

# CENAMER Flight Planning Requirements

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CENAMER is a combination of CENTral AMERICAN countries that work together as one for ATC Service. The controlling Authority is COCESNA. It's real name is the MHCC/Central American FIR – but most people just call it Cenamer. The actual controllers are in Tegucigalpa, Honduras, but control the airspace of **Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.**



## Recent Updates

- **Dec 2024: ADS-B Mandates.** Two of the six countries in the MHCC/Cenamer FIR are mandating ADS-B at the end of 2024. Guatemala will require it from Dec 31 (AIC 44/24), and El Salvador from Jan 1 (AIC 46/24). None of the other countries (Belize, Costa Rica, Honduras, Nicaragua) have published any ADS-B mandates yet. You can download the AICs [here](#). *Note that the airspace above FL195 for all these countries is controlled by MHCC/Cenamer ATC based in Honduras.*
- **Dec 2021: New Honduras airport.** All scheduled international flights were transferred from MHTG/Toncontin to MHPR/Palmerola - the new international airport in Honduras which commenced commercial operations in Dec 2021. MHTG/Toncontin will now be used for domestic flights, but is still available for international bizav flights. Check our article for more info.
- **Oct 2020: New AFTN code when filing flight plans.** For flights through the MHCC/Cenamer FIR above FL195 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.

## The fabled "Cenamer Notification"

For flights intending to operate within the MHCC/Cenamer FIR **require notification**. Every FIR worldwide requires the same thing, but because of the grouping of countries, the process is a little different here. A pre-formatted 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/Cenamer 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?

They do have this website where you can **check whether an aircraft reg has any outstanding payments**: <https://apps.cocesna.org/fycbilling/pages/fyc/fycbilling.jsp>

It also allows you to calculate the approximate cost of a flight depending on the point of entry and exit into the airspace. Then you can calculate the total cost (any outstanding fees + the fees for your upcoming flight) and pay online.

You can also **contact COCESNA direct** (facturacionycobros@cocesna.org, invoices@cocesna.org), in good time prior to the flight, requesting details of any outstanding navigation charges and a copy of the invoice. But their office is only open from 8am to 4pm, Monday to Friday, so you might not receive a reply right away to say that everything is paid. In this case, you'll need AFTN to file the Notification and to follow-up with any countries which reply to say you owe them nav fees.

Also – if you **don't** receive an email 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:

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

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## Guatemala's Fuego volcano disrupts ops

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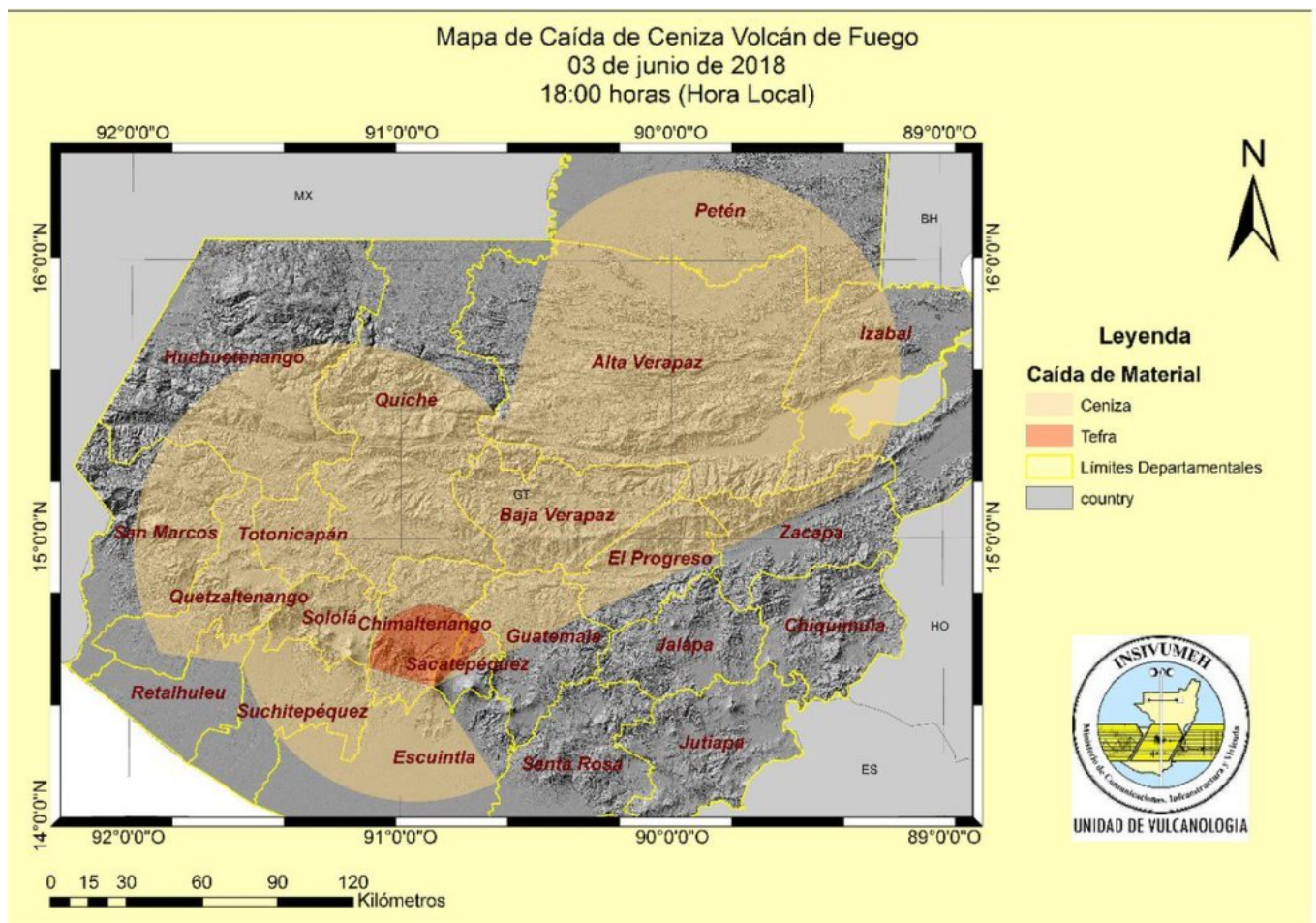


An eruption at Guatemala's Fuego volcano on 3rd June resulted in the deaths of 25 people, and forced the temporary closure of MGGT/Guatemala City Airport. After the military cleared ash from the runway, the airport re-opened on 4th June, with the warning of delays due to ongoing runway inspections.





On June 3, Guatemala's Institute for Vulcanology (INSIVUMEH) published a map showing the volcanic ash distribution (shown on the map as the area in orange, labelled 'Ceniza'):



**Further reading:**

- Guatemala's Fuego volcano erupts, killing 25 and injuring hundreds