

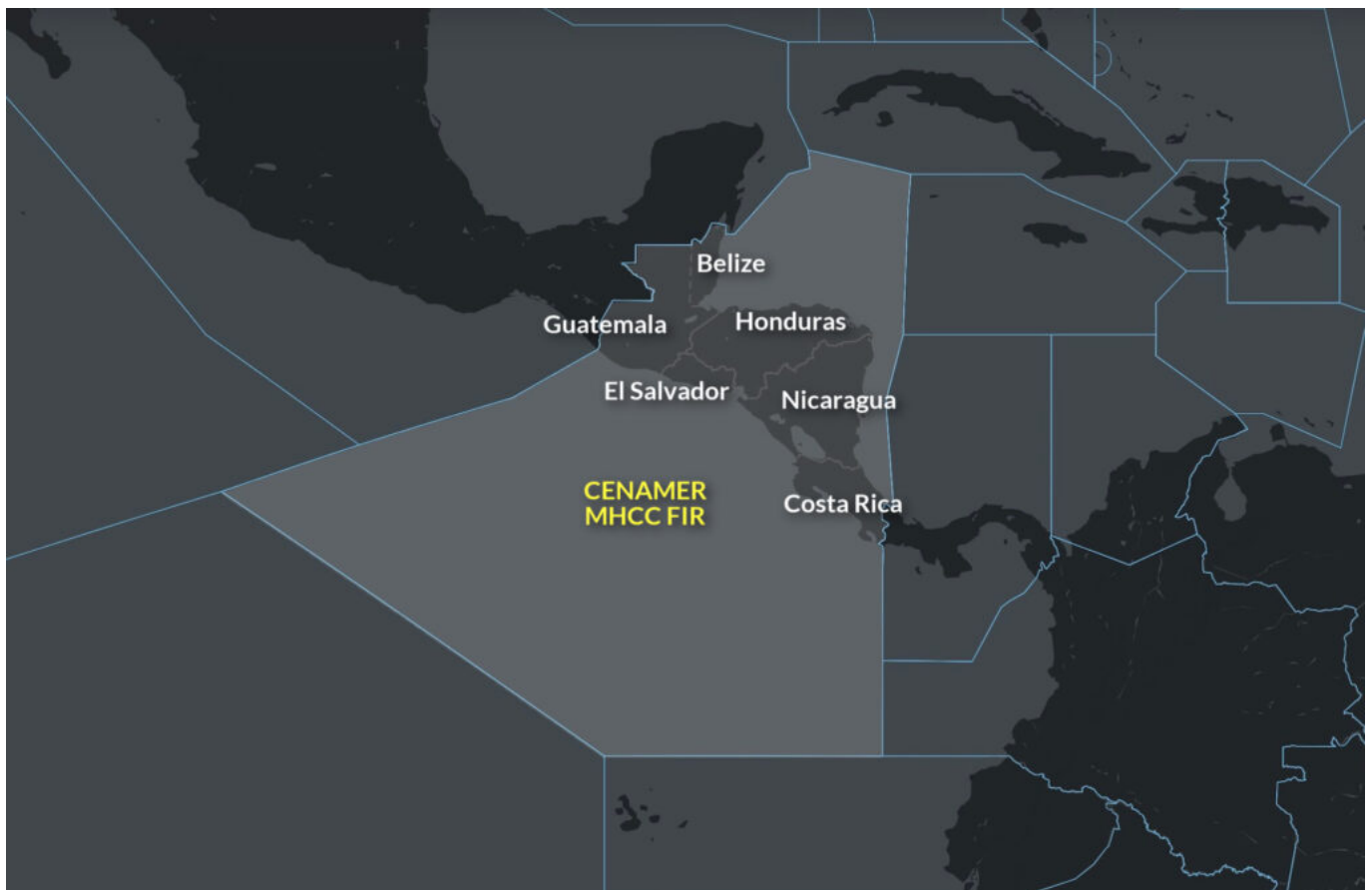
CENAMER Flight Planning Requirements

David Mumford

25 November, 2024



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 MHFPZYXZ. 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?

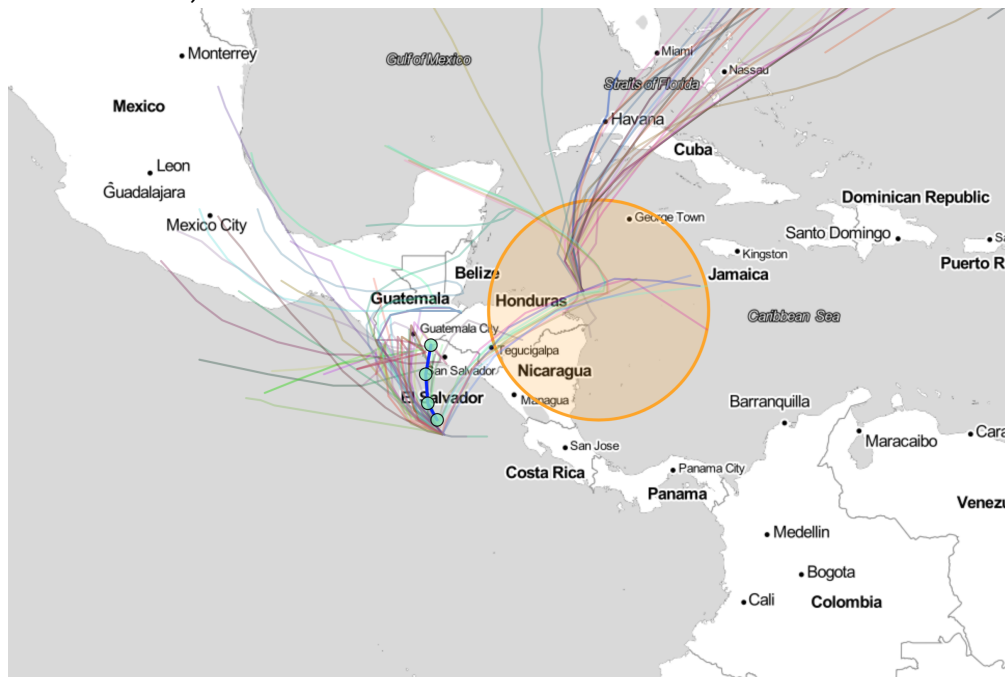
No. It's important to note that this is **not a permit**, this is just to ensure the Cenamer countries receive notification of your planned flight, and can check for any unpaid Navigation Fees. Each individual country in this region requires an **overflight permit** as well (except for El Salvador and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

Storm: Central America landfall of Selma on Saturday

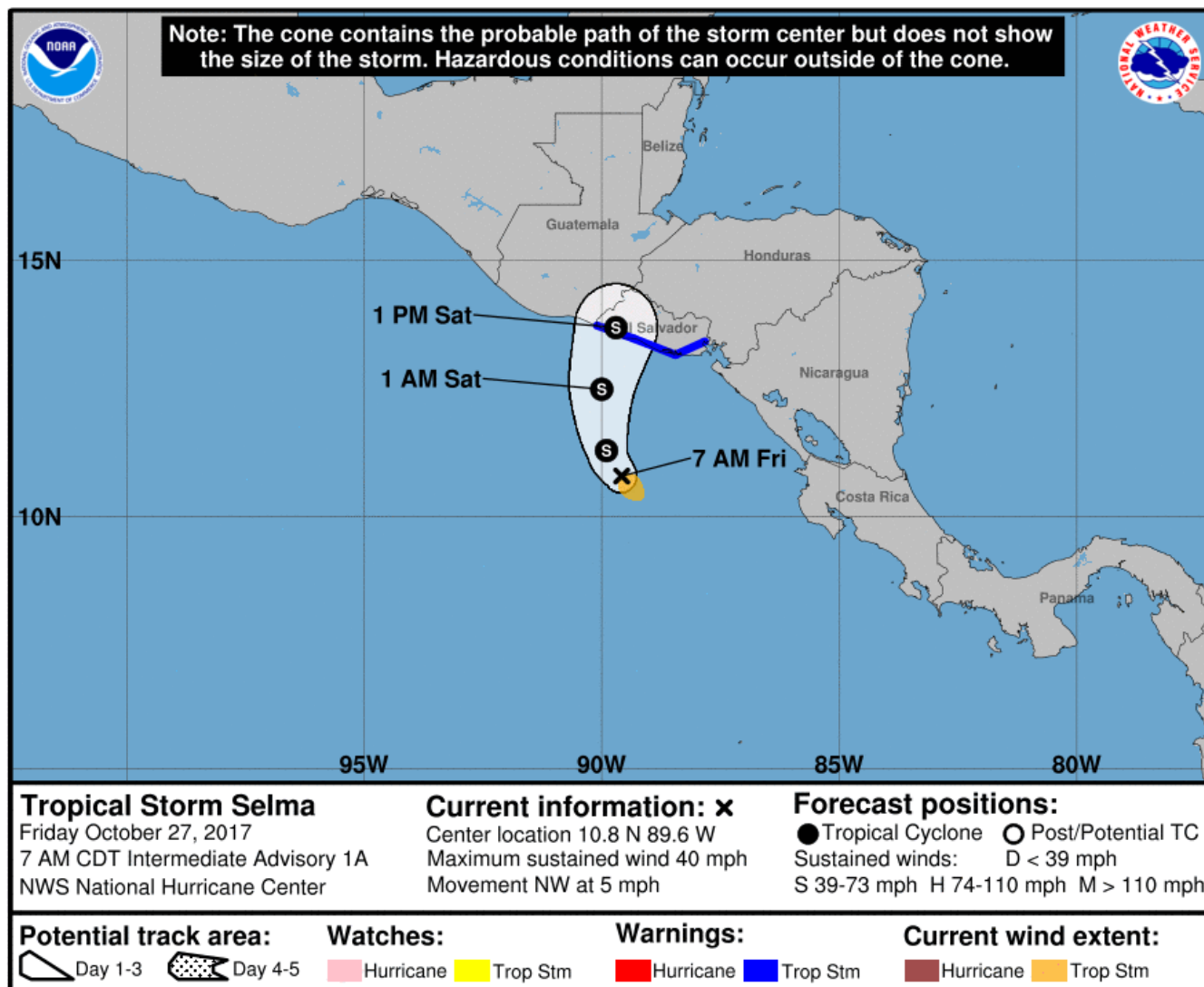
Declan Selleck
25 November, 2024



Tropical Storm Selma is heading for Central America, landfall El Salvador coast on Saturday, current winds 35G45 kts.

Monitor:

- <http://www.usno.navy.mil/JTWC/>
- <https://www.cyclocane.com/>



Monday Briefing: New Overflight Map, Typhoon Melor affecting the Philippines

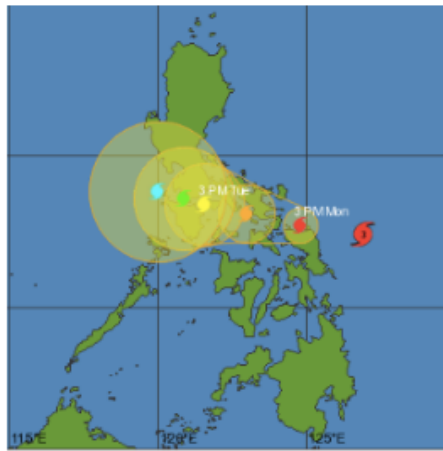
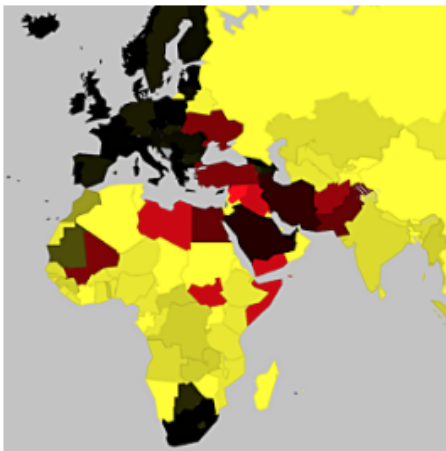
Cynthia Claros
 25 November, 2024

INTERNATIONAL BULLETIN

ISSUED BY FLIGHT SERVICE BUREAU

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New Overflight Map 14DEC The Airline Cooperative and Flight Service Bureau have finalised the initial version of an online Overflight Permit and Security Map, showing current airspace and security warnings worldwide, together with county by county information on permit requirements. The map is available at all AO's at fsbureau.org/map. Read more below.

Typhoon Melor affecting the Philippines 14DEC the center of Typhoon Melor is forecast to move into the central Philippines (near southeastern Luzon) Monday evening local time as the equivalent of a Category 4 hurricane. The current forecast path indicates the Typhoon moving inland towards Legazpi City, Sorsogon City and Gubat are some of the locations. For more details visit the **Joint Typhoon Warning Center (JTWC)**.

EGGX/Shanwick/CZQX/Gander The technical issues affecting the implementation of the RLAT/Reduced Lateral Separation tracks have reportedly been finally resolved and the first publication of the "Half Tracks" is now scheduled for **today**, 14DEC2015.

LFRR/Brest FIR Most sectors regulated day and night due to new software (ERATO) implementation. High delays. The worst delays are in the following sectors: LFRMZSI, LFRJ, LFRN, LFRVKWS. German departures to USA are advised to consider routing North of Brest airspace via NIK (or North of).

OAKN/Kandahar A Taliban attack took place at the airport on 08DEC, with close to 50 fatalities. The attack was a major security breach, as heavily armed militants were able to enter a fortified area supposed to have been made secure by the Afghan National Security Forces (ANSF).

The ICAO Council adopted a new tracking standard for certain international flights that requires crews to report their aircraft's positions at least every 15 minutes. It will become effective in March 2016 and applicable 08NOV2018. The new requirement also will be formalized as Amendment 39 to Annex 6—Operation of Aircraft, Part I. Only aircraft with a maximum takeoff weight of more than 59,000 pounds and a passenger seating capacity of more than 19 are affected by the rule. Also, the requirement applies to over oceanic and other remote areas, and where air traffic service is obtaining position information greater than 15-minute intervals.

Central/South America On 10DEC2015, the U.S. Centers for Disease Control and Prevention (CDC) issued a Level 1 Travel Warning for Mexico, El Salvador, Guatemala, Panama, Brazil, Columbia, Paraguay,

Suriname and Venezuela, advising travelers to protect themselves against the Zika Virus. Zika is a viral disease transmitted by the Aedes aegypti mosquito, which also carries the dengue and chikungunya viruses.

KSAN/MMTJ San Diego/Tijuana A new pedestrian bridge spanning the U.S.- Mexico border now connects KSAN/San Diego and MMTJ Tijuana. The airport terminal, called Cross Border Xpress, opened last Wednesday and will improve travel for fliers going from Tijuana to the United States.

Kxxx/United States The U.S. House of Representatives voted in support of a measure to tighten control on the Visa Waiver Program, which allows travelers of certain nationalities to enter the U.S. without a visa. Under the new measure, the U.S. will now require visas for anyone who has traveled to Iraq or Syria in the past five years. The measure requires that all countries participating in the visa waiver program share intelligence with the U.S. regarding possible extremists.

FVFA/Victoria Falls Intl A new international passenger terminal opened at Victoria Falls International Airport (FVFA/VFA) on 02DEC.

Zxxx/China Chinese officials lifted a red alert they had put in place on 7 December after heavy smog greatly reduced visibility throughout the city and increased health risks for anyone venturing outdoors. The smog was so heavy it affected operations at nearby airports. Heavy smog is an annual occurrence in northeast China, and the problem is most severe during the winter months, when the morning fog becomes dense and power plants run at a higher rate to produce electricity for in-home heating. Because of this, you should expect similar alerts to be issued periodically throughout the remainder of the winter.

Yxxx/Australia FIR & Oceanic Changes. REF: AIC H24/14. ADS-B, GNSS and Mode S Transponder Equipment Mandates. Aircraft must be equipped with the mandatory avionics by certain dates. First Implementation date is 04FEB2016.

Cxxx/Canada Nav Canada has issued AIC 30/15 which addresses a proposal for amendment to the International Civil Aviation Organization (ICAO) Global Operational Data Link Document (GOLD) to optimize high frequency (HF) radiotelephony use in the North Atlantic (NAT) Region. The change eliminates NAT Region specific RT phraseology that has been made redundant with the availability of flight data to radio operators.

HCMM/Mogadishu Aden Adden, Somalia On the evening of 13DEC2015, African Union (AU) peacekeepers thwarted a suspected al-Shabaab attack on the Airport. The assailants, who were on speedboats, reportedly attempted to stage a seaborne attack on the facility. Heavy gunfire was reported throughout the encounter. Aden Adde International Airport has not been operational during nighttime hours since 1991. Currently, the airport and its compound host foreign embassies and delegates.

VOMM/Chennai Airport has resumed full operations after recovering from major flooding last week.

View the full International Operations Bulletin for 14DEC2015