

Mexico Trip Essential:

- File both DVFR flight plans (to and back) with 1-800-WX-BRIEF
- You need Mexican Liability insurance, Aircraft registration, Air-worthiness certificate, Pilot license and medical.
- If aircraft is not registered under your name, you need a notarized letter of approval from your company.
- If you bring children with only 1 parent, you need a notarized letter of permission from the absent parent.
- Remember to bring photo-copies of ALL documents since they don't have copy machine.
- Bring lots of dollar bills, \$5, \$10 and \$20 for tips and exact changes for Mexico government agencies and FBO. They don't give you changes back and they don't accept credit cards.
- Plan your trip day-VFR only. Mexico does not allow night VFR.
- Tip: Single entry permit is \$50, multiple entry permit is also \$50. The multiple entry permit is good for 1 calendar year (end at 12/31). The easiest place to apply a multiple entry permit is at Puerto Penasco (Rocky Point). San Felipe is OK too.

Fly Back to US Essential:

- Bring US Passport for all passengers. Starting 2007, all passengers need passports, green card.
- Prior 1 hour before arrival (after take off from San Felipe ASAP), contact San Diego Radio: 122.6 (landing at Calexico) or 122.4 (landing at Brown Field) for updating the estimated arrival time and the transponder code for boarder crossing.
 - The radio phraseology will be like the following:
 - **Pilot:** San Diego Radio, N323MG request on 122.6
 - **SD:** N323MG go ahead.
 - **Pilot:** N323MG departed from San Felipe and will land at Calexico. I would like to amend my arrival time on 2320 Zulu (your actual arrival time +/- 15 minutes). And I need the squawk code for the boarder crossing.
 - **SD:** N323MG, (and read back your amended ETA). Unless instructed by Mexican authority, squawk 1241 prior boarder crossing. Squawk VFR after crossing the boarder.
 - **Pilot:** (read back the squawk instruction), over.
- Fill out the DHS Arrival report form for the US customs when fly back. (CBP Form 178, attached)
- Squawk the code in flight. After crossing the boarder, squawk 1200. After landing, taxi to the US Customs. (through the blue center line. However, Calexico's blue line was disappeared. But there is only 1 little office on the field at the arrival end of RWY 26. That's both FBO and US Customs office).
- Stop the engine. Do not exit the aircraft until you see the customs officers walk to your aircraft. You can open the door in the summer during waiting period.
- You need the original copy of registration, air-worthiness certificate, pilot license and medical. No photo copies is needed.
- Pay the US Customs Annual Deco (\$25, CBP form 339A, now online only at <https://tradelinks4.mellon.com/cbp/Dispatcher>). Or you can fill out the form at the customs office.
- Calexico FBO charge \$25 extra for fueling after 5PM. No self service.
- If you have to change your date of arrival (or other issues), you can file the return flight plan with San Diego radio at +1 (619) 557-5524
- You can also notify the US Customs Office for your arrival when you on the ground. Brown Field: +1 (619) 661-3294 (hours: Sun-Sat 0600-2200). Calexico: +1 (760) 357-1208 (hours: 0800-2200) However, you still need to call SD radio in the air for the boarder crossing instruction.
- Tip: Rumor say Calexico's customs is easier to deal with. I've been both, seems fine for the Brown Field too. However, you have to contact Tijuana Approach before crossing boarder to Brown Field since it is a busy air space (lots of commercial jets).

Frequency Table

Baja Mexico

Mexicali (MMML)	Tower	118.2
	ATIS	126.7
Tijuana (MMTJ)	Approach	119.5
	Tower	118.1
Ensenada (MMES)	Tower	126.2
San Felipe (MMSF)	Tower	118.5
Puerto Penasco (MMPE)	Tower	122.8
Loreto (MMLT)	Tower	118.4
La Paz (MMLP)	ATIS	127.9
	Approach	120.6
	Tower	118.1
San Jose Del Cabo (MMSD)	Approach	120.9
	ATIS	127.6
	Tower	118.9
Cabo San Lucas (MCSL)	CTAF	122.8

USA

San Diego Radio (Brown Field)		122.4
San Diego Radio (Calexico)		122.6
Calexico (KCXL)		122.8
Brown Field (KSDM)	ATIS	132.35
	Tower	126.5
	Ground	124.4

Tip1: San Felipe and Puerto Penasco do not response until 20 miles out. Just call them every 5 or 10 miles closer with announcement. Sometime they response when you are in the down wind.

Tip2: If you are solo in Mexico airspace, do not depend on their flight plan. If you are down, no body will come and find you. Therefore, you better let your friend know your itinerary and you give a call (or send SMS) when you have arrived. I will say using SMS works well. Secondly, the most important frequencies in the middle of no where are 123.45 (since most US pilots chat on it) and 121.5.

Tip3: Try not to over fly the water too far out. It would probably save you couple minutes but it is dangerous if you go down. Although the in land has lots of mountains, however, there are lots of ideal landing sites such as hundreds of sandy dry creeks and beaches.

My La Paz Trip Navigation map:

Blue line are legs to La Paz. Yellow line are legs back to US.



La Paz Airport Fees example for my trip:

Receipt of the bill that I paid at La Paz for landing fee and 3 day parking

English translation	Rate	Weight	Bill	Description
	TARIFA	PESO.	PER. CUENTA	CONCEPTO
	36.2	2.5	1 \$	90.50 LANDING FEE
	19.6	2.5	1 \$	49.00 SHORT TERM PARKING
	2.09	2.5	65 \$	339.63 LONG TERM PARKING
			\$	479.13 SUB-TOTAL
			\$	47.91 10% TAX
			\$	527.04 TOTAL

Note: parking for 65 hours

Paid USD \$53

San Felipe and La Paz Fuel Price (100LL):

Both are \$9 peso per liter. 1 Gallon = 3.79 liters. So it is roughly USD\$2.37 per gallon. (Very cheap. So always fill up before come back to US)

It seems La Paz's fuel truck meter has problem. It was about 10% more than the actual amount. No credit card accepted.

U.S. DEPARTMENT OF HOMELAND SECURITY
Bureau of Customs and Border Protection
PRIVATE AIRCRAFT ENFORCEMENT SYSTEM ARRIVAL REPORT

Handbook 3000-05

ARRIVAL INFORMATION			
PART I	U.S. Airport of Arrival:	Arrival Time: Zulu: Local:	Date of Arrival:
	Foreign Airport of Departure:	Departure Time: Zulu: Local:	Date of Departure:
	Direct flight or was other foreign itinerary involved? _____		

AIRCRAFT INFORMATION				
PART II	Aircraft Tail No.:		Decal No.:	
	Make:	Model:	Colors: Trim:	
	Aircraft Owner/Lessee Name:		Street Address:	
	City:	State:	Country:	Zip:

PILOT INFORMATION			
PART III	Full Legal Name:		Street Address:
	Date of Birth:	Nationality:	City: State:
	Pilot License Number:		Country:

CREW and PASSENGER INFORMATION					
PART IV	Crew or Passenger	Full Legal Name (Last/First)	Date of Birth (mm/dd/yyyy)	Nationality	
	<input type="checkbox"/> C or <input type="checkbox"/> P	Use reverse side for more crew or passengers			
	<input type="checkbox"/> C or <input type="checkbox"/> P				
	<input type="checkbox"/> C or <input type="checkbox"/> P				
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PART V	Inspectors Name:		Badge #	PAES Report #
	Compliance Exam: <input type="checkbox"/> Yes <input type="checkbox"/> No	Results:	ECAR #	Overflight: <input type="checkbox"/> Yes <input type="checkbox"/> No