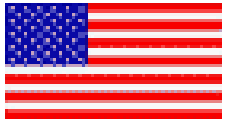
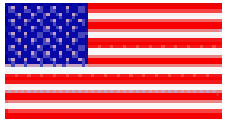
Flying To and From Mexico

Carl Foster



Four Main Steps

- Step 1: Preparation
  - eAPIS Registration
  - CPB Sticker
- Step 2: Planning
  - Departure and Arrival Airports
  - U.S. and Mexico
- Step 3: Departing Procedures
- Step 4: Return Flight



Step 1: Preparation

- Register for eAPIS account (One-time event)
  - Log onto https://eapis.cbp.dhs.gov
  - Enter your information including a valid email address
  - Note your “Sender ID”
  - Enter a password that begins with a number
  - The process takes about one week
- Obtain a Customs decal (Annual event)
  - Log onto https://dtops.cbp.dhs.gov
  - Register and pay the fee ($27)
  - This takes approximately one week
- Must have 12-inch N-numbers on aircraft

eAPIS Editorial Comment

- System for notifying CBP of arriving and departing passengers and crew.
  - Part of 9/11 committee recommendations
  - Over 4000 comments were filed against its implementation
  - Concept is based on ignorance of committee members regarding general aviation and boating
  - Poor implementation of a inane idea for privately owned and operated aircraft and boats
  - Understanding this will help ease your frustration and make sense of the system, which is the same system used by airlines and cruise lines
- Potential $5000 fine to law-abiding citizens, even for inadvertent errors

eAPIS Security Improvement

Before eAPIS	After eAPIS
CPB agents do not check private aircraft that are departing the U.S. to check for people who should not leave the country	CPB agents do not check private aircraft that are departing the U.S. to check for people who should not leave the country
Law-abiding pilots pre-arrange border crossing, land at a U.S. port of entry, proceed directly to Customs, and present the aircraft and passengers to armed Border Patrol agents for admission to U.S.	Law-abiding pilots pre-arrange border crossing, land at a U.S. port of entry, proceed directly to Customs, and present the aircraft and passengers to armed Border Patrol agents for admission to U.S.
Criminals fly under the radar, land at remote dirt airstrips, and illegally unload cargo and/or people	Criminals fly under the radar, land at remote dirt airstrips, and illegally unload cargo and/or people

More eAPIS Information

- Take ASF on-line course
  - http://flash.aopa.org/asf/eAPIS/
- Government course
  - http://apps.cbp.gov/eAPIS-pa/
- Arriving one person short is OK, but extra people are not OK without updating the notification
- Any changes like number of passengers or return date – must file new eAPIS notification
- For help email: private.aircraft.support@dhs.gov
- eAPIS filings cannot be deleted, so CBP will use the latest one that you submit (at least they *should* use the latest one)

Alternate eAPIS Filing Methods

- Baja Bush Pilots (now Bush Pilots International) has an eAPIS service
- FLTPLAN.COM will also file eAPIS for you
- Submit an XML file
  - See next slide for example

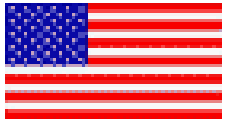
XML File Example (Partial File)

```
<?xml version="1.0" encoding="UTF-8"?>
<!-- Foster, Carl:Outbound 2016-02-13 El Rosario as of 2/10/2016
4:17:58 PM -->
<Manifest>
 <Transaction>
  <FlightType>GA</FlightType>
  <SchemaVersion>2.0</SchemaVersion>
  <SenderID>APGA9641</SenderID>
  <DateAssembled>2016-02-10</DateAssembled>
  <TimeAssembled>16:17:59</TimeAssembled>
  <EmergencyContact>
   <LastName>Johnson</LastName>
   <FirstName>Edward</FirstName>
   <MiddleName>Filmore</MiddleName>
   <TelephoneNbr>520-321-1895</TelephoneNbr>
   <EmailAddr>edwjohnson751@gmail.com</EmailAddr>
  </EmergencyContact>
  <Itinerary>
   <OutboundItinerary>
    <OutboundDepartureLocation>
     <AirportCode>KTUS</AirportCode>
     <City>Tucson</City>
     <State>AZ</State>
     <PlaceDescription>KRYN Ryan Field
Airport</PlaceDescription>
    </OutboundDepartureLocation>
    <LocalDepartureDate>2016-02-13</LocalDepartureDate>
    <LocalDepartureTime>07:00</LocalDepartureTime>
    <BorderCrossing>07:32 Sells, AZ</BorderCrossing>
    <OutboundCompleteItinerary>
     <ForeignAirport1>MMSF</ForeignAirport1>
     <ForeignAirport2>MDDM</ForeignAirport2>
    </OutboundCompleteItinerary>
    <OutboundArrivalLocation>
     <AirportCode>MMSF</AirportCode>
     <City>San Felipe</City>
     <CountryCode>MEX</CountryCode>
    </OutboundArrivalLocation>
    <LocalArrivalDate>2016-02-13</LocalArrivalDate>
    <LocalArrivalTime>08:41</LocalArrivalTime>
   </OutboundItinerary>
  </Itinerary>
  <Aircraft>
   <AircraftDetail>
    <TailNumber>N4220R</TailNumber>
    <TypeAircraft>Piper PA-32</TypeAircraft>
    <Color>White Brown </Color>
    <CallSign>N4220R</CallSign>
    <CBPDecalNumber>6503602</CBPDecalNumber>
   </AircraftDetail>
```

U.S. AOE

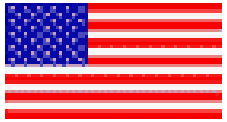
Actual Departure Airport

CPB Decal



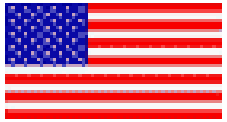
Mexico Multi-Entry Permit

- Implemented by urging of Baja Bush Pilots
- Obtain on the first entry of the year
- Expires on December 31
- Cost varies (approximately $120 in 2016)
- Payment must be in pesos
- Must have at least 6 months remaining on your Mexico liability insurance to get a multi-entry permit



Multi-entry Permit Information

- Tail Number (N1234A)
- Type (Single-engine Land)
- Manufacturer (Piper, Cessna, Beechcraft)
- Model (PA-28, C-182, BE-23)
- Color (Blanco y azul)
- Owner (Name on Registration)
- Insurance Company (AVEMCO)
- Insurance Policy Number (A123785490776AXM)
- Insurance Expiration Date (16 Nov 2016)
- Pilot Name
  - If the pilot is different than the owner, then the pilot must have a notarized letter from the owner stating that the owner authorizes taking the aircraft to Mexico



Multi-entry Permit Documents

- Take *at least three* copies of the following
  - Pilot Certificate (front and back)
  - Medical Certificate
  - Radiotelephone Operator Permit (if you have one)
  - Insurance Policy
    - Main Page showing liability coverage limits
    - Page that shows Mexico coverage
  - Airworthiness Certificate
  - Registration
  - Aircraft Radio License
    - Technically required, but never enforced

Step 2: Planning

- Select a U.S. departure airport
  - Does not need to be an Airport of Entry (AOE)
  - If the departure airport not an AOE, then use the closest AOE and then put the actual airport in the “description” field
- Select a Mexico arrival airport
  - **Must be an AOE**
  - Does not have to be the first one that you fly over
  - Check fuel availability
  - No night VFR flying allowed in Mexico
- File an eAPIS report for the U.S. departure
  - A return report can be filed at the same time
  - Include all passengers
  - **Print the automated reply(s)**
- File an FAA flight plan for the U.S. Departure
  - A return Customs notification can be filed at the same time

eAPIS Email Reply Example

The following information was received:

*****FLIGHT SUMMARY*****

Sender ID	:APGA9617
Confirmation #	:EAPIS-6735989
Aircraft Tail Nbr	:N4220R
ETD Date	:02/13/2016
ETD Time	:07:00
Departure	:KTUS/TUCSON INTERNATIONAL
Arrival	:MMSF/MEX

*****Message Status*****

# Messages Received	:	1
# Processed	:	1
# Not Processed/Fatal	:	0

*****Counts Summary*****

# Passengers processed	:	3
# Crew processed	:	1

CBP is confirming receipt and APIS processing of your manifest submission. CBP recommends that you print this email for your records.

Based upon the information submitted, this flight is cleared for departure.

If changes to an already transmitted manifest are necessary, an updated and amended manifest must be submitted to CBP. Only amendments regarding flight cancellation, expected time of departure (ETD) or changes in departure location to an already transmitted manifest may be submitted telephonically, by radio, or through existing processes and procedures and should be coordinated directly with the CBP departure port. For further information, please see Title 19, Code of Federal Regulations, section 122.22 (19 CFR Section 122.22).

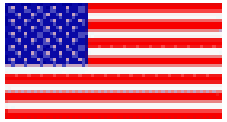
This clearance is based on the information submitted and does not confirm that the submitted manifest information is valid, accurate and/or complete, or that the manifest was submitted within specified timeline requirements. It is only a receipt to confirm that the submitted manifest information has been received and processed. Submission of manifests within 60 minutes of departure or submission of invalid, inaccurate and/or incomplete manifest data may be subject to penalty or other appropriate enforcement action.

This email was sent from a notification-only address that cannot accept incoming email. Please do not reply to this message.

This message was generated by APIS on: 02/12/2016 at 22:08:53:12 EST.

Planning Information

- The eAPIS uses local times and dates
- You must depart and arrive on the dates in the eAPIS filing, or re-file
- Local departure time is important because the report must filed be at least an hour before departure.
- The flight plan departure and arrival times should be as close as possible to the actual times, but the eAPIS return arrival time is secondary to the FSS notification.



Step 3: U.S. Departure Procedure

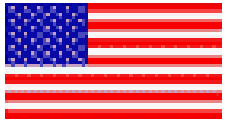
- Activate the outbound flight plan after takeoff with FSS
- The outgoing flight plan does not need to be closed
- Contact any en route Mexico ATC as needed, i.e., Hermosillo Approach
- Contact the arrival airport *at least 20 miles out*

Activating Flight Plan

- Video: https://youtu.be/zQc5Rg-7cmw
- If PDF blocks access to YouTube so you will have to copy and paste into your browser.
- MP4: http://www.flyingsamaritansaz.org/Tucson/Videos/Open_Flight_Plan.mp4
  - 55 MB

Tucson Area FSS Frequencies

- 122.2 is located at the Tucson VOR off the south end of runway 11L
  - It is masked by Tucson Mountains for aircraft departing Marana
- 122.4 is located on Mt. Lemmon
  - Use when departing Marana southbound or westbound
  - Use for inbound flights before border crossing

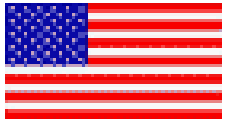


Contacting Arrival Airport

- Unfortunately no one at San Felipe returned my call the day I made the video in the next slide, however the arrival airport will want the following information
  - Registration
    - Use “November” instead of “Cherokee” or “Cessna”
  - Where you are in relation to the airport
    - Miles and direction (22 miles east)
  - Departure airport Ryan (KRYN near Tucson)
  - Aircraft Type (PA-28, C-182, BE-23)
- If it is not busy you can give all information in the first call
- Speak slowly and clearly – English is second language
- They will respond with the active runway, wind, altimeter setting, and when to call back
  - Typical call back is “Report five miles”

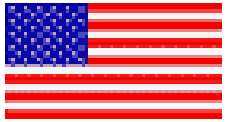
Calling Arrival Airport

- Video: https://youtu.be/q9Sy9pyGVXo
- If PDF blocks access to YouTube so you will have to copy and paste into your browser.
- MP4: http://www.flyingsamaritansaz.org/Tucson/Videos/Calling_San_Felipe.mp4
  - 28 MB



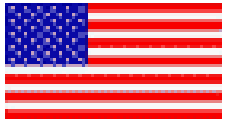
Arrival at AOE Part 1

- After landing, taxi to parking and shut down.
- Expect to be approached by Military
  - 17-year olds with automatic weapons
- The leader will ask for the following, and may not speak English so have the following available
  - Pilot name and pilot certificate number
  - Where you came from
  - Aircraft type
  - Passenger names
  - How much fuel you have (in liters) and where you got it
  - When you plan on departing and where you plan to go
- Expect that they may ask for all kinds of irrelevant information like the aircraft serial number
- Most of the military people do not know what is important
- If you arrived from a Mexico airport, they may also ask for your flight plan



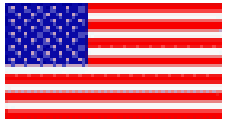
Arrival at AOE Part 2

- You may be met by Customs agents on the ramp
- Enter the building and have you and every person on the flight fill out a visa card and give them to the Immigration officer
  - Tell the immigration agent which passport belongs to the pilot (important)
- Pay for the visas (pesos are preferred)
- Go through Customs (Aduana)
- Buy a multi-entry permit or present the one you already have



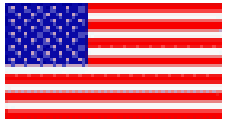
Arrival at AOE Part 3

- Meet with the DGAG (Mexico FAA)
- Sign the arrival flight plan and add passenger names
- File a follow-on flight plan (if applicable)
  - ICAO Format
  - Have all of the information and papers available
- Pay the fees and for the fuel
  - Visa fees must usually be paid in cash in pesos and may be paid either to the Immigration agent or cashier
  - Landing fee and tower fee must be paid in pesos
  - Not all airports accept credit cards for fuel, in which case you will need to pay in cash in pesos
  - If you only have dollars, they will give you a terrible exchange rate and offer no change
- Note that you will have to provide the same information, such as passenger names and destination in Mexico, to multiple people



Mexico Aviation Fees

- Visa: Varies from $25 to $33
  - Visa cost is a function of the exchange rate, phase of the moon, current air temperature, and latest soccer score
  - Must be paid in cash using pesos
  - Pilots don't pay for visas if staying no longer than 7 days
- Landing Fee: $7 to $10
- Tower Fee: $8 or so, only at towered airports
- Parking Fee: $8 or so, not at all airports

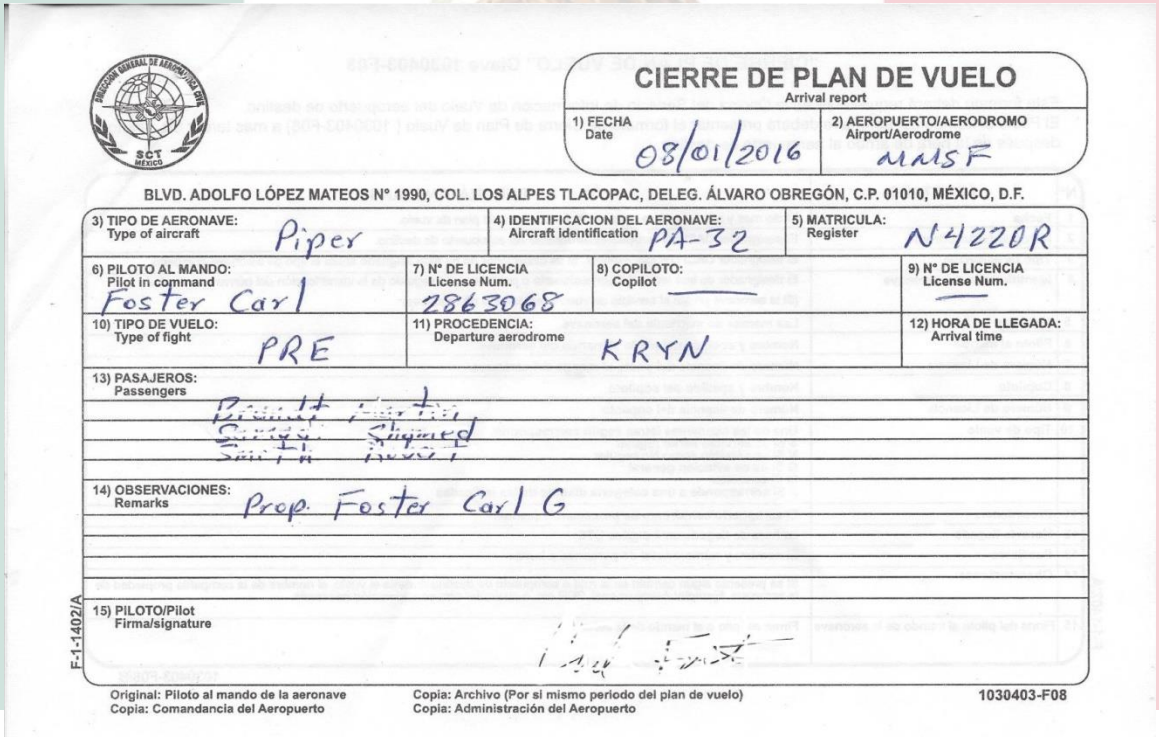


Continuation Flight in Mexico

- File a flight plan for the next destination if continuing on
- The destination airport must be a legal airport
  - Must be on record with DGAG (Mexican FAA)
  - Must be current on fees
  - May be non-towered
- ICAO format (next slides)
- Suggest having all required information ready to provide to the DGAG official
- Keep all documents that the DGAG official gave you to show at subsequent landings

Arrival Flight Plan

- Usually filled out by DGAG personnel
- You usually need to add your name, passenger names, your pilot certificate number, and your departure airport



CIERRE DE PLAN DE VUELO
Arrival report

1) FECHA / Date: 08/01/2016
2) AEROPUERTO/AERODROMO / Airport/Aerodrome: MMSF

BLVD. ADOLFO LÓPEZ MATEOS N° 1990, COL. LOS ALPES TLACOPAC, DELEG. ÁLVARO OBREGÓN, C.P. 01010, MÉXICO, D.F.

3) TIPO DE AERONAVE / Type of aircraft: Piper
4) IDENTIFICACION DEL AERONAVE / Aircraft identification: PA-32
5) MATRICULA / Register: N4220R

6) PILOTO AL MANDO / Pilot in command: Foster Carl
7) N° DE LICENCIA / License Num.: 2863068
8) COPILOTO / Copilot: ——
9) N° DE LICENCIA / License Num.: ——

10) TIPO DE VUELO / Type of fight: PRE
11) PROCEDENCIA / Departure aerodrome: KRYN
12) HORA DE LLEGADA / Arrival time:

13) PASAJEROS / Passengers:

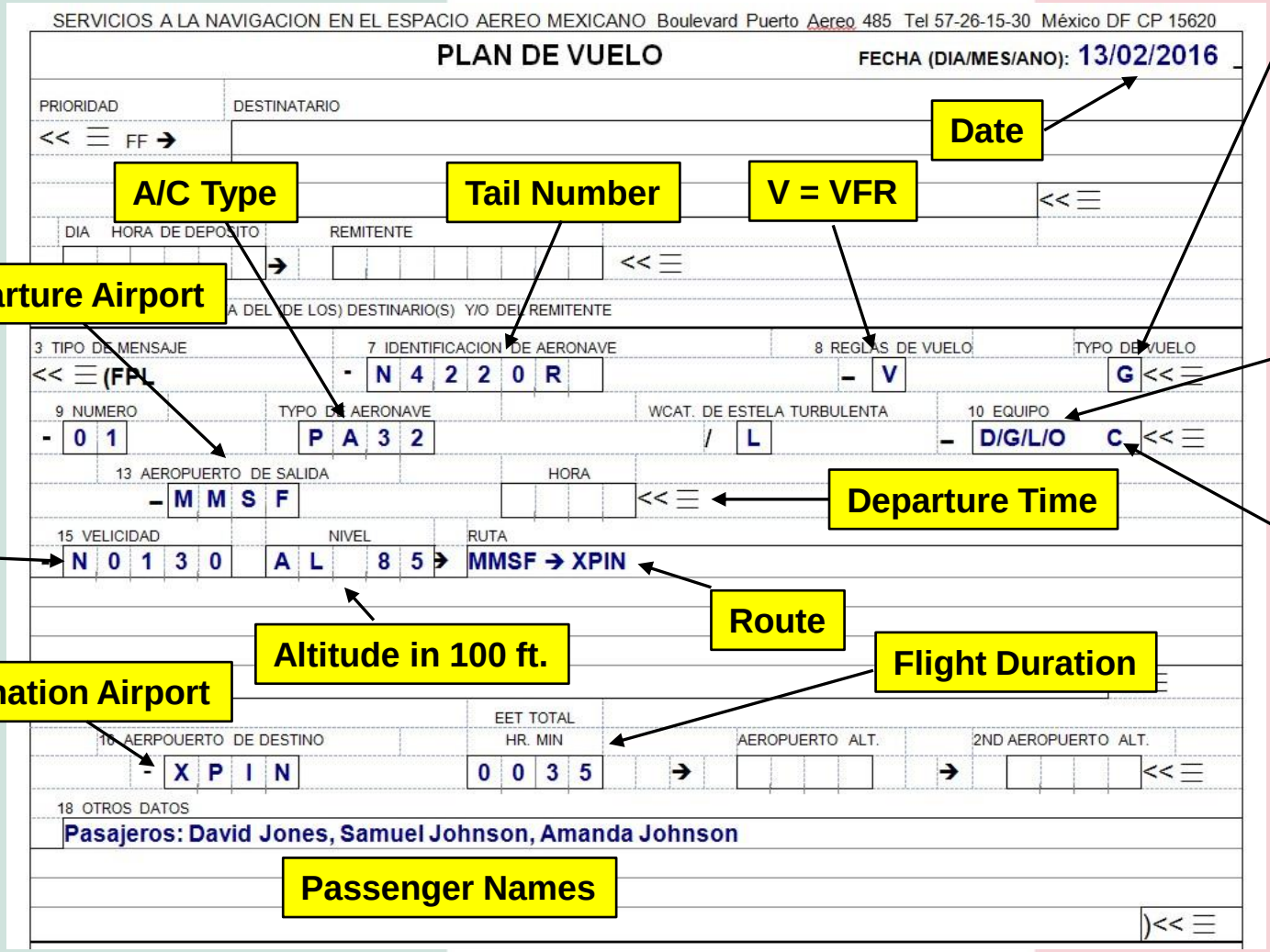
14) OBSERVACIONES / Remarks: Prop. Foster Carl G

15) PILOTO/Pilot Firma/signature:

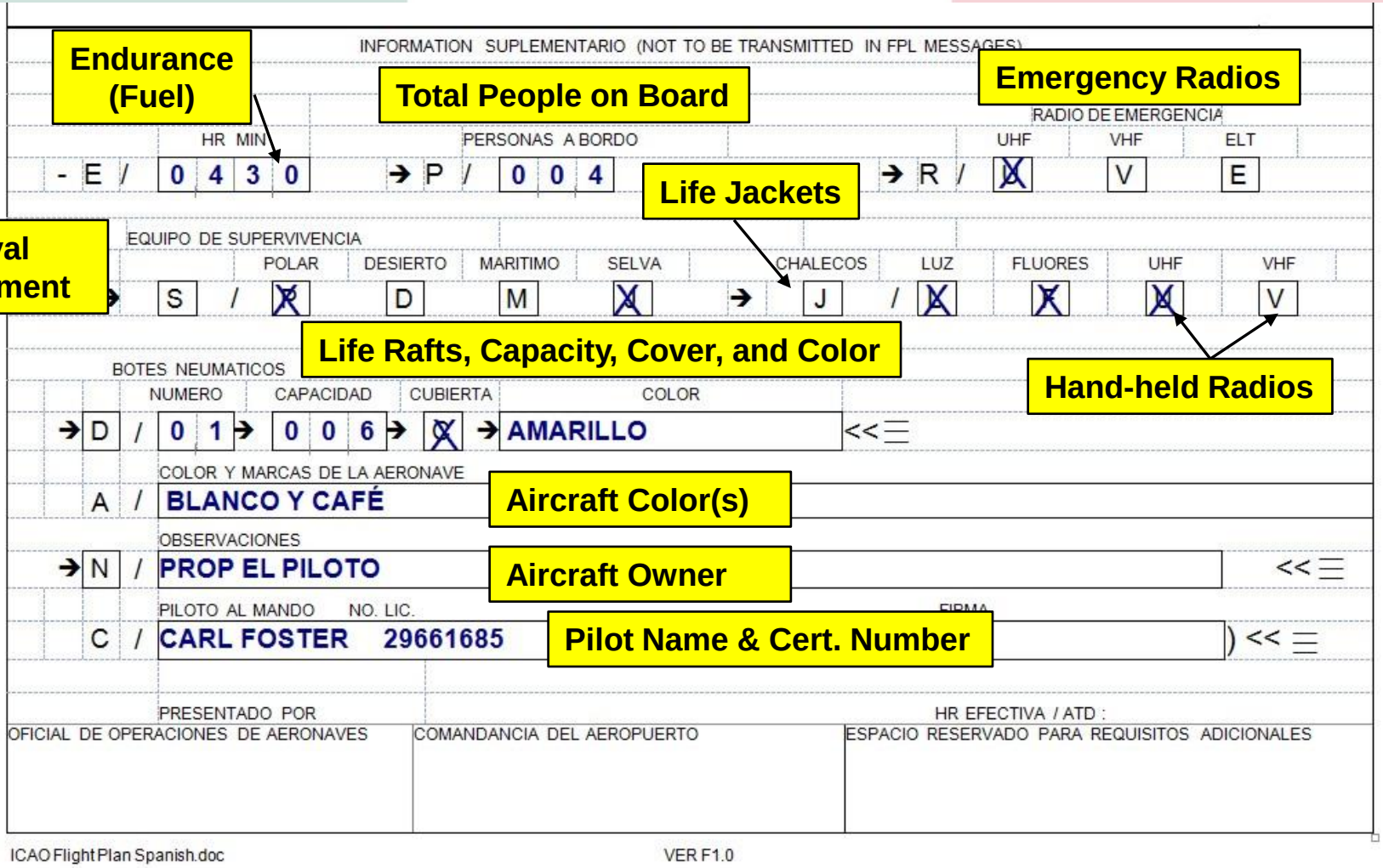
F-1-1402/A

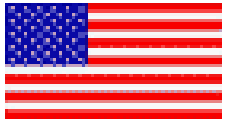
Original: Piloto al mando de la aeronave
Copia: Comandancia del Aeropuerto
Copia: Archivo (Por si mismo periodo del plan de vuelo)
Copia: Administración del Aeropuerto
1030403-F08

ICAO Flight Plan Top Part



ICAO Flight Plan Bottom Part



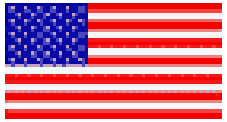


Step 4: Return Flight

- File the eAPIS notification for the return trip at least one hour before departure. If you filed the outbound and return notifications at the same time, you do not have to re-send the notice
  - It is a good idea to have a friend in the U.S. who can access your eAPIS account in case you cannot get to a place with Internet access and need to make a change.
- If you didn't already file a Flight Service return notification, notify Prescott Radio by phone at (928) 778-0314 and state that you are heading for the U.S. That way they have everything except the actual customs arrival time when you call in the air.

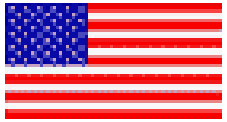
Last Minute Changes

- If you cannot re-send an updated eAPIS notification, you can call Customs and verbally change the information
- The Tucson sector Customs number is (520) 799-8348



Fly to a Mexico AOE

- You should depart Mexico from an AOE
- All people aboard will surrender their visas
- Turn in your general declaration
  - One of the documents received when entering Mexico
- Pay the departure tax
- Pay the airport fees
- File an ICAO flight plan for the return flight

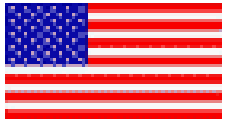


Border Crossing

- Contact FSS as soon as possible *before* crossing the U.S. border, preferably *an hour before* arrival
  - 122.4 near Tucson (Prescott Radio RCO on Mt. Lemmon)
  - 122.6 near Yuma (San Diego Radio)
  - Give updated arrival time for Customs
  - Get a squawk code for border crossing (very important)
- Southern Arizona Ports of Entry
  - Tucson International
  - Nogales, AZ
  - Yuma
  - Douglas
  - Bisbee – Douglas

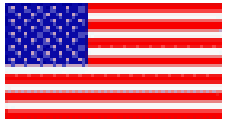
Calling FSS

- Video: https://youtu.be/2aMMFkhPl9U
- If PDF blocks access to YouTube so you will have to copy and paste into your browser.
- MP4: http://www.flyingsamaritansaz.org/Tucson/Videos/Before_Crossing.mp4
  - 101 MB



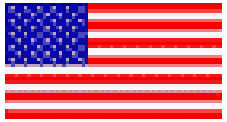
FSS Contact

- Note that I got some help on that call
- **Open squelch to hear FSS when 100 miles out** – the reply is often too weak to break the squelch even though you can hear the FSS
- Give the aircraft tail number and updated arrival time
- FSS will give you pertinent information and a border crossing transponder code
- **Enter the transponder squawk code as soon as you receive it so you don’t forget**



First Landing in U.S.

- Technically, you must land at the first airport you fly over after crossing into the U.S.
- You can overfly Nogales, Arizona and land at Tucson International, which is a special case and allowed by local Customs
- If you fly a turbine aircraft you can get a permit to fly to Phoenix Sky Harbor or Scottsdale

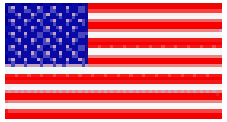


After Landing

- Taxi directly to U.S. Customs
- Close your flight plan with FSS either before or just after shutting down
- Gather passports
- Everyone must stay with the plane until met by a Customs officer
  - Preferably seated
  - Everyone must be close enough to touch the aircraft
  - Do not enter the building
- Give the Customs officer all of the passports
- Follow directions

After Customs

- Taxi out of the Customs area
- Proceed to your U.S. destination



Additional Information

- Baja Bush Pilots (Bush Pilots International)
  - Advocate organization
  - Publications
  - Organized trips
  - Help with crossing
  - Mexico Insurance

Mexico Destinations

Landing at Mulegé

Runway at Mulegé

Hotel Serenidad at Mulegé

Punta Pescadero, BCS

Diving in La Paz

Presentation

- Presentation developed by Carl Foster
  - Volunteer wit Flying Samaritans
  - Private Pilot
  - Seaplane Rated
  - Instrument Rated