Mexico Permit Confusion – The Latest

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Right on the heels of the implementation of the new **Single Entry Authorization**, known as an "AIU", the Mexican Civil Aviation authority (AFAC) has issued a new **Mandatory Circular** which is **causing issues at certain airports for BOTH Part 91 and Part 135 operations.** Here's the lowdown:

Issue #1: Private flights might get mis-identified as Commercial flights. The Circular claims that the "majority" of non-mexican registered aircraft indicate the type of service they are authorized to perform in their Registration or Airworthiness Certificates. Mexican registered aircraft identify their intended use through their tail number XA-Commercial, XB-Private, XC-Government. However, this claim in the circular could lead to an incorrect interpretation of Standard Airworthiness Certificates in the commuter, or transport categories to be an indication of the type of operation being performed. With this incorrect interpretation, a Private operation could be mis-interpreted to be a Commercial operation.

Issue #2: You need a noise certificate to get a landing permit. The minimum documents required now include a noise certificate. While required under 14 CFR 91.703 (a) (5) many pilots and operators do not know where to find it. In turboprop and turbojet aircraft, it is usually in the AFM. Smaller aircraft may need to create their own using the FAA Circulars AC 91-86 and AC_36-1H

Issue #3: You also need a Journey Logbook. An aircraft Journey Logbook is indicated as a required document. The aeroplane journey log should contain aeroplane nationality and registration, dates of flights, crew member names and duty assignments, departure and arrival points and times, purpose of flight, observations regarding the flight, signature of the pilot-in-command.

Issue #4: You also need Radio Station Licenses. Radio Station Licenses are now specifically required. While required under US law, many pilots/operators have chosen to ignore this and could be in for a harsh surprise.

Issue #5: Watch out for cabotage rules. Charter flights can only extract from Mexico those passengers that they brought in and cannot make any flights from one Mexican airport another.

Issue #6: You *might* need Mexican insurance for private flights. The circular states that the

insurance policy for all aircraft must be a Mexican approved policy. It does not indicate that for private aircraft, the policies issued in their country of registry are accepted. This may be interpreted that ALL aircraft must now buy Mexican policies. ***More news to follow!***

Issue #7: **You *might* need a copy of the Mexican AIP.** The circular states that the Aeronautical Information Publication (AIP) must be carried aboard in physical or electronic form. In the past, an equivalent document (Jeppesen Trip Kit) was accepted in lieu of the AIP. ***More news to follow!***

Issue #8: **You *might* need a review of your AOC.** The circular states that for charter/freight/ambulance flights, a Mexican AOC must be obtained. There is no guidance on whether this is simply a review of the existing AOC of the operator or they actually want operators to undergo some new procedure to obtain a Mexican AOC. ***More news to follow!***

The circular is sufficiently ambiguous and referring to numerous articles and sections of Mexican laws and Circulars that it will require a lot of homework to understand. As such, **much appears to be left to interpretation** which will most likely go against a pilot rather than to their benefit.

We recommend that you **contact the civil aviation authorities at the Mexican airport of your intended arrival** to determine what they are going to require of you.

If you are a Part 135 charter operator AND even if you have a blanket Mexican Charter Permit, you should **contact your handler immediately** to determine whether you will be allowed to operate at your intended Mexican airport of landing. We were informed that over the past weekend, **well over a dozen charter flights were denied entry** as a result of this Mandatory Circular.

Unfortunately, this Mandatory Circular is sufficiently vague that it is being **handled differently airport to airport.** However, we are receiving reports of charter flights being denied entry into Mexico at huge cost to all involved. We have not heard any reports yet regarding Part 91 but the ambiguity in this Circular leaves that door open as well. Just **check in advance** to avoid unpleasant surprises on arrival in Mexico.

Thanks to Rick Gardner of CST Flight Services for this article. CST Flight Services provides a wide range of international trip support services in Mexico and beyond. You can contact them for more info at: customersvc@cstflightservices.com