Chapter 7. INTERNATIONAL OPERATIONS

Section 1. MESSAGES AND FORMATS

7-1-1. GENERAL

a. Title 14 of the U.S. Code of Federal Regulations (14 CFR) and the International Civil Aviation Organization (ICAO) require flight plans for all civil aircraft operation between the United States and foreign locations. U.S. Customs requirements, international flight plan information, and Air Defense Identification Zone (ADIZ) penetration requirements are listed in other publications; e.g., the FAA International Flight Information Manual (IFIM), the U.S. Customs Guide for Private Flyers, the Aeronautical Information Manual (AIM), CFR Part 91, and CFR Part 99. Designated airports of first landing are listed in the IFIM and The Airport/Facility Directory (AFD).

b. This chapter provides guidance to AIFSS, AFSS, FSS, and ARTCC facilities that transmit international flight movement messages. It incorporates relevant information from ICAO and 14 CFR documents. All personnel required to handle international messages shall be familiar with ICAO documents containing instructions for preparing and transmitting communications for the AFTN circuits. These documents should be retained at FAA facilities which handle international messages. FAA personnel shall not act as agents for any aircraft operating or dispatching company.

NOTE-
International telecommunications instructions are found in International Standards and Recommended Practices, ICAO Annex 10 - Aeronautical Telecommunications, Volume II, and Document 7946, Manual of Teletypewriter Operating Practices. DOC 4444-RAC 501, Rule of the Air and Air Traffic Services, lists various ATS movement messages. Location indicators are contained in ICAO Document 7910, and Designators for Aircraft Operating Agencies Aeronautical Authorities and Services are contained in ICAO DOC 8585. FAA policies concerning acceptance of messages for international transmission are contained in 14 CFR Part 189.

c. AFSS's and FSS's that transmit only occasional international messages or are unable to determine the correct addressing for all air traffic units concerned may refer the pilot to the proper gateway facility or address the message to the proper gateway facility for handling. The gateway stations and their areas of responsibilities are as follows:

1. New York AIFSS (ISP): Bermuda, Canada, North Atlantic, Europe, and Africa.

2. Miami AIFSS (MIA): Caribbean, South America, and Central America.

3. Kenai AIFSS (ENA): Alaska.

4. Oakland AIFSS (OAK): Pacific.

d. To ensure that the gateway facility understands your request, include T (transmit) instructions in the first line of text.

EXAMPLE-
AIS
FF KMIAYFYX
DTG KICTYFYX
MIA T ALL INTL ADDRESSEES
(Text)

M1

ORIGIN: PRECEDENCE.FF TIME: ACK:N
ADDR:KMIAYFYX
TEXT:MIA T ALL INTL ADDRESSEES
(TEXT)

7-1-2. AIR TRAFFIC SERVICE (ATS) MESSAGES

ATS as used in this section, as opposed to the meaning of the term within the FAA, is a generic term meaning and including: flight information, alerting, air traffic advisory, and air traffic control (ATC) services.

7-1-3. CATEGORIES OF MESSAGES

The following ATS messages, with their normal priority indicators, are authorized for transmission by any means; i.e., AFTN, NADIN, interphone, computer-to-computer, or via the aeronautical mobile service, as applicable.

a. Emergency Messages.

1. Distress messages and distress traffic, including alerting (ALR) messages relating to distress (DETRESFA) phase-SS.

2. Urgency messages, including alerting messages relating to an alert (ALERFA) phase or to an uncertainty (INCERFA) phase-SS.

3. Other messages concerning known or suspected emergencies which do not fall under subparas 7-1-3a1 and 2 and radio communications failure (RCF) messages-FF or higher as required.

b. Movement and Control Messages.

1. Flight plan (FPL)-FF.

2. Amendment and coordination messages.

(a) Departure (DEP)-FF.

(b) Delay (DLA)-GG.

(c) Arrival (ARR)-GG.

(d) Boundary estimate (EST)-FF.*

(e) Modification (CHG)-FF.*

(f) Coordination (CDN)-FF.*

(g) Acceptance (ACP)-FF.*

3. Cancellation (CNL)-GG.*

4. Clearances, flow control (SPL, CHG, CDN)-FF or DD.*

5. Transfer of control (TCX)-FF.*

6. Requests (RQS)-FF.*

7. Position reports (AIREP)-FF.*

c. Flight Information Messages.

1. Traffic information-FF.*

2. Meteorological information (MET)-FF or GG.

3. Operation of aeronautical facilities and essential airport information (NOTAM)-GG.

** Normally exchanged between ATC units via voice circuits.*

d. Technical Messages. Four categories of these messages are specified for use on computer-to-computer circuits only. They will not be sent on AFTN or NADIN circuits.

7-1-4. SERVICE MESSAGES

a. NADIN will immediately generate a service message to an originator when incorrect code or routing indicators are detected.

EXAMPLE-
FF KZKCZQZX
031840 KSLCYTYX
SVC. ZKC121 QTA RPT
FF KZKCZQZX
031840 KSLCYTYX
SVC. ZKC122 QTA MSR

b. Assign the appropriate priority indicator to international service messages. When service messages refer to messages previously transmitted, assign the same priority prefix. Identify a service message by inserting SVC as the first item of the text.

EXAMPLE-
FF TJSJYFYX
DTG KSEAYFYX
SVC. RUMES 231015
(Text)

7-1-5. TRANSMISSION VIA NADIN

International messages are generally introduced on NADIN for relay to AFTN circuits.

a. M1FC facilities use the ICAO flight plan mask or TB mask. Addressee(s): Not to exceed 69 characters or seven addressees, each addressee separated by a space.

b. AIS facilities handle international messages on NADIN for relay to AFTN as follows:

1. Start of message. New Line Key.

2. Preamble (priority, space, addressee(s).

(a) Priority. Two-character precedence field.

(b) Addressee(s). Not to exceed 69 characters or seven addressees, each addressee separated by a space.

(c) End of Line (EOL) new line key.

(d) End of Text (EOT) (enter function).

7-1-6. TRANSMISSION OF ATS MESSAGES

a. Air traffic service messages are interchanged in the international air traffic control system in the following modes:

1. The preferred step-by-step mode wherein each ACC/ARTCC sends forward the full current (updated) flight plan information as the flight progresses.

2. The simultaneous mode wherein information extracted from the filed flight plan (FPL) is sent simultaneously to all ATS units along the route of flight. In this mode, only amendments to the FPL, plus

necessary control information, are forwarded from center to center as the flight progresses.

b. Prepare and transmit ATS messages as set forth in this Order. Address these messages as follows:

1. Include an eight-character addressee indicator for each addressee. There can be no more than one line (69 characters including separating spaces) of addressees. When more than the allowable number of addressees are required, two or more transmissions of the message (each with no more than the allowable number of addresses) must be made. The eight-letter combination addressee indicators are composed as follows:

(a) The four-letter ICAO location indicator; e.g., MPTO. Use only those listed in ICAO DOC 7910 (Location Indicators). Some ICAO eight-character addressees for Mexico and Canada are listed in FAAO 7350.6.

(b) A four-letter designator for the facility type/office, or if no designator has been assigned, affix YXYX for military, ZZZX for aircraft in flight, or YYYX for all other cases; e.g., MTPPYYYX. (See Note.)

REFERENCE-
ICAO DOC 8585, Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

NOTE-
The most frequently used and authorized designators are:
YAYX Government Civil Aviation Authority (FAA Regional Office or Headquarters).
YCYX Rescue Coordination Center (RCC).
YDYX Authority Supervising the Aerodrome.
YFYX Aeronautical Fixed Station (AFSS/FSS/IFSS/-IATSC).
YMYX Meteorological Office (NWS).
YNYX International NOTAM Office (NOF).
YTYX Telecommunications Authority.
YWYX Military Flight Operational Control Center (ACP).
YXYX Military Organization (BASOPS).
YYYX Organization not allocated a two-letter designator.
ZOZX Oceanic Air Traffic Control Center.
ZPZX Air Traffic Service Reporting Office.
ZQZX Computer Facility at ACC/ARTCC.
ZRZX ACC/ARTCC. (Center in charge of a FIR/UIR when the message is relevant to a VFR flight (AMIS)).
ZTZX Aerodrome Control Tower.
ZZZX Aircraft in flight.

(c) A one-letter designator will appear following an air carrier designator to indicate the department or division of the organization addressed.

2. Filing time. A six-digit date/time group indicating the time the message is filed with the AIFSS/AFSS/FSS for transmission.

c. Originator Indicator. Consists of an eight-letter sequence similar to an address indicator, identifying the place of origin and the organization originating the message.

d. Supplementary Address and Origin Information. When the four-letter designators YXYX, ZZZX, or YYYX are used, identify the aircraft operator or organization at the beginning of the text preceding the start-of-ATS data symbol (⟨- -), in the same order as in the addressee(s) and/or originator indicator(s). Where there is more than one such insertion, the last should be followed by the word "stop." Where there are one or more insertions in respect to addressee indicators plus an insertion in respect to the originator indicator, the word FROM is to appear before that relating to the originator.

e. When addressing flight plan messages or related amendments and flight plan cancellation messages to centers, use one of the four-letter designators as follows:

1. If message is relevant to IFR and:

(a) The ARTCC is computer-equipped (U.S. ARTCC's), use ZQZX.

(b) The center is not computer-equipped, use ZRZX.

(c) Relevant to oceanic operations, use ZOZX.

NOTE-
Some centers may request specific addressing different from above. ZTZX and ZPZX are used internationally, but are not used in internal U.S. application.

2. If message is VFR (AMIS), use ZRZX.

3. If SVC or administrative, use ZRZX.

7-1-7. ORIGINATING MESSAGES

a. Messages for ATS purposes may be originated with ATS units by aircraft in flight, or, through local arrangements, a pilot, the operator, or their designated representative.

b. Accept air-filed flight plans or changes in destination information from aircraft inbound from foreign locations and, if requested by the pilot, enter Customs notification service.

c. Do not accept round-robin flight plans to international locations.

d. Do not accept assumed departure flight plans when the destination is in a foreign country other than Canada.

e. Aircraft movement, control, and flight information messages for purposes other than ATS, such as operational control, shall be originated by the pilot, the operator, or their designated representative.

7-1-8. ADDRESSING MESSAGES

a. Addressing the flight plan is determined by the point of departure, the destination, and the FIR boundaries to be penetrated during the course of the flight.

b. Address IFR FPL messages to the ARTCC serving the airport of departure and to all ATS units (including oceanic) providing air traffic control service or concerned with flight along part or the whole of the route to be flown except FAA ATCT's and other conterminous U.S. ARTCC's.

NOTE-
Within the North Atlantic (NAT) Region, FPL's on turbojet aircraft transiting the control areas of Gander Oceanic, New York Oceanic, Reykjavik, Santa Maria Oceanic, Shanwick Oceanic and Sondrestrom (south of 70 degrees) within 90 nautical miles of the control area boundary, shall be addressed to the adjacent ACC to provide lateral separation. For all other aircraft, a 120 nautical mile proximity limit shall apply.

c. Transmit all IFR FPL's to ARTCC's not less than 1 hour prior to the proposed departure time. Do not hold FPL's until after departure time and transmit as a combined FPL and DEP. Separate FPL and DEP messages must be transmitted.

NOTE-
ICAO flight plans do not require an acknowledgment to the transmitting facility.

d. Address aircraft movement messages only to those ATS units responsible for the provision of relevant service, except when requested by the operator concerned, these messages, when transmitted via the AFTN, may also be routed, as specified by the operator or a representative to:

1. One addressee at the point of intended landing or point of departure.

2. Not more than two operational control units concerned.

e. The ARTCC serving the departure airport shall transmit the DEP message on IFR aircraft to all known recipients of the FPL message. Flights between conterminous U.S. and Canada (excluding Gander Oceanic), Alaska, Hawaii and Puerto Rico do not require DEP messages. Discontinuance of DEP messages affecting the route of flight can only be accomplished by ICAO Regional Air Navigation Agreement.

7-1-9. FLIGHT PLAN FORMS AND INSTRUCTIONS

a. Use the International Flight Plan, FAA Form 7233-4 (see Appendix B), ICAO Model Flight Plan Form displayed in DOC 4444, or M1FC FP MASK and apply the procedures set forth in this section for flight:

NOTE-
Exceptions apply for flights to Canada and Mexico, see Section 4 and Section 5, for procedures.

1. Originating within conterminous U.S. and Canada and destined nonstop to points beyond those areas.

2. Originating within or transiting Pacific Flight Information Regions (FIR's) and destined to or from FIR's beyond the Pacific Region including the North American (NAM) Region.

NOTE-
1. The NAM Region encompasses the conterminous U.S., Alaska, and Canada to the North Pole.

2. FAA Form 7233-1, or Military Form DD-175, and domestic procedures are used for flights in the conterminous U.S., Canada, and the Honolulu, Alaskan, and San Juan domestic control areas.

3. AIS facilities record on the flight plan form the time that a flight plan is filed. This time will constitute evidence of the pilot's intention to comply with Customs, Immigration, and Public Health requirements and will be made available upon request from these authorities.

7-1-10. ICAO ATS MESSAGE FORMAT

The following are examples of ICAO message types most likely to appear on AFTN/NADIN circuits. The number above the data corresponds to the field type numbers on the flight plan form (FAA Form 7233-4) and on the chart of Standard ATS Messages and Their Composition, Appendix B.

a. Departure Message (DEP). ARTCC's are the designated ATS unit responsible for originating and transmitting DEP messages on all IFR aircraft departing airports within their center boundaries. IFR flight plans must be transmitted to ARTCC's at least 1 hour

before departure. This allows ARTCC's to determine recipients of DEP message when domestic portions are transmitted to ARTCC's in M1 format. Do not hold FPL's and combine with DEP into a single message.

b. Delay Message (DLA). Transmitted when departure of an aircraft, for which an FPL message has been transmitted, is postponed or delayed more than 30 minutes after the estimated time of departure contained in the FPL.

c. Alerting Message (ALR). Relating to an overdue situation on an aircraft.

d. Supplementary Flight Plan (SPL) information shall be sent to ATS units requesting the information (RQS).

e. Arrival Message (ARR). Sent only on Canadian MOT, U.S. DOT, or FAA aircraft or upon request.

f. Current Flight Plan (CPL) Message. Originated by and transmitted in a step-by-step mode between successive ACC's and between the last ACC to the control at the airport of intended landing. CPL's contain only information relevant to that portion of the route of flight which extends from the point of entry into the next control area or FIR to the airport of intended landing.

g. Acceptance (ACP) Message. Transmitted when the data contained in a CPL message are found to be acceptable to the receiving ACC.

h. Flight Plan Cancellation (CNL) Message. Transmitted when a current (CPL) or filed flight plan (FPL) message was transmitted and the flight is canceled.

7-1-11. FLIGHT PLAN CHANGES AND CANCELLATIONS

a. Assume departure station duties when a flight plan change is received from an aircraft en route to a foreign location.

REFERENCE-
Para 6-4-8, Major Flight Plan Changes from En Route, and Para 6-4-9, Change in ETA.

b. An AFSS/FSS receiving a VFR flight plan cancellation report from aircraft en route to a foreign location shall transmit a cancellation message to the appropriate foreign tie-in facility.

REFERENCE-
Para 6-4-10, Flight Plan Closure.

7-1-12. AIR MOBILE SERVICE (AMS)

a. Air Mobile Service (AMS) is an international air/ground communications network. It provides service to en route aircraft primarily in support of ATC and company operations, and collects meteorological data for dissemination. Although in the U.S. this service is provided via contract (ARINC), FAA flight service facilities may be required to relay information on a case-by-case basis.

b. The AMS network is composed of individual units geographically limited to areas where effective coordination and cooperation between ground stations are possible.

c. For any individual route segment, the AMS communication requirements will normally be met by two or more network stations serving the flights on that route segment. In general, these primary stations serve the ACC serving the FIR's and the points of takeoff and landing. In some cases, additional suitably located stations are required to complete the communications coverage.

d. Each of these stations may be required at some stage of the flight to exchange communications with the aircraft, and when not so engaged, to intercept, as required, communications exchanged between the aircraft and any one of the other stations.

e. Stations providing regular network service to aircraft operation along route segments in an ACC's FIR are termed regular stations. Other network stations will only be required to assist communications for that FIR in the event of communications failure.

f. When communications permit, aircraft should transmit their messages to the primary station of the network from which they can most readily be delivered to their ultimate destination. In particular, aircraft reports required by ATC should be transmitted to the network station serving the ATC center in whose area the aircraft is flying. Conversely, messages to aircraft in flight should be transmitted direct to the aircraft by the network station serving the location of the originator.

g. Messages passed from aircraft to a network station should be intercepted and acknowledged by other stations which serve locations where the information is also required. Such intercepts provide instantaneous delivery of information and eliminates the transmission of messages over the AFTN. Networks may not be used for transmission of aircraft reports except under the intercept principle. Acknowledgments of intercept shall be made immediately after the

acknowledgment of receipt by the station to which the message was passed. In the absence of acknowledgment of intercept within 1 minute, the station accepting the message from the aircraft shall forward the message via the AFTN to the ultimate destination.

h. In areas or on routes where radio operations, lengths of flights, or distance between stations require additional measures to ensure continuity of communications throughout the route segment, the stations shall share the responsibility of primary guard whereby each station will provide the primary guard for that portion of the flight during which the messages from the aircraft can be handled most effectively by that station.

i. During its tenure of primary guard, each station will:

1. Be responsible for designating primary and secondary frequencies for communications with aircraft.

2. Receive all position reports and handle other messages from and to the aircraft essential to the safe conduct of the flight.

3. Be responsible for the action required in case of failure of communication.

j. Transfer of primary guard from one primary station to the next will normally take place at the time of traversing FIR or control area boundaries. When communications conditions so demand, a station may be required to retain primary guard beyond geographical boundaries or release its guard before the aircraft reaches a boundary.

7-1-13. AIREP'S (POSITION REPORTS)

a. AIREP's are messages from an aircraft to a ground station. AIREP's are normally comprised of the aircraft's position, time, flight level, ETA over its next reporting point, destination ETA, fuel remaining, and meteorological information. When recording an AIREP on data terminals or written copy, the following procedures shall be used.

1. Each line shall begin at the left margin.

2. A new line shall be used for each transmission.

3. If communications allow, each report shall contain the following items in the order shown:

(a) Message type ARP.

(b) Call sign of the calling station (aircraft).

(c) Text of the message.

(d) Call sign of the station called or receiving station followed by the appropriate abbreviation to indicate received, readback, or no reply heard.

(e) Call sign of station(s) acknowledging intercept followed by appropriate abbreviation to indicate received.

(f) Designation of frequency used.

EXAMPLE-

**2866QM*	*8903VO*	*13300YH*
2932QI	*•5631TY*	*11384XM*
2998QL	*6532UA*	*13294YF*
5628TO	*10048WH*	*17904ZC*

**For Alaskan domestic use only.*

(g) Time in UTC of the communication.

4. Missing parts of the message text shall be indicated by the letter M.

EXAMPLE-
ARP CPC583 KBRO 2100 F330 MMTM 2128
ETA XMMMX 2248 FUEL 0324
KNEW RB
MMMX R
TO2103

b. AIREP's may be filed from any aircraft inflight within World Meteorological Organization (WMO) areas of responsibility in conformity with ICAO requirements for position, operational, or meteorological reporting in AIREP format. AIREP information shall be disseminated to ATC, company, and meteorological offices as required. AIREP's consist of three sections comprised of 12 items. AIREP's may be filed in one, two, or three sections as follows:

1. Section 1, Routine report. A position report (PSNRP) comprising the Message Type Designator -ARP and the following items:

(a) Item 1, Aircraft identification.

(b) Item 2, Position. Record position in latitude (degrees as two numerics, or degrees and minutes as four numerics, followed without a space by N or S) and longitude (degrees as three numerics, or degrees and minutes as five numerics, followed without a space by E or W) or as a significant point identified by a coded designator (two-to-five characters) or as a significant point followed by a magnetic bearing (three numerics) and a distance in nautical miles (three numerics) from the point, such as 4620N07805W, 4620N078W, 46N078W, LN, MAY or DUB180040. Precede significant point by ABM (abeam), if applicable.

(c) Item 3, Time. Record time in hours and minutes UTC (four numerics). The time recorded must be the actual time of the aircraft at the position and not the time of origination or transmission of the report.

(d) Item 4, Flight level or altitude. Record flight level as F followed by three numerics when on standard pressure altimeter setting, such as F370. Record altitude in meters followed by M, or in feet followed by FT, when on QNH. Record ASC (level) when climbing, or DES (level) when descending to a new level after passing the significant point.

(e) Item 5, Next position and time over. Record the next reporting point and the estimated time over such reporting point, or record the estimated position that will be reached 1 hour later, according to the position reporting procedures in effect. Use the data conventions specified in subpara 7-1-13b1(b) Item 2, Position, for position. Record time in minutes past the hour (two numerics) or in hours and minutes UTC (four numerics) when necessary.

EXAMPLE-
PSNRP portion of AIREP prepared by De Ridder and addressed to Canadian Pacific Airlines (CPC) in Toronto and Mexico City:

AIS
FF CYYZCPCX MMMXXMZT
122105 KDRIYFYX
ARP CPC583 KBRO 2100 F370 MMTM28
KNEW RB
MMMM R
TO2103]

M1

ORIGIN:KDRIYFYX PRECEDENCE:FF TIME:
ACK:N
ADDR:CYYZCPCX MMMXXMZT
TEXT:ARP CPC583 KBRO 2100 F370 MMTM28
KNEW RB
MMMM R
TO2103

2. Section 2. When reported by the pilot:

(a) Item 6, Estimated Time of Arrival (ETA). Record ETA by the four-letter location indicator of the airport of first intended landing, or if no location indicator exists, the name of the airport followed by the estimated time of arrival at this aerodrome in hours and minutes UTC (four numerics).

(b) Item 7, Endurance. Record fuel in hours and minutes (four numerics).

3. Section 3. A full AIREP comprising a PSNRP, company information, and en route meteorological information.

(a) Item 8, Air temperature. Record PS (plus) or MS (minus), no space, followed by the temperature in degrees centigrade corrected for instrument error and airspeed, such as MS05.

(b) Item 9, Spot wind or mean wind and position. Spot wind is used whenever practical and normally refers to the position given in subpara 7-1-13b1(b) Item 2, Position. When a spot wind is given for any other location, record its position. Whenever it is not practical to record spot wind, record the mean wind between two fixes, followed by the word "mean," and the position of the midpoint between the two fixes. Record wind direction in degrees true (three numerics) and wind speed in knots (two or three numerics), separated by an oblique stroke, such as 345/55. Record the direction of variable winds of a given strength as VRB, such as VRB/10. Record light and variable winds or calm as LV. If wind position is required, record latitude and longitude to the nearest whole degree, using the data convention specified in Item 2, such as 22N180W.

EXAMPLE-
AIREP comprised of PSNRP and aircraft operator information.
AIS
FF CYYZCPCX MMMXXMZT
122105 KDRIYFYX
ARP CPC583 KBRO 2100 F370 MMTM28
MMMX 2248 FUEL 0324
KNEW RB
MMMX R
TO2103

M1

ORIGIN:KDRIYFYX PRECEDENCE:FF TIME:
ACK:N
ADDR:CYYZCPCX MMMXXMZT
TEXT:ARP CPC583 KBRO 2100 F370 MMTM28
MMMX 2248 FUEL 0324
KNEW RB
MMMX R
TO2103

(c) Item 10, Turbulence (TURB). Record severe turbulence as TURB SEV and moderate turbulence as TURB MOD. If turbulence is experienced in cloud, add INC (in cloud). If in subsonic flight, report severe turbulence as soon as possible after occurrence. This requires AIREP SPECIAL. Record and report

moderate turbulence only if encountered within last 10 minutes prior to reaching position in subpara 7-1-13b1(b) Item 2, Position. If in transonic or supersonic flight, report severe or moderate turbulence as soon as possible after occurrence. This requires AIREP SPECIAL.

(d) Item 11, Icing. Record severe icing as ICE SEV, moderate icing as ICE MOD. Report severe icing as soon as possible after occurrence. This requires AIREP SPECIAL. Record and report moderate icing only if encountered within last 10 minutes prior to reaching position in subpara 7-1-13b1(b) Item 2, Position.

(e) Item 12, Supplementary Information. Record data which in the opinion of the pilot-in-command are of aeronautical interest.

(1) Present Weather. Rain (RA), Snow (SN), Freezing rain (FZRA), Funnel cloud (FA) (waterspout or tornado), Thunderstorm (TS) on or near flight path, Front (FRONT).

(2) Clouds. If heights of cloud bases and/or tops can be accurately ascertained, amount of clouds scattered (SCT) if clear intervals predominate, broken (BKN) if cloud masses predominate, or continuous (CNS) type of clouds only if cumulonimbus (CB), and an indication of the bases (BASE) and/or the tops (TOP) together with the respective height indication F (number) or (number) or (number) M/ or (number) FT.

(3) Turbulence and Icing. Moderate turbulence (TURB MOD) if in subsonic flight, or moderate aircraft icing (ICE MOD) observed prior to the last 10 minutes.

(4) D-Value. Reading or radio altimeter minus reading of pressure altimeter set to 1013.2 mb and corrected for calibration and position error; record differences as PS (plus) or MS (minus), no space, followed by the number of meters or feet.

EXAMPLE-
Full AIREP:

AIS
FF CYYZCPCX MMMXXMZT KMIAYMYX
162215 TJSJYFYX
ARP CPC583 2709N05415W 2212 F330
23N056W 59 0035 FUEL 0324 M534 310/60
MEAN 2543N05532W TURB MOD ICE MOD SCT
CB TOP F280
TJSJ RB
TO2214

M1
ORIGIN:TJSJYFYX PRECEDENCE:FF TIME:
ACK:N
ADDR:CYYZCPCX MMMXXMZT KMIAYMYX
TEXT:ARP CPC583 2709N05415W 2212 F330
23N056W 59 0035 FUEL 0324 M534 310/60
MEAN 2543N05532W TURB MOD ICE MOD SCT
CB TOP F280
TJSJ RB
TO2214

NOTE-
Transmit to the WMO office serving the FIR where the report is made.

(5) Operationally Significant Weather Radar Echoes (echo or echo line). True bearing of center of echo or line and distance from aircraft in nautical miles; if appropriate, indicate weather intensifying or weakening and whether no gaps, some gaps, or frequent gaps are observed.

(6) Significant differences between conditions encountered and those forecast for the flight, such as forecast thunderstorms not observed or freezing rain not forecast.

(7) If the position of the phenomenon reported is not the same as the position given under subpara 7-1-13b1(b) Item 2, Position, report it after the phenomenon.

7-1-14. AIREP SPECIALS (ARS)

a. Turbulence. TURB SEV encountered while in subsonic flight is reported as soon as possible after occurrence and requires AIREP SPECIAL. TURB MOD is reported only if encountered within 10 minutes prior to reaching reporting position. If in transonic or supersonic flight, TURB MOD and SEV is reported as soon as possible and requires AIREP SPECIAL.

b. Icing. ICE SEV is reported as soon as possible after occurrence and requires AIREP SPECIAL. ICE MOD is reported only if encountered within last 10 minutes prior to reaching reporting position.

EXAMPLE-
AIS
FF KMIAYMYX
211538 TJSJYFYX
ARS PAA101 5045N02015W 1536 F310 ASC F350 51N030W 21 FUEL 0900 ICE SEV

M1
ORIGIN:TJSJYFYX PRECEDENCE:FF TIME:
ACK:N
ADDR:KMIAYMYX
TEXT: ARS PAA101 5045N02015W 1536 F310 ASC F350 51N030W 21 FUEL 0900 ICE SEV

7-1-15. ARTCC RELAY OF VFR MESSAGES

ARTCC AIS operators shall relay all international VFR flight movement messages to the adjacent AIFSS/AFSS/FSS unless that facility is also an addressee.

NOTE-
If an overseas unit erroneously routes a VFR movement message to an ARTCC, the automatic NADIN switch will not divert it to an AIFSS, AFSS or FSS.

Section 2. CUSTOMS NOTIFICATION AND ADIZ REQUIREMENTS

7-2-1. FLIGHT PLAN/CUSTOMS REQUIREMENTS

Specific flight plan, Customs, and other requirements of individual countries are listed in the FAA International Flight Information Manual, IFIM.

7-2-2. INBOUND PRIVATE AIRCRAFT: CUSTOMS REQUIREMENTS

a. All private aircraft entering U.S. Airspace from a foreign port must provide at least 1 hour advance notice to Customs at the point of first intended landing. Pilots participating in the General Aviation Telephonic Entry (GATE) program are responsible for notifying Customs within the time frame specified by that program. Private aircraft arriving from the following location shall furnish a notice of intended arrival to Customs at the nearest designated airport to point of crossing for the first landing in the U.S.

1. Via the U.S./Mexican border or the Pacific Coast from a foreign place in the Western Hemisphere south of 33 degrees north latitude.

2. From the Gulf of Mexico and Atlantic Coasts from a place in the Western Hemisphere south of 30 degrees north latitude from any place in Mexico.

3. From the U.S. Virgin Islands.

4. From Puerto Rico, which if from Puerto Rico, are conducting VFR flight.

b. This notice must be given at least 1 hour before crossing the U.S. coastline or border. The advance notice of arrival shall include the following:

1. Aircraft registration number.

2. Name of aircraft commander.

3. Number of U.S. citizen passengers.

4. Number of alien passengers.

5. Place of last departure.

6. Estimated time and location of crossing U.S. border/coastline.

7. Estimated time of arrival.

8. Name of intended U.S. airport of first landing.

c. This notice may be furnished directly to Customs by telephone, radio, or other means, or may be furnished through the FAA to Customs.

REFERENCE-
U.S. Customs Guide for Private Flyers.

d. When Customs flight notification service is requested, as indicated by inclusion of ADCUS in remarks, deliver the complete message to the associated Customs office as soon as practical. Relay additional or amended information to Customs in order to properly comply with Customs requirements; e.g., when actual arrival time varies from ETA by more than 15 minutes.

1. Provide the service only for those airports where availability is advertised in the AFD or when requested by GATE participants on flight notification messages. Pilots are responsible for making their own Customs arrangements for other airports.

2. Notify only the Customs office which, in turn, is responsible for notifying other inspection agencies concerned.

e. Prefiled Customs notification requests for flights returning to the U.S. shall be delivered to Customs not earlier than 23 hours in advance.

f. When an airborne aircraft identifies an airport of first intended landing that is not one of the designated airports, and the pilot is not a GATE participant, advise the pilot that this airport is not a designated airport of first landing.

PHRASEOLOGY-
ARE YOU A GATE PARTICIPANT?

And if appropriate

BE ADVISED THAT YOUR DESTINATION IS NOT A U.S. CUSTOMS DESIGNATED FIRST LANDING AIRPORT. WHAT ARE YOUR INTENTIONS?

NOTE-
If a pilot insists on landing at a nondesignated airport, pass this information to nearest U.S. Customs office.

g. When a flight notification message containing ADCUS in remarks identifies a nondesignated airport of first intended landing, and the pilot is not a GATE participant, notify the message originator to advise the pilot that the filed destination is not a designated airport.

PHRASEOLOGY-
ADVISE (aircraft identification) THAT THE FILED DESTINATION IS NOT A U.S. CUSTOMS DESIGNATED FIRST LANDING AIRPORT.

NOTE-
The FAA role in this program is advisory only. Any appearance of action of enforcing compliance shall be avoided. Any questions should be directed to the U.S. Customs Service.

h. AIS Facilities. Record the time of receipt of Customs requests. This time will constitute evidence of the pilot's intention to comply with Customs, Immigration, and Public Health requirements and will be made available upon request from these authorities.

7-2-3. INBOUND PRIVATE AIRCRAFT: ADIZ REQUIREMENTS

a. Unless otherwise authorized by ATC, no person may operate an aircraft into, within, or across an ADIZ unless that person has filed a flight plan with an appropriate aeronautical facility.

b. Unless otherwise authorized by ATC, no person may operate an aircraft into, within, or across an ADIZ unless that aircraft is equipped with a coded radar beacon transponder and automatic pressure altitude reporting equipment having altitude reporting capability that automatically replies to interrogations by transmitting pressure altitude information in 100-foot increments.

NOTE-
This paragraph does not apply to the operation of an aircraft which was not originally certificated with an engine-driven electrical system and which has not subsequently been certified with such a system installed; e.g., a balloon or glider.

c. Pilots of aircraft entering the United States through an ADIZ are required to comply with the provisions of 14 CFR Sections 99.17 and 99.19.

d. Forward information on DVFR aircraft inbound to the U.S. to the appropriate ARTCC facility via NADIN or interphone. Forward actual departure times by interphone. Forward the following information:

1. Aircraft call sign.
2. Number of aircraft.
3. Type of aircraft.
4. Altitude.
5. True airspeed.
6. Time of departure.
7. Point of departure.
8. Route of flight.
9. Destination.
10. Remarks. Estimated time and point of penetration of ADIZ, position reports, revisions to position reports for penetration point, other information deemed necessary for the security control of air traffic.

NOTE-
Further information on ADIZ requirements are contained in 14 CFR Part 99.

Section 3. ALERTING SERVICE

7-3-1. GENERAL

a. Alerting service shall be provided:

1. For all aircraft provided with air traffic control service.

2. Insofar as practical, to all other aircraft having filed a flight plan or otherwise known to an air traffic service.

3. To any aircraft known or believed to be the subject of unlawful interference.

b. Additional information related to ICAO Search and Rescue procedures can be found in ICAO ANNEX 11, Chapter 5, Alerting Service.

c. Apply domestic SAR procedures for the U.S. portion of the flight.

7-3-2. ALERTING PHASES.

a. Air traffic services units shall notify rescue coordination centers immediately when an aircraft is considered to be in a state of emergency in accordance with the following:

1. Uncertainty phase when:

(a) No communication has been received from an aircraft within a period of 30 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier.

(b) An aircraft fails to arrive within 30 minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is later, except when no doubt exists as to the safety of the aircraft and its occupants.

2. Alert phase when:

(a) Following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft.

(b) An aircraft has been cleared to land and fails to land within five minutes of the estimated time of landing and communication has not been reestablished with the aircraft.

(c) Information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely.

(d) An aircraft is known or believed to be the subject of unlawful interference.

3. Distress phase when:

(a) Following the alert phase further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress.

(b) The fuel on board is considered to be exhausted or thought to be insufficient to enable the aircraft to reach safety.

(c) Information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely.

(d) Information is received and it is reasonably certain that the aircraft is about to make or has made a forced landing.

b. In addition to the initial notification, the rescue coordination center shall, without delay, be furnished with:

1. Any useful additional information, especially on the development of the state of emergency through subsequent phases.

2. Information that the emergency situation no longer exists.

7-3-3. ALERTING MESSAGE CONTENTS

a. The notification shall contain as much of the following information as is available in the order listed:

NOTE-
For supplemental flight plan information transmit an RQS Message. This information is used in the transmission of the INCERFA.

EXAMPLE-
AIS
FF SVZMZRZX
231247 KMIAYFYX
(RQS-N1234-SVMI-KMIA

M1
ORIGIN: PRECEDENCE:FF TIME: ACK:N
ADDR:SVZMZRZX
TEXT:(RQS-N1234-SVMI-KMIA

1. INCERFA, ALERFA, DETRESFA, as appropriate to the phase of the emergency.

2. Agency and person calling.

3. Nature of the emergency.

4. Significant information from the flight plan.

5. Unit which made last contact, time, and frequency used.

6. Last position report and how determined.

7. Color and distinctive marks of aircraft.

8. Any action taken by reporting office.

9. Other pertinent remark.

EXAMPLE-
AIS (INCERFA)
SS MMMXYAYX
DTG KSANYFYX
(ALR-INCERFA/KSAN/OVERDUE
-N1234S-VG
-C172
-KRNO2000
-MMLP0130
-REQ ACK OR ARR ACFT OVERDUE YOUR STN)

M1 (INCERFA)
ORIGIN:SAN PRECEDENCE:SS TIME: ACK:N
ADDR:MMMXYAYX
TEXT:(ALR-INCERFA/KSANYFYX/OVERDUE
YOUR STATION
-N1234S-VG
-C172-SD/C
-KSAN2000
-N0160A105-DCT TIJ DCT
-MMLP2130 RMK/REQ ACK OR ARR)

AIS (ALERFA)
SS MMMXYAYX
TEXT:(ALR-ALERFA/KSAN/OVERDUE)
(text remains same except for remarks information).

M1 (ALERFA)
ORIGIN: PRECEDENCE:SS TIME: ACK:Y
ADDR:MMMXYAYX
TEXT:(ALR-ALERFA/KSANYFYX/OVERDUE
(text remains same except for remarks information).

AIS (DETRESFA)
SS MMMXYAYX
TEXT:(ALR-DETRESFA/KSAN/OVERDUE
(text remains same except for remarks information).

M1 (DETRESFA)
ORIGIN: PRECEDENCE:SS TIME: ACK:Y
ADDR:MMMXYAYX
TEXT:(ALR-DETRESFA/KSANYFYX/OVERDUE
(text remains same except for remarks information).

b. The cancellation of action initiated by the rescue coordination center is the responsibility of that center.

EXAMPLE-
AIS (CANCELLATION)
SS MMMXYAYX
020618 KMIAYFYX
(ALR-ALERFA/KMIAYFYX/CNL
N1234 LOCATED)

M1 (CANCELLATION)
ORIGIN: PRECEDENCE:SS TIME: ACK:YADDR:MMMXYAYX
TEXT:(ALR-ALERFA/KMIAYFYX/CNL
N1234 LOCATED

NOTE-
Transmit cancellation messages for INCERFA and DETRESFA using same format as above.

Section 4. CANADIAN MOVEMENT AND CONTROL MESSAGES (Transborder Flights Only)

7-4-1. GENERAL

Except as indicated in this section, handle transborder Canadian movement and control messages as described in Sections 1, 2, and 3.

7-4-2. INBOUNDS FROM CANADA

a. M1 will automatically acknowledge and suspense a VFR flight notification message if received in the proper format. Deliver VFR and IFR ADCUS and GATE to U.S. Customs. File IFR messages after delivery.

b. AIS facilities acknowledge receipt of flight notification messages as soon as practical by transmitting the letter R followed by the full aircraft identification; e.g., R N711VR. Suspense VFR flight notification messages until arrival or closure information is received. File IFR messages after delivery.

7-4-3. OUTBOUNDS TO CANADA

a. When Customs notification service is requested advise the pilot to contact Canada's New Private Aircraft Program for Customs (CANPASS) at 888-226-7277 and include ADCUS CANPASS in the remarks section of the flight plan. If the pilot has contacted CANPASS, place ADCUS CANPASS in the remarks section of the flight plan. Process outbound flight plans in accordance with Chapter 6 and subparas 7-4-3d and e.

b. Accept Customs notification requests from in-flight aircraft for relay via flight notification message only for airports of entry where Customs flight notification service is provided and when proposed ETA is during Customs service hours. Place ADCUS in the remark section of the flight notification message.

c. Upon notification of departure of VFR flights, transmit a flight notification message directly to the destination Canadian relay facility. Include ADCUS CANPASS in the remarks.

NOTE-
M1 will format and address a flight notification message to a Canadian destination airport if the proposed flight plan was filed in accordance with subparas 7-4-3d and 7-4-3e.

AIS facilities address messages to the destination relay facility listed in FAAO 7350.6. AIS facilities transmit flight notification messages for VFR flights in accordance with para 6-4-4. Flight notification messages included the type of flight plan as the first item of the notification message. ADCUS CANPASS or ADCUS is required in the remarks as appropriate.

EXAMPLE-
AIS
FF CZYZZFZX
DTG KBUFYFYX
VFR N711VR C182 BUF YYZ 1735
ADCUS CANPASS or ADCUS (if airfiled)

d. IFR Flight Plans

1. ADCUS CANPASS or ADCUS (if airfiled) Flight Plans. M1 facilities, insert an ampersand and the letter C (&C) as the first two entries in the OP field of the FP mask and use the four-letter Canadian location identifier for the destination airport in the AD: field.

EXAMPLE-
M1- AIRFILED
FR:I AI:N1234 AT:C421/R TS:280
DD:DSM TM:P1800 AE:200
RT:DSM..CYYZ
AD:CYYZ TE:0300 RM:$ADCUS
FB:0400 AA:
PD:JOE PILOT
HB:DSM NB:2 CR:R/W TL:
OP:
CP:
TA:2100

EXAMPLE-
M1 - CANPASS
FR:I AI:N1234 AT:C421/R TS:280 DD:DSM TM:P1800 AE:200
RT:DSM..CYYZ
AD:CYYZ TE:0300 RM:$ADCUS CANPASS
FB:0400 AA:
PD:JOE PILOT
HB:DSM NB:2 CR:R/W TL:
OP:&C
CP:CZYZZFZX
TA:2100

2. Send a flight notification message on airfile IFR aircraft that has requested Customs notification. Place ADCUS or ADCUS CANPASS (if prior notification) in the remarks section of the flight notification message.

e. VFR Flight Plans. ADCUS (if airfiled) and ADCUS CANPASS: M1 facilities, insert an ampersand and the letter C (&C) in the OP: field and use the four letter Canadian location identifier for the destination airport in the AD: field.

EXAMPLE-
M1- AIRFILED
FR:V AI:N1234 AT:C150 TS:90 DD:BUF
TM:D1800 AE:045 RT:BUF..CYYZ
AD:CYYZ TE:0030 RM:$ADCUS 2 FB:0330 AA:
PD:JOE PILOT
HB:DSM NB:2 CR:5/W TL:
OP:&C
CP:CZYZZFZX
TA:1830

M1-ADCUS CANPASS
FR:V AI:N1234 AT:C150 TS:90 DD:BUF
TM:P1800 AE:045 RT:BUF..CYYZ
AD:CYYZ TE:0030 RM:$ADCUS CANPASS
FB:0330 AA:
PD:JOE PILOT
HB:DSM NB:2 CR:5/W TL:
OP:&C
CP:CZYZZFZX
TA:1830

f. Refer to the Canada and North Atlantic IFR and VFR supplements to determine Customs hours of service, availability of Customs flight notification service (ADCUS), and the relay facility for infrequently used Airports of Entry not listed in FAAO 7350.6.

g. Suspense VFR messages until acknowledgment is received.

REFERENCE-
Para 8-5-2, Canadian Transborder.

1. If an acknowledgment is not received within 30 minutes after departure, M1 facilities retransmit the message. AIS facilities transmit the contraction REQ ACP (request acceptance) and the complete aircraft identification.

EXAMPLE-
AIS
FF CZYZZFZX
DTG KBUFYFYX
REQ ACP N711VR

2. If acknowledgment is not received within 1 hour after departure, use interphone or telephone to deliver. In any event, assure delivery prior to ETA.

3. Refer to Section B of the Canada and North Atlantic IFR Supplements for Canadian FSS and ACC telephone numbers.

h. When correcting or revising a message, retransmit the complete message preceded by the contraction CHG (change).

EXAMPLE-
AIS
FF CZYZZFZX
DTG KBUFYFYX
CHG VFR N711VR C182 BUF YYZ 1845 ADCUS

M1
ORIGIN: PRECEDENCE:FF TIME: ACK:Y
ADDR:CZYZZFZX
TEXT CHG VFR N711VR C182 BUF YYZ 1845
ADCUS

AIS
FF CZYZZFZX
DTG KBUFYFYX
CHG VFR N711VR C182 BUF YYZ 1845 ADCUS CANPASS

M1
ORIGIN: PRECEDENCE:FF TIME: ACK:Y
ADDR:CZYZZFZX
TEXT: CHG VFR N711VR C182 BUF YYZ 1845
ADCUS CANPASS

i. Do not transmit IFR flight notification messages except for military aircraft or Customs notification purposes.

NOTE-
Canada will not acknowledge receipt of these messages.

j. When available, use interphone or telephone for flights of 30 minutes or less.

7-4-4. OUTBOUNDS TO CANADA DEPARTING FROM OUTSIDE FLIGHT PLAN AREA

Accept flight plans regardless of departure point.

a. Forward VFR flight plan information for aircraft proposing to depart from outside the facility's flight plan area to the tie-in AFSS/FSS for the departure point in the following format:

1. Aircraft identification.
2. Aircraft type.
3. Departure point.
4. Destination.
5. Proposed departure time/ETE.
6. Remarks.

EXAMPLE-
AIS
FF KBUFYFYX
DTG KCLEYFYX
N711VR C182 BUF YYZ P1630/0030 ADCUS CANPASS

b. Forward IFR flight plan information for aircraft proposing to depart from outside the facility's flight plan area in accordance with para 6-3-1, Domestic IFR Flight Plans. If Customs flight notification service (ADCUS) is requested, advise the pilot to contact CANPASS at 888-226-7277; include ADCUS CANPASS information as an intrafacility remark, and transmit the proposal message to both the ARTCC and the tie-in AFSS/FSS as follows:

1. M1 facilities use procedures depicted in subpara 6-2-1a2(g) and note.

2. Enter the ARTCC computer address last.

EXAMPLE-
AIS
FF KAOOYFYX KZOBZQZX
DTG KDCAYFYX
DCA2010001 FP N1234P PA28/A 150 PIT P0200 150 PIT..CIP..DKK..BUF..YYZ/0130 ADCUS CANPASS

c. Identify the tie-in AFSS/FSS, and advise the pilot to report departure time directly to that facility.

NOTE-
While the report may be relayed through another facility, it is the pilot's responsibility to notify the tie-in AFSS/FSS of the departure time.

d. Upon receipt of the departure report, the tie-in AFSS/FSS is responsible for delivery of the flight notification message to Canada.

1. M1 facilities, enter the departure time in the TM: field of the proposed flight plan. Add &C to the OP: field. M1 will automatically transmit the flight notification message.

2. AIS facilities, transmit a flight notification message in accordance with para 6-4-4.

NOTE-
AIS facilities, if a departure report has not been received within 1 hour of the proposed departure time, cancel and file the proposed flight plan.

e. Acknowledgment from the departure point tie-in AFSS/FSS is required for both VFR and IFR proposals.

7-4-5. IFR FLIGHT PLANS DEPARTING FROM CANADIAN AIRPORTS

a. Accept IFR flight plans departing from Canadian airports and destined to Canada or the U.S.

1. Transmit a proposal message in ARTCC HOST computer format to the associated Canadian ACC. Address messages to the ACC listed in FAAO 7350.6.

2. If Customs flight notification service is requested and available, include ADCUS, pilot's name, and number of persons on board with a notation of the number of non-U.S. citizens as an intrafacility remark.

NOTE-
When ADCUS information is included, Canada will transmit an IFR flight notification message to the appropriate U.S. AFSS/FSS upon aircraft departure.

EXAMPLE-
AIS
FF CZYZZQZX
DTG KBUFYFYX
BUF1435009 FP N1234 CV58/D 280 YYZ P1800 100 YYZ V34 ROC/0030 ADCUS 5 JOHN PILOT 2 NON

M1
FR:I AI:N1234 AT:C421/R TS:240 DD:CYYZ TM:P1800 AE:200
RT:CYYZ..ORD..DSM
*AD:DSM TE:0300 RM:*ADCUS 5 DOE 2 NON*
FB:0400 AA: PD:JOHN DOE
HB:DSM NB:5 CR:R/W TL: OP:ZYZ
CP:
TA:2100

b. Canada does not acknowledge for proposal messages. Do not expect or request acknowledgment.

7-4-6. SEARCH AND RESCUE MESSAGES

Provide Search and Rescue, for flights inbound from Canada, in accordance with Chapter 8.

Section 5. MEXICAN MOVEMENT AND CONTROL MESSAGES (Transborder Flights Only)

7-5-1. GENERAL

Except as outlined in this section, handle transborder Mexican movement and control messages as described in Sections 1, 2, and 3. Transborder flight plans to Mexico with oceanic routing require the ICAO flight plan while the domestic flight plan may be used for flights with route over land.

7-5-2. INBOUNDS FROM MEXICO

a. Flight notification messages.

1. M1FC. When received in the proper format, VFR flight notification messages are automatically acknowledged and suspensed. Deliver VFR and IFR ADCUS messages to U.S. Customs. Store IFR ADCUS messages in the M1 DD file.

2. AIS. Acknowledge receipt of a flight notification message as soon as practical by transmitting the letter R followed by the full ACID; e.g., R N7llVR. Deliver VFR and IFR ADCUS messages to U.S. Customs. Suspense VFR flight notification messages until arrival or closure information is received. File IFR messages.

b. Search and Rescue. Provide search and rescue service in accordance with standard format/time increments listed in Section 3, Alerting Service, and Chapter 8, Search and Rescue (SAR) Procedures for VFR Aircraft. The departure station in Mexico is responsible for initiating SAR action until an acknowledgment of the flight notification message is received.

7-5-3. OUTBOUNDS TO MEXICO

a. When customs notification service is requested for an airport-of-entry, include ADCUS, the number of persons on board, and the pilot's name in the remarks section of the flight plan.

NOTE-
Mexican customs regulations require that only international airports-of-entry may be used for first landing.

REFERENCE-
FAAO 7350.6, Location Identifiers.

1. If the pilot still intends to land at a destination other than an airport-of-entry, advise the pilot that the flight plan will not be used for Customs or search and rescue service in Mexico.

2. Transmit the flight notification message to the Regional Flight Dispatch Office, not the destination tie-in station.

NOTE-
If the correct addressee cannot be determined, transmit to the nearest border Regional Flight Dispatch Office.

b. When a pilot files an IFR flight plan and Customs notification service is requested for an airport-of-entry, include ADCUS and the information listed in subpara 7-5-3a. Transmit to the appropriate ARTCC.

NOTE-
Mexico requires notification of an inbound aircraft before its arrival. The inclusion of ADCUS in the remarks section of an IFR flight plan or flight notification message satisfies this requirement.

c. VFR Flight Plans.

1. Upon notification of departure of VFR flights, transmit a flight notification message. When Customs notification service is requested for an airport-of-entry include ADCUS and the information listed in subpara 7-5-3a. Address messages to the ICAO addressee for the appropriate destination location.

2. If a VFR flight plan is filed with a destination other than an airport-of-entry, transmit the flight notification message to the Regional Flight Dispatch Office, not the destination tie-in station. If the correct addressee cannot be determined, transmit to the nearest border Regional Flight Dispatch Office.

NOTE-
Facilities with interphone/telephone capability may relay flight notification messages by this method.

REFERENCE-
FAAO 7350.6, Location Identifiers.

3. M1FC. For automatic addressing and formatting, use V in the flight rules of the domestic flight plan mask. For automatic addressing, use &M in the OP: field. Use the four-letter (ICAO) location identifier for the destination airport. Manually address the message to the designated Regional Flight Dispatch Office.

EXAMPLE-
M1FC
FR:V AI:N1234S AT:C182/A TS:120 DD:SAT TM:D1200
AE:65
RT:SJT..DRT..MMCU
AD:MMCU TE:0400 RM:$ADCUS 4 ZUCHERMANN
FB:0800 AA: PD: A. ZUCHERMANN
HB:SAT NB:4 CR:R/B TL: OP:&M
CP:MMCUXMXO TA:1600

M1FC will automatically address the CP: field if the 4-letter ICAO address is used in the AD: field, &M is used in the OP: field and the destination is an airport-of-entry. Only the tie-in facility will be addressed.

4. AIS. Address messages to the ICAO addressee for the appropriate destination location. Transmit the following information:

(a) Type of flight.

(b) Aircraft identification.

(c) Aircraft type.

(d) Departure point.

(e) Destination.

(f) ETA.

(g) Remarks.

EXAMPLE-
AIS
FF MMCUXMXO
DTG KSJTYFYX
VFR N1234S C182 SJT MMCU 1400 $ADCUS 4ZUCHERMANN

d. If acknowledgment is not received within 30 minutes after departure, transmit a "request acceptance" message to the destination station tie-in addressee and to the Regional Flight Dispatch Office. Manually address the message to the designated Regional Flight Dispatch Office.

REFERENCE-
FAAO 7350.6

EXAMPLE-
AIS
FF MMCUXMXO MMMYXMXO
REQ ACP N1234S

M1FC
ORIGIN:SJT PRECEDENCE:FF TIME:1130
ACK:Y
ADDR:MMCUXMXO MMMYXMXO
REQ ACP N1234S

e. The Regional Flight Dispatch Office involved will then normally send an acknowledgment to the departure station and assume responsibility for the flight notification message.

f. If acknowledgment/acceptance is not received within 1 hour of the departure, use interphone/telephone or other available means to deliver the message to the appropriate Regional Flight Dispatch Office.

g. Do not accept round-robin flight plans to Mexico.

7-5-4. MEXICAN REGIONAL FLIGHT DISPATCH OFFICE TELEPHONE NUMBERS

(See Table 7-5-1.)

Dispatch Office Phone numbers

Mexican Regional Flight Dispatch Office Telephone Numbers		
REGION	*IDENTIFIER*	*TELEPHONE NUMBER*
CENTRO (CENTRAL)	MMMX	01152 5 762-7062 01152 5 784-40-99 ext. 153 01152 5 762-58-77 ext. 153
NORESTE (NORTHEAST)	MMMY	01152 83 454-020 ext. 141
NOROESTE (NORTHWEST)	MMMZ	01152 67 23-114 01152 67 22-075 ext. 140
OCCIDENTE (WEST)	MMGL	01152 36 890-121 ext. 32 and 167
SURESTE (SOUTHEAST)	MMMD	01152 99 231-186 ext. 149

TBL 7-5-1