURAS CAA

MHTGYOYX/HONDURAS AIS
MHLMYGYX/HONDURAS RCO
MROCYAYX/COSTA RICA CAA
MROCYOYX/COSTA RICA AIS
MROCYGYX/COSTA RICA RCO
MNMGYAYX/NICARAGUA CAA
MNMGYOYX/NICARAGUA AIS
MNMGYGYX/NICARAGUA RCO
MSLPYGYX/EL SALVADOR RCO
MSSSYAYX/EL SALVADOR CAA
MSSSYOYX/EL SALVADOR AIS
MGGTYAYX/GUATEMALA CAA
MGGTYOYX/GUATEMALA AIS
MGGTYGYX/GUATEMALA RCO
MZBZYAYX/BELIZE CAA
MZBZYGX/BELIZE RCO

And here's the list of AFTN addresses to send it to:

ICAO: MHCCYSYX
ICAO: MHCCZQZX
ICAO: MHTGYAYX
ICAO: MHTGYOYX
ICAO: MHLMYGYX
ICAO: MROCYAYX
ICAO: MROCYOYX
ICAO: MROCYGYX
ICAO: MNMGYAYX
ICAO: MNMGYOYX
ICAO: MNMGYGYX
ICAO: MSLPYGYX
ICAO: MSSSYAYX
ICAO: MSSSYOYX
ICAO: MGGTYAYX
ICAO: MGGTYOYX
ICAO: MGGTYGYX
ICAO: MZBZYAYX
ICAO: MZBZYGX

Is the CENAMER Notification the same as an Overflight Permit?

No. It's important to note that this is **not a permit**, this is just to ensure the CENAMER countries receive notification of your planned flight, and can check for any unpaid Navigation Fees. Each individual country in this region requires an **overflight permit** as well (except for El Salvador and Costa Rica, if you're operating a private flight).

For more information on permit requirements, OPSGROUP members can use the dedicated Permits App in your Dashboard. If you're not a member, you can get a copy of the same information in our Permit Book, or alternatively, join OPSGROUP [here!](#)