

GTE/22 IP/07

Vertical Safety

Monitoring Report

México/GOMEX Airspace

CALENDAR YEAR 2021

Presented to: GTE/22

By: NAARMO

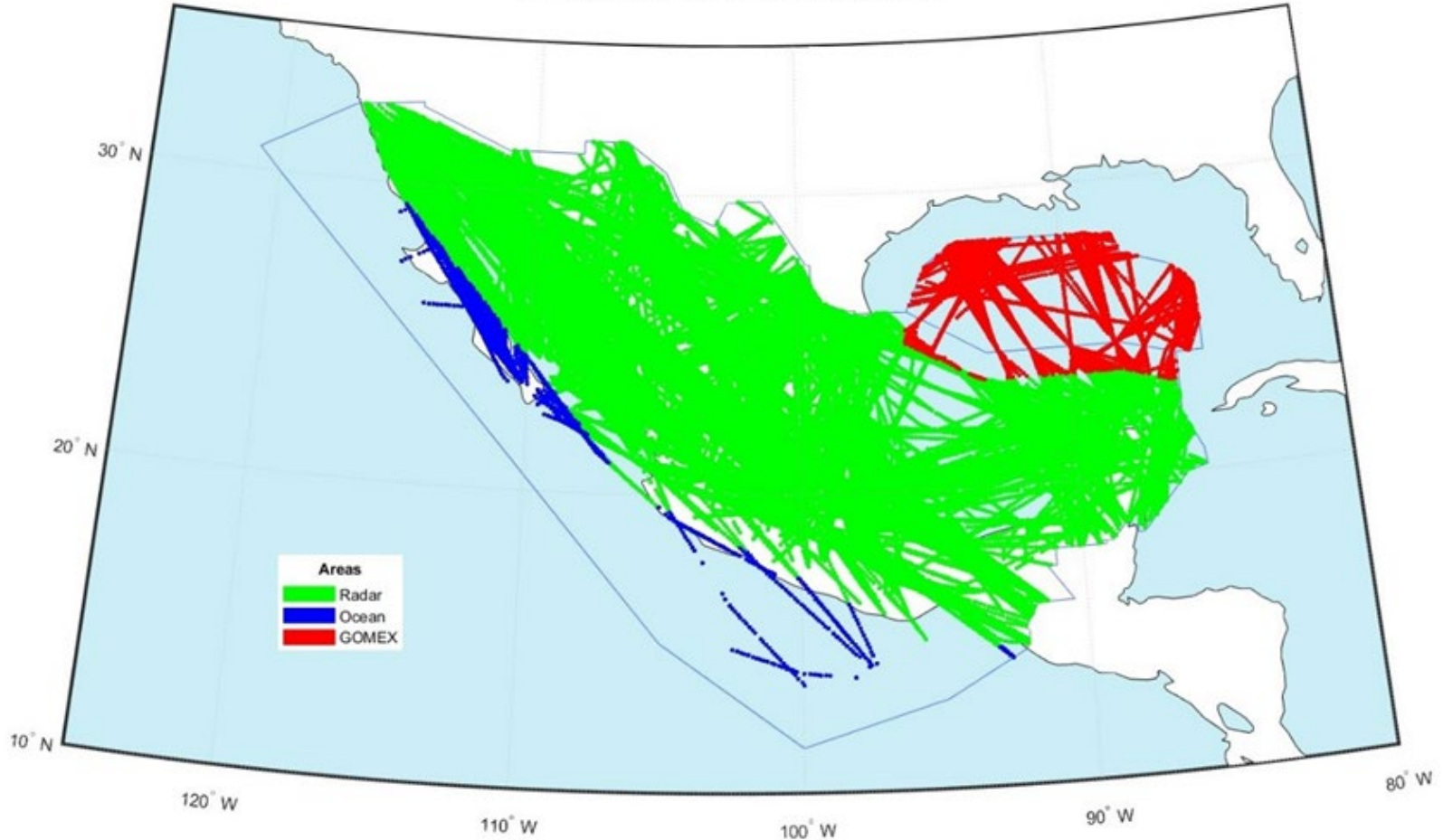
Date: 26 – 30 September 2022



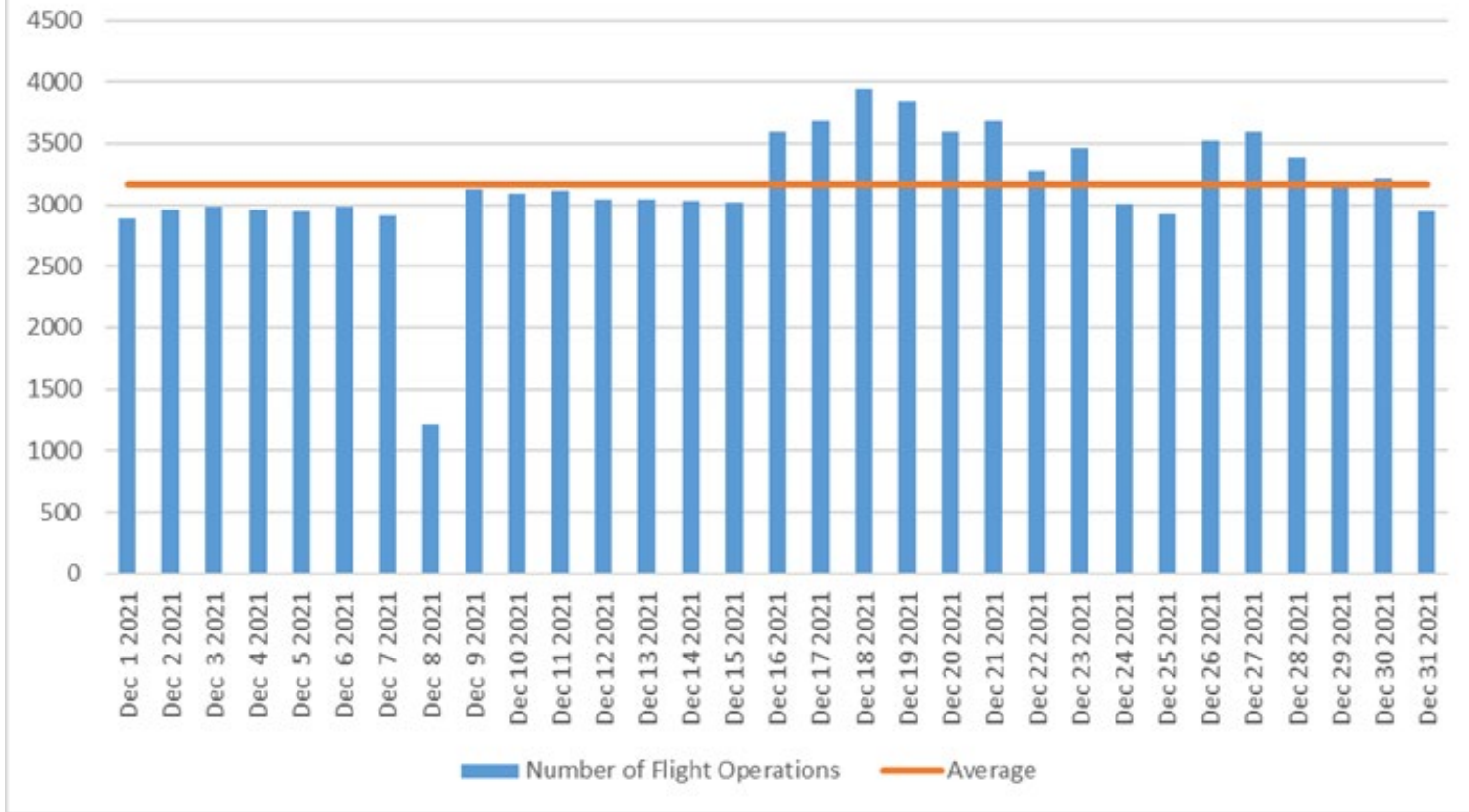
**Federal Aviation
Administration** 1

Mexico/GOMEX Airspace

Mexico/GOMEX Traffic - 13 Dec 2021



Number of Flight Operations per Day - December 2021



December 2021 traffic levels were 22% higher compared to December 2020



Risk-Bearing LHDs by Month - 2021

Month	Count	Duration at Incorrect FL	Number of FLs Crossed
January 2021	0	0	0
February 2021	2	2	0
March 2021	16	16	0
April 2021	0	0	0
May 2021	3	6	0
June 2021	2	2	0
July 2021	2	2	0
August 2021	0	0	0
September 2021	4	4	0
October 2021	1	0	0
November 2021	3	1	0
December 2021	2	2	0
Total 2021	35	35	0



Reported LHDs by Category

LHD Category Code	LHD Category Description	Number of LHD	Duration at Incorrect FL	Number of FLs Crossed
E	Coordination errors in the ATC -to-ATC transfer of control responsibility as a result of human factors issues	32	33	0
F	Coordination errors in the ATC -to-ATC transfer of control responsibility as a result of an outage or technical issues	2	2	0
G	Aircraft contingency event leading to sudden inability to maintain assigned flight level (e.g. pressurization failure, engine failure)	1	0	0
	TOTALS	35	35	0

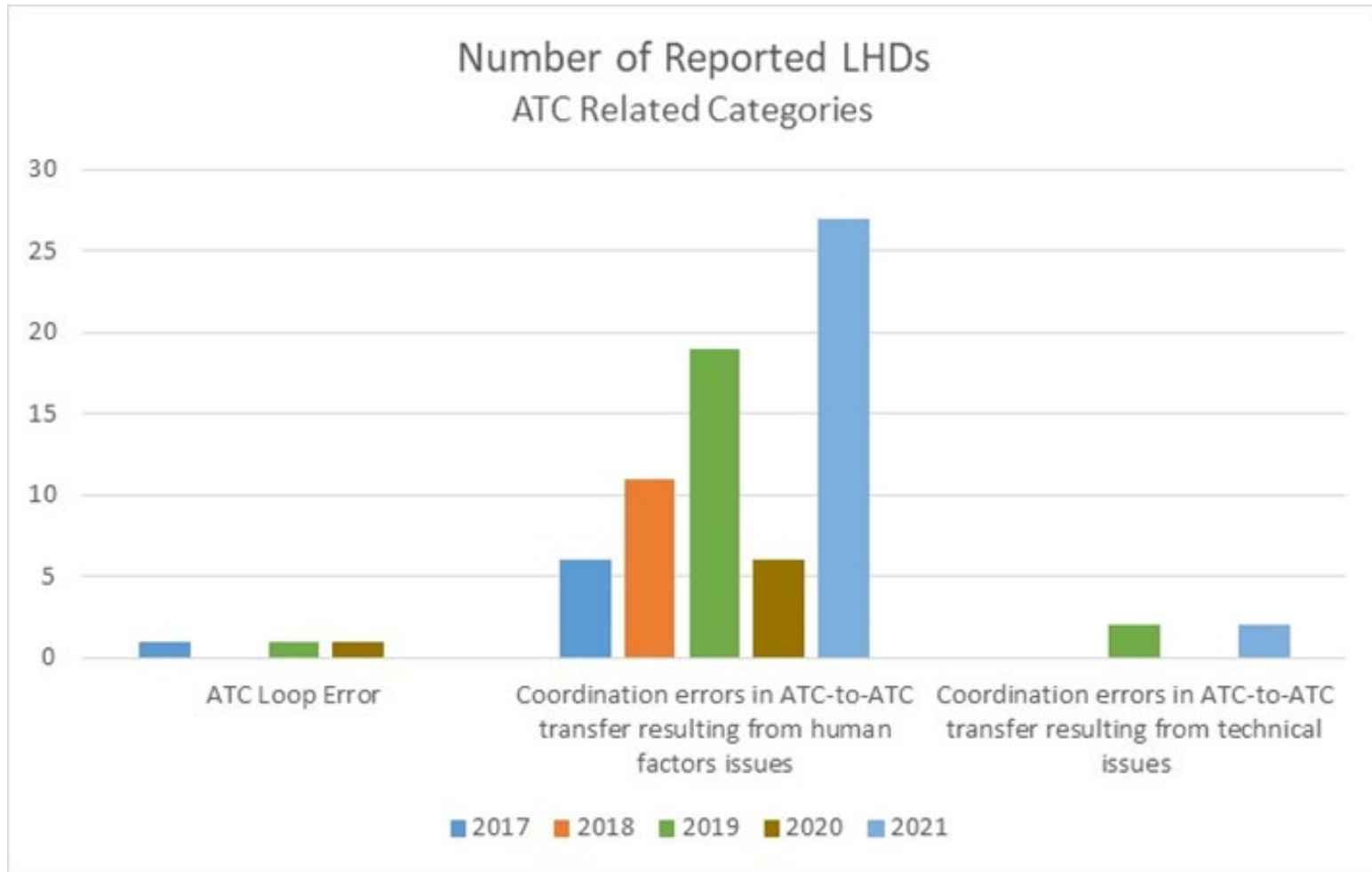


Reported LHDs Locations

Mexico/GOMEX Reported LHDs 2021

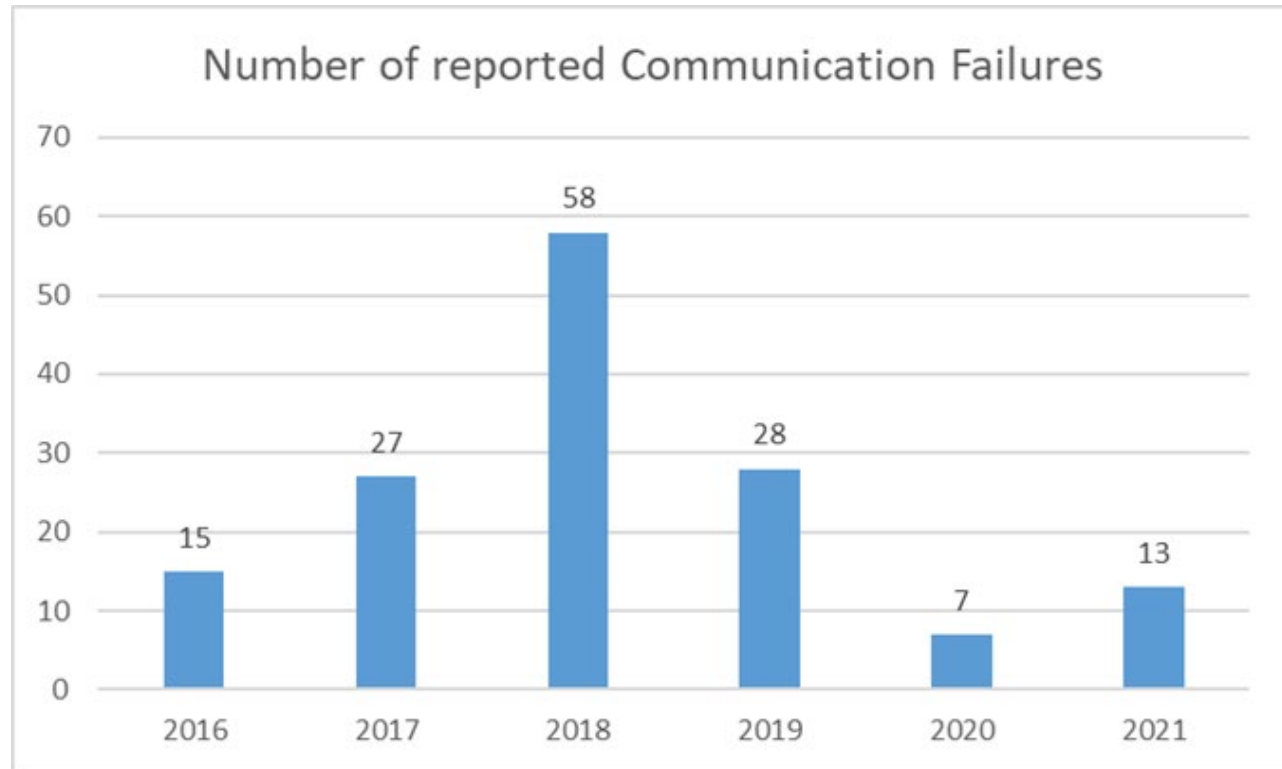


LHD Summary

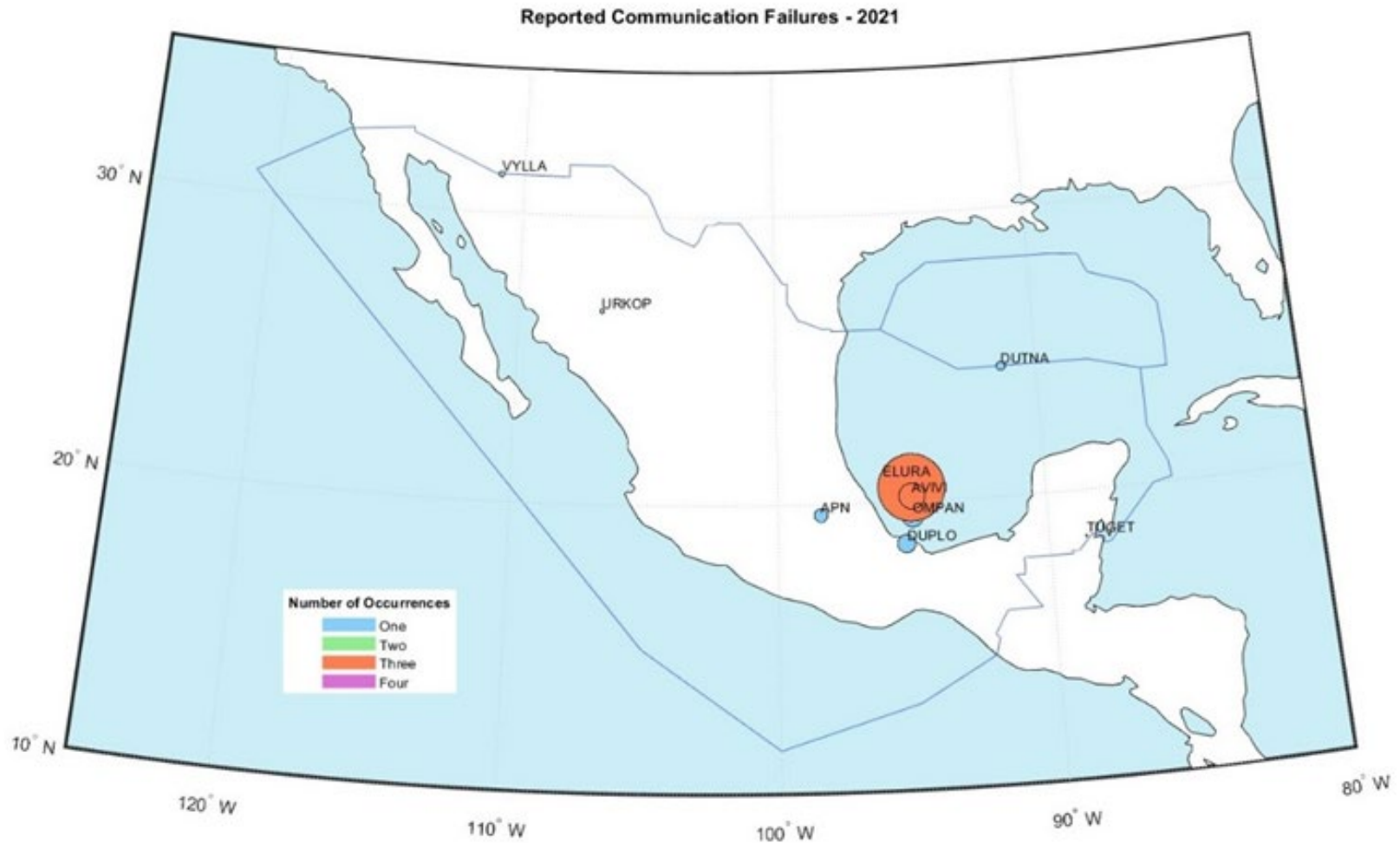


Communication Failure Reports

Number of reported communication failures increased in 2021



Reported Communication Failures

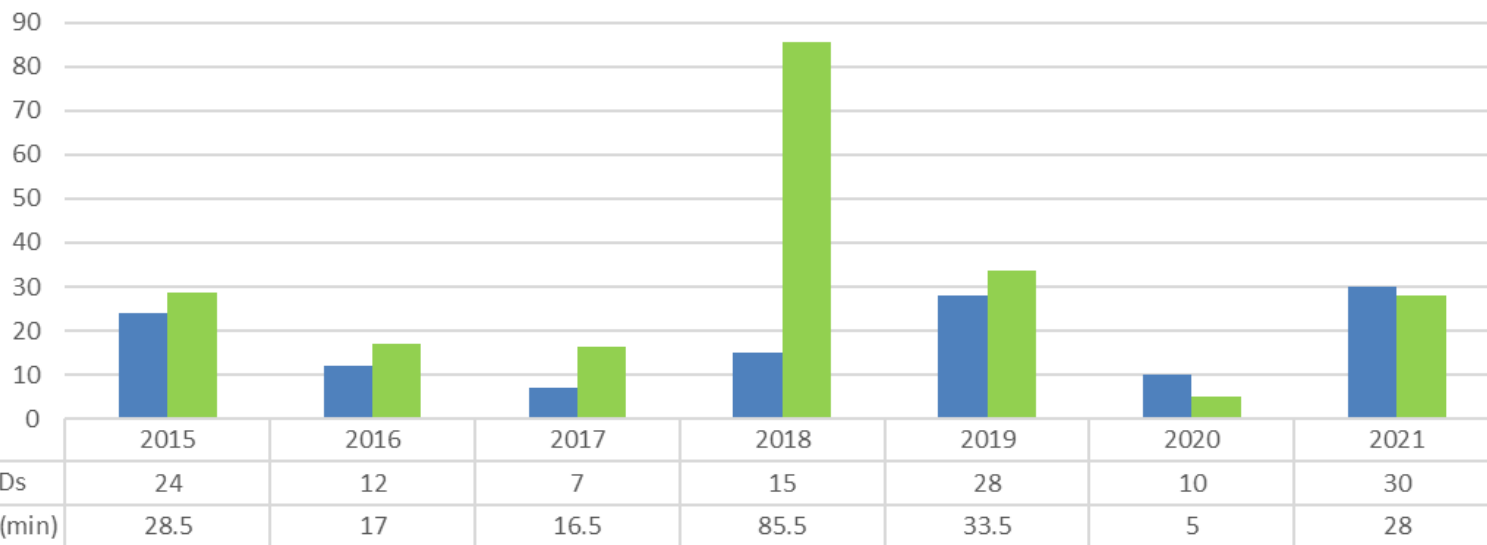


2021 Vertical Risk Estimates

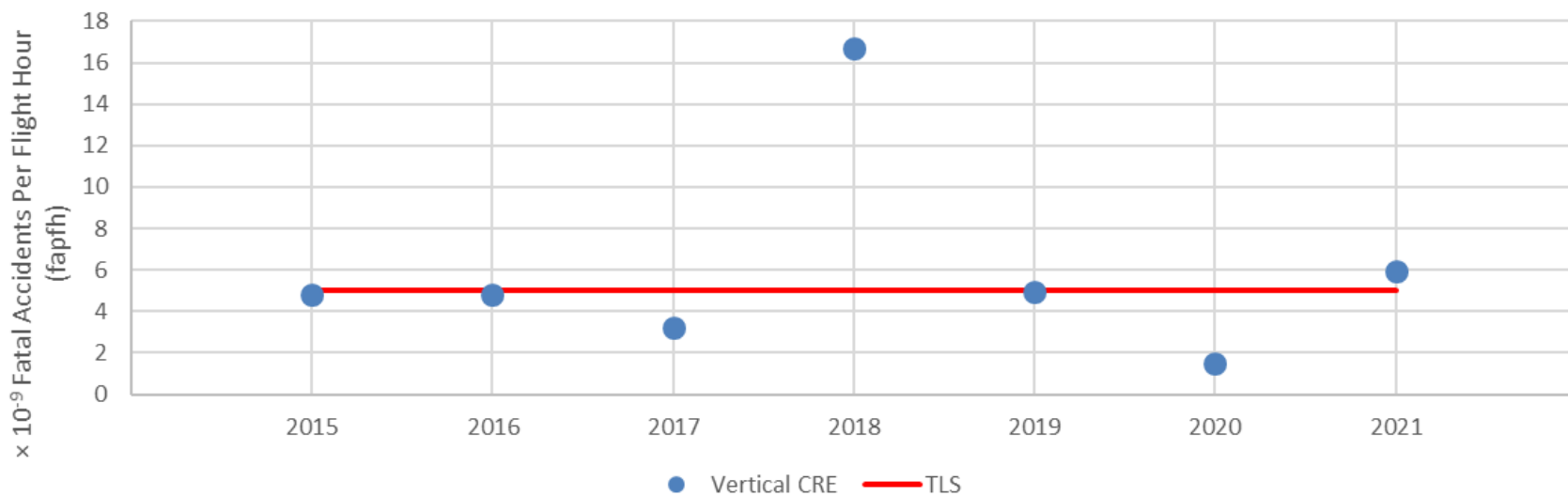
Description	Risk Estimate ($\times 10^{-9}$ fapfh)
Estimate of Technical Risk	0.06
Estimate of Risk Due to Operation at Incorrect Flight Levels	5.85
Estimate of Overall Risk	5.91



Mexico and GoMEX Airspace Risk-bearing LHDs



Mexico and GOMEX Airspace Vertical Collision Risk Estimates ($\times 10^{-9}$ fapfh)



Summary

- **Estimated vertical risk estimate for 2021 is slightly higher than 2020**
- **With the exception of 2018 and the traffic reduction related to COVID in 2020, the estimated level of risk has been consistent**

