

# Argentina: Overflight Permits Now Required

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7 May, 2024



## Key Points

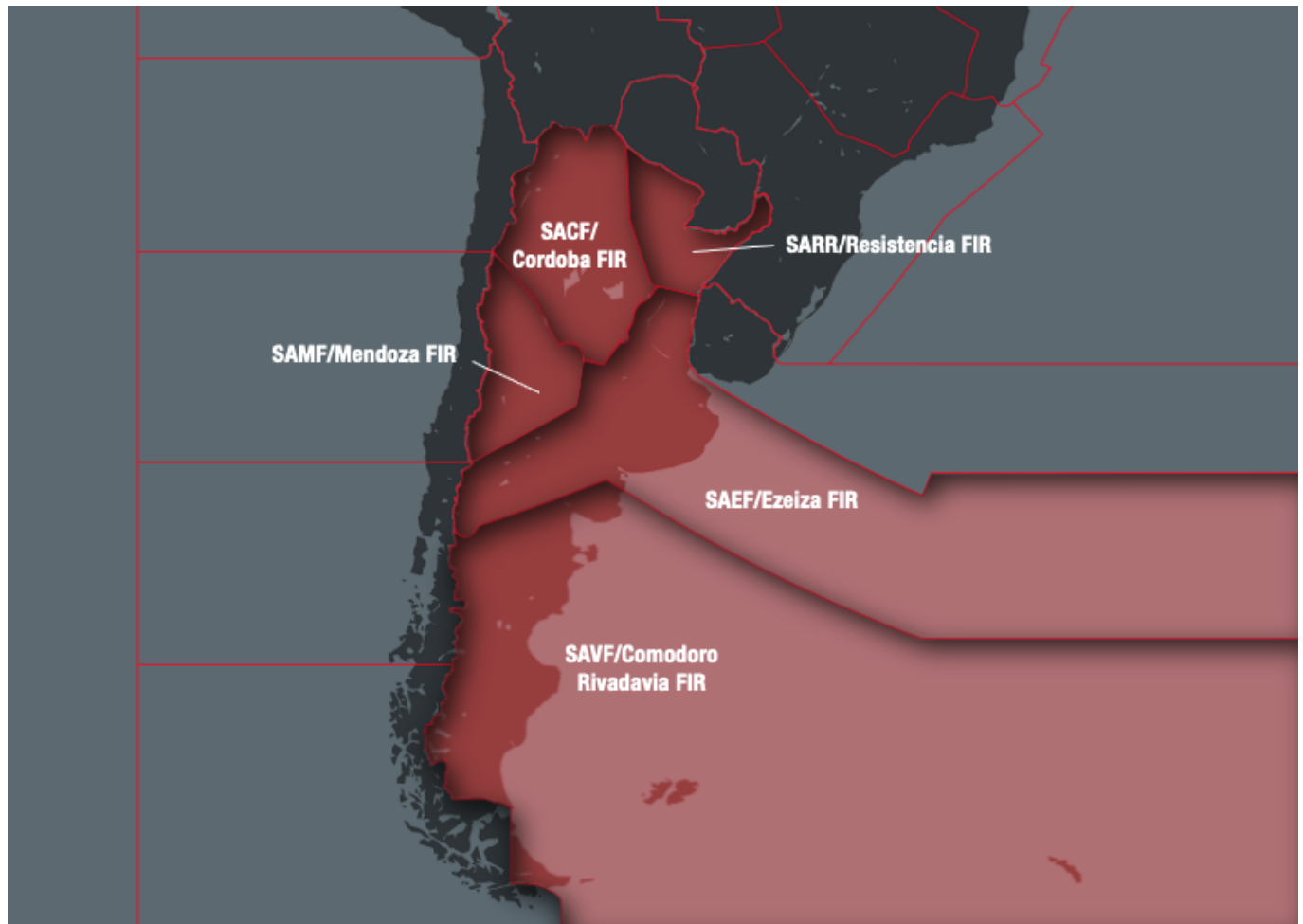
- **Effective March 13, all foreign aircraft now need an overflight permit when transiting Argentinian airspace.**
- **There's been no change to landing permit requirements: private flights don't need one, all other flights do (including tech stops).**
- **AI is still not great at making images with planes or handshakes in them ☹️**

AIP SUP 32/2024 has been published with all the new requirements – but here's a quick summary of what you need to know.

## Airspace Affected

This change applies to **all Argentinian airspace**, namely the:

- SAVF/Comodoro Rivadavia FIR
- SAEF/Ezeiza FIR
- SACF/Cordoba FIR
- SARR/Resistencia FIR
- SAMF/Mendoza FIR



## How to apply

You'll need to provide at least **72 hours'** notice.

Send your application to the National Administration of Civil Aviation (ANAC)'s AFTN address SABAYAYX, and via email to [ovf@anac.gob.ar](mailto:ovf@anac.gob.ar) (also cc. in [interaerodromosbis@gmail.com](mailto:interaerodromosbis@gmail.com)). For emails, use the subject line 'Application for Overflying the Argentine Territory.'

If you need to give ANAC a call, you can also reach them on +54 11 5941 3000.

Private operators will need to provide copies of two documents:

- **Certificate of airworthiness**
- **Proof of insurance**

Commercial operators also need to provide an air operator certificate.

**Important:** It may sound obvious, but they are quite specific about it. Don't assume you have been granted a permit until you have specifically heard back from them.

## Exemptions to the 72-hour rule

You can only get around this if you are operating an **essential flight**. This basically means SAR, humanitarian, air ambulance or firefighting ops.

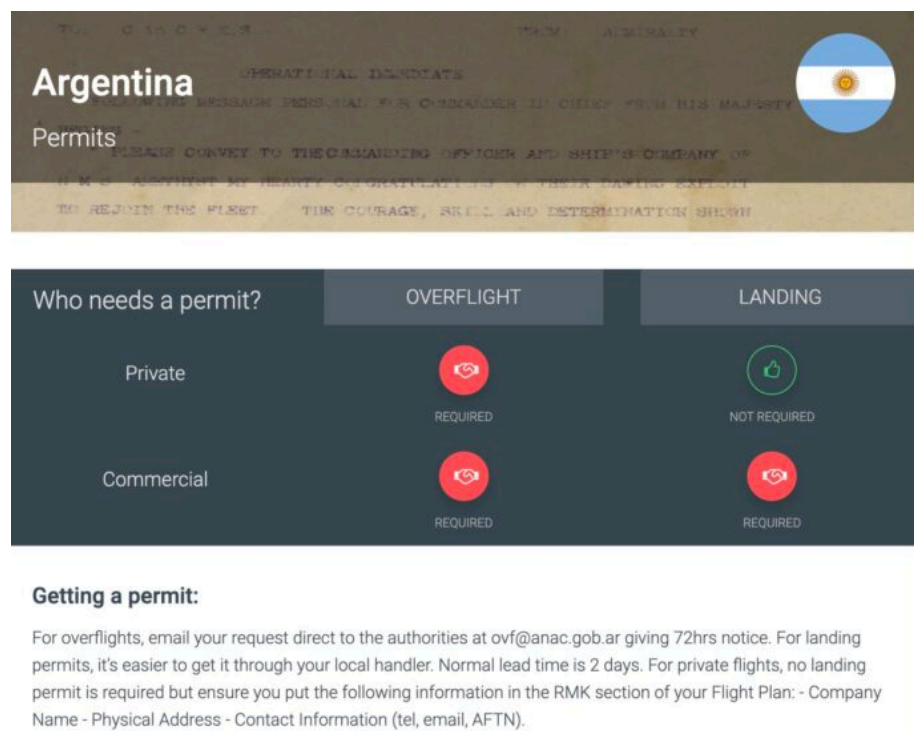
## What about landing permits?

**Nothing has changed!** Private flights don't need one – but make sure you include your company name, physical address and contact info (tel, email, AFTN etc) in the RMKS section of your flight plans.

All other flights (including tech stops) must obtain one.

## Need help with other permits?


OPSGROUP members have access to the Permit Helper, found under 'Apps' in your Member's Dashboard. Just search for the country you are planning to visit to see current overflight and landing permit requirements.



Who needs a permit?	OVERFLIGHT	LANDING
Private	REQUIRED	NOT REQUIRED
Commercial	REQUIRED	REQUIRED

**Getting a permit:**


For overflights, email your request direct to the authorities at [ovf@anac.gob.ar](mailto:ovf@anac.gob.ar) giving 72hrs notice. For landing permits, it's easier to get it through your local handler. Normal lead time is 2 days. For private flights, no landing permit is required but ensure you put the following information in the RMK section of your Flight Plan: - Company Name - Physical Address - Contact Information (tel, email, AFTN).



Civil Aviation

**National Administration of Civil Aviation (ANAC)**

+54 11 5941 3000  
[info@anac.gob.ar](mailto:info@anac.gob.ar)  
AFTN: SABAYAYX



Agent

**Air Dispatch FBO**

+5411 5984 1258  
[ops@airdispatchfbo.com](mailto:ops@airdispatchfbo.com)  
\$ Included as part of handling fees

You can also reach out to the team (and other members) via the Slack channels, or email us [team@ops.group](mailto:team@ops.group).

# Monday Briefing: Security in Caracas, Tripoli, UK Permit rules

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7 May, 2024

**Security issues rule out Venezuela, Libya** Mar 23: SVM/Caracas, Venezuela, and HLLT/Tripoli, Libya, should be off your tech stop or charter lists for the foreseeable future. Both airports have been subject to rising security risks over the last months, reaching a climax last week with a bomb attack on RWY 09/27 in Tripoli and increased civil unrest in Caracas.

**New rules for UK Permits** Mar 23 : Significant changes to the approval process for Landing Permits for

the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

SVMI/Caracas, Venezuela Public unrest has raised tensions in the capital to the point where several airlines have suspended service, including Air Canada this past week. Coupled with the security issue is a payment issue, with the Venezuelan government not releasing ticket payments. SVMI remains open and operational, but not recommended. For tech stops, consider TNCC/Curacao just to the north.

Uxxx/Crimea Region. Following the referendum on 16MAR, Crimea is now officially Russian Territory. This places the Simferopol FIR under Russian Control, but service is still provided by Ukraine. Simferopol Sectors 3,4 and 5 are now controlled by Odesa, and Sectors 1 and 2 are controlled by Dnipropetrovsk. UKFF/Simferopol and UKFB/Sevastopol are closed to civil traffic. No decision has yet been made by the Russian CAA as to whether permits will be required to overfly Crimea. It seems unlikely that there will be any change to the present 'no permit required' situation in the coming weeks at least, though when Simferopol Airport reopens we would anticipate Landing Permits being required through Russia.

VTSP/Phuket – International restrictions due to construction until 31MAR. Slot and PPR require 48HR PN, Landing Permit requests should allow 10 days.

Llxx/Italy ATC Industrial action announced for 30MAR 1030-1430Z. For this and subsequent strikes, ENAC, the Italian provider, will accept a limited number of pre-arranged flights from each AO.

EHAA/Amsterdam FIR Due to Nuclear Summit in the Hague on 24 and 25MAR, most of the FIR is accessible by Prior Permission only, including all flights to EHAM, EHRD, EHEH. Contact [nss.ppr@minienm.nl](mailto:nss.ppr@minienm.nl) or +31 (0) 577453696.

LLOV/Ovda, Israel will be closed to all flights 01MAY-07MAY

DGAA/Accra, Ghana Until 23JUN, The main runway (03/21) is open daily from 0500-2300Z only; no traffic accepted outside these hours.

YPXM/Christmas Island is closed and unmanned at present due to a Cyclone.

HLLT/Tripoli, Libya was subject to a bomb attack on Friday. The device was placed on the centerline of RWY09/27 overnight and detonated with a timer. Most regular operators cancelled flights immediately, with no set date to resume operations.

OSDI/Damascus FIR – For those still overflying, Syria has closed airway L513 from BURSA to LEBOR UFN.

**UK Charter Permits.** Significant changes to the approval process for Landing Permits for the UK will take effect on 06 APR. CAA will take over the responsibility for issuing approvals from the Department for Transport (DFT). Also, previously, a cabotage objection could be raised by a group of UK Charter Operators – this is removed. A fee is likely to be charged by the CAA for permits from this point forward.

**Turkey.** Effective 10APR2014 Visa on Arrival is no longer available at Turkish Airports. Visitors must apply online through <https://www.evisa.gov.tr/en/> for an e-Visa.

**Australia.** A reminder to all operators who are not ADS-B equipped, of the restrictions when operating into Australian Airspace effective from 15DEC13. If you not ADS-B equipped you must file with CASA, a Form 208 exemption application 14 days in advance of proposed operations into Australian Airspace. Then operations will be confined to the SSR radar coverage area extending from 200 nm north of Cairns down the East coast to 200 nm west of Adelaide. This is commonly referred to as the J curve. If you intend operating into the Brisbane or Melbourne FIRs from the west and north west of Australia, and are not ADS-B equipped you will be required to operate at FL290 or below.

**URSS/Sochi** Starting from 20JAN, including period of XXII Winter Olympic Games and XI Winter Paralympic Games 2014, airlines are obliged to send the passenger manifest with exact Name, Surname, Passport number and series, or other ID, Ticket number, 24 hours prior to departure and no less than 4 hours prior to departure – passenger manifest changes, when operating to Sochi International airport (IATA code-AER). Information should be sent to the following e-mails: Checkin\_Disp@aer.basel.aero, Chief\_smena\_SAB@aer.basel.aero. See NOTAM A3075, A4018.