

Mexico commits to safety

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Servicios a la Navegación en el Espacio Aéreo Mexicano is the Federal Government institution responsible for providing air navigation services throughout Mexico. In 2012, SENEAM managed about two million movements comprised of overflights and domestic traffic. To manage this level of traffic, SENEAM employs about 2,400 personnel, ranging from controllers, telecommunications engineers, radar engineers, air navigation experts, meteorologists, administrative personnel and executives. Under the command of Ingeniero Claudio Arellano Rodriquez, the employees are exclusively devoted to accomplishing the organisation's mission of providing navigation services for safe and efficient transportation in Mexican airspace.

SENEAM has four area control centres which provide full control throughout the country's upper airspace, in addition to the portion of oceanic airspace in the southern Pacific which comes under the responsibility of SENEAM control. The organisation is present in 58 airports across Mexico, where it operates state-of-the-art technology in communications, radar and flight plan processing. The operations achieve the highest safety margin in the region.

Among environmental measures introduced in response to worldwide interest in protecting the environment, SENEAM has implemented Continuous Descent Profile procedures, first at Benito Juárez International in Mexico City in 2007, and subsequently in Cancun in 2009. These procedures allow aircraft to descend unrestricted from cruise level to touchdown, greatly reducing fuel burn and thus pollutants' emission into the atmosphere. Furthermore, similar procedures are due to be put in place at Guadalajara and Monterrey airports in the first semester of 2014.

An ambitious project to improve surveillance throughout Mexican airspace is due to start in the second semester of 2013. This programme establishes Automatic Dependent Surveillance – Broadcast (ADS-B) surveillance for the Mexico Terminal Area, as well as in the Gulf of Mexico where a lot of fixed and rotary wing

aircraft operations take place, and will contribute to improved levels of safety and services.

To support services in Mexico's oceanic airspace, SENEAM will use ADS-Contract (ADS-C), together with controller pilot data link communications (CPDLC), to cover demand in such remote airspace, and at the same time make sure that those aircraft operating over the ocean are covered by a modern and safe system.

In the same manner in which SENEAM has handled these projects, we have begun the transition to aeronautical information management (AIM) in a sustainable way, so as to comply with the Global Air Navigation Plan in four years.

Satellite navigation has become a reality in Mexico. We currently have 35 performance-based navigation (PBN) airways, from RNAV5 to RNAV10, main of which are in the Gulf of Mexico. In particular, the GOMEX project established in coordination with the FAA, allows a lateral separation reduction, thus increasing capacity and permitting a larger number of aircraft to fly at their optimum flight level. Meanwhile, PBN procedures have been introduced at several airports, placing Mexico alongside other major international air navigation services providers in terms of advanced service provision.



All of this would not be possible without taking into consideration the most important element in SENEAM: its human resources. SENEAM currently trains its own controllers and technicians to meet the high level of service required. Specialist teachers are also used to train personnel in all other areas in different regions across the country.

In the international scene, SENEAM takes an active role by participating in CANSO, ICAO, and neighboring countries as well, in its pursuit of a common, seamless sky. All this consolidates SENEAM's motto and reaffirms that we are always committed to air safety. ➤