

Enclosure 2

(Ref. Technical Letter F500-L16-039)



**Center for Advanced
Aviation System Development**

Nuevo Aeropuerto Internacional de la Ciudad de México Preliminary Airspace Redesign

Informal Working Notes on Departure Procedures

Prepared for

Servicios a la Navegación en el Espacio Aéreo Mexicano

30 June 2016

1. Introduction

The MITRE Corporation (MITRE) is assisting, through Aeropuertos y Servicios Auxiliares (ASA), the aviation authorities of Mexico with the implementation of a new airport, referred to in this document as Nuevo Aeropuerto Internacional de la Ciudad de México (NAICM), to replace the current Aeropuerto Internacional de la Ciudad de México. The proposed runway layout of NAICM will allow for dual- and triple-independent arrival and departure operations.

MITRE has been working closely with Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) in developing an airspace design for the new Mexico City Terminal Maneuvering Area (TMA) to support NAICM. Recently, a large team of MITRE engineers visited Mexico City for one-week from 29 February 2016 through 4 March 2016 to assist SENEAM in the airspace redesign of the new Mexico City TMA to support NAICM. The workshop was instrumental in advancing the airspace design.

This document, along with its associated appendix, is intended to provide a record of both SENEAM's original conceptual airspace design (developed in early February 2016) and the modifications resulting from the above-mentioned airspace design workshop, as well as a follow-up teleconference held on 4 May 2016. The teleconference was held to discuss the Area Navigation (RNAV) departure procedures and potential design changes. As a result of the teleconference, SENEAM agreed to the overall RNAV departure routes, which will be further examined by MITRE.

The RNAV and conventional Standard Instrument Departure (SID) procedures for NAICM that were developed during the airspace design workshop and added after the follow-up teleconference are presented in the appendix to this document. The names of the departure procedure definitions contain the airport departing direction and runway. For the procedures which were developed as a result of the 4 May 2016 teleconference, the angle of divergence is also noted in the runway name with an "A" and then the divergence angle "15" or "45" (degrees). Note that the opening-day runway configuration will consist of three runways. The three opening-day runways are identified as runway 2, 3, and 6¹.

Figures A-1 through A-69 provide information on the RNAV departure procedures. Both SENEAM's conceptual RNAV departure procedures (developed in early February 2016) are shown along with the RNAV departure procedure results from the recent airspace design workshop. SENEAM's original conceptual RNAV departure procedure definition and latitude and longitude waypoint coordinates are contained in the table on the left with a graphic underneath it showing the route. The second table on the right contains the RNAV departure procedure definition and latitude and longitude waypoint coordinates along with a graphic underneath it showing the route from the airspace design workshop conducted from 29 February 2016 through 4 March 2016. The coordinates of the waypoints that changed from SENEAM's original conceptual RNAV departure procedure definitions are highlighted in green. A description of why the change was made to the RNAV departure procedure in the airspace design workshop is also provided. The figure title contains "Land North" when aircraft are

¹ Ultimately, NAICM will have six parallel runways. For simplicity, the runways are identified as runways 1 through 6 as counted from west to east.

landing and departing to the north and “Land South” when aircraft are landing and departing to the south. This naming convention was used in the airspace design workshop to avoid confusion with the direction the aircraft were heading and has been carried over into this document for consistency. (This same figure title naming method was also applied to the conventional departure procedures described in this document.)

SENEAM’s conceptual airspace design did not contain departure routes for every runway, but their design was used in the airspace workshop. As a result, some of the figures shown have different departure runways, but the basic route is the same. MITRE decided to show the original conceptual route as it helped with the airspace design workshop even though the departure runway was changed during the airspace design workshop.

Conventional departure procedures for NAICM were also developed by SENEAM in early February 2016 and then modified during the airspace design workshop conducted from 29 February 2016 through 4 March 2016. See Figures A-70 through A-79.

Appendix

NAICM RNAV and Conventional Departure Procedure Definitions

Source:

SENEAM Proposition: 12 February 2016

SENEAM/MITRE Modifications Agreed Upon: 4 March 2016

Follow-up SENEAM/MITRE Teleconference: 4 May 2016

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"	
ghost	N19° 34' 53.54"	W098° 57' 57.75"	
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

Point	Latitude	Longitude	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W098° 00' 14.06"	
ghost	N19° 34' 00.88"	W098° 00' 11.05"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_TLC_WP006	N19° 50' 32.52"	W097° 58' 47.25"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict arrivals on downwind.

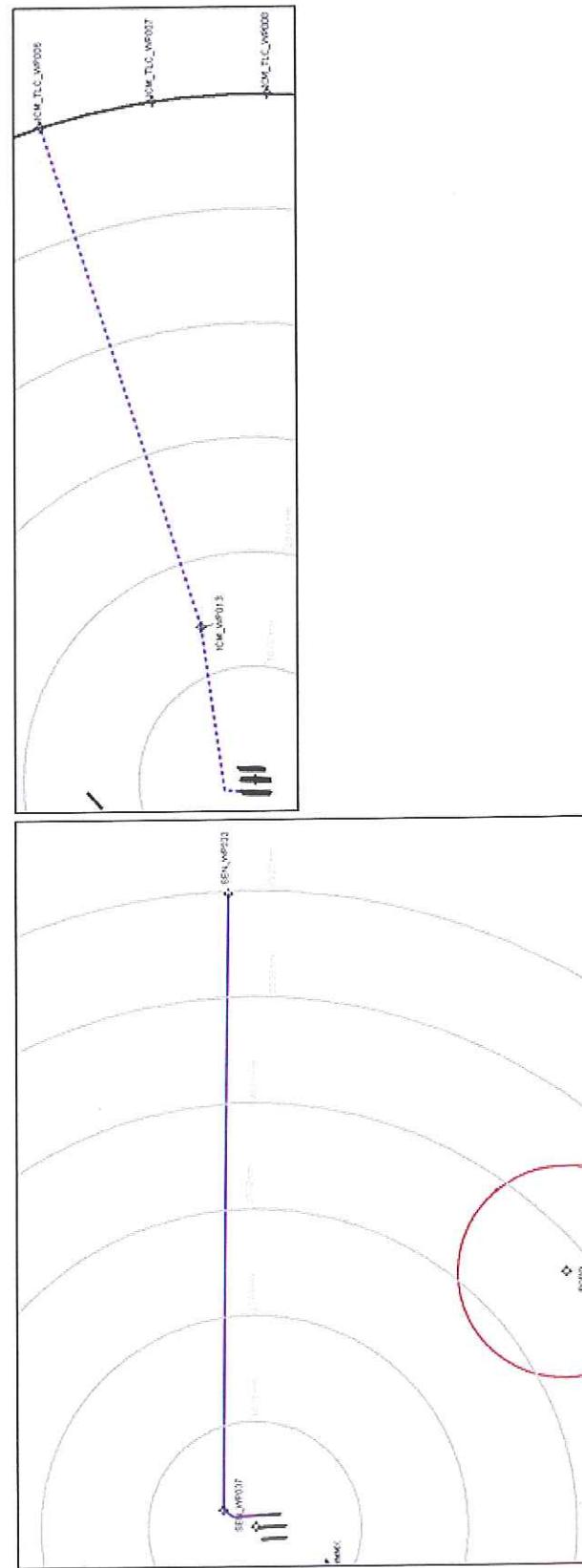


Figure A-1. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_EN_Land_North_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S

Airport: NAICM

Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_E_Land_North_R2

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"	
ghost	N19° 34' 53.54"	W098° 57' 57.75"	
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

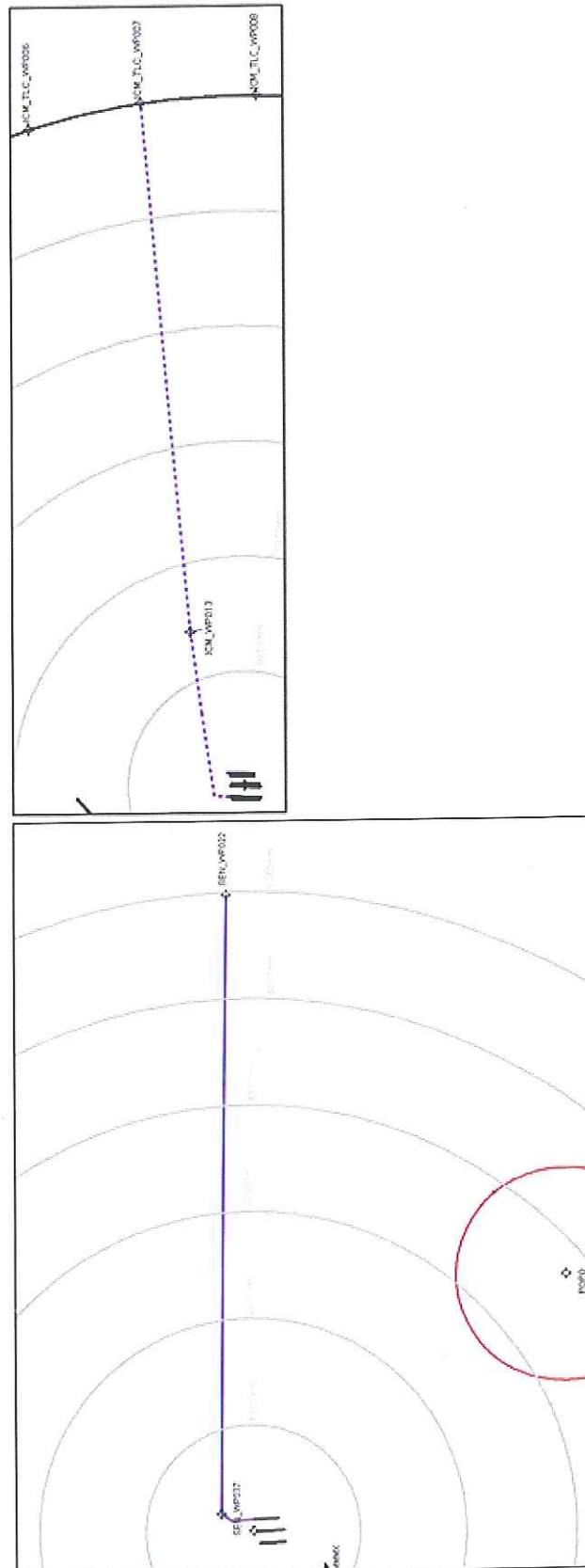


Figure A-2. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_E_Land_North_R2)

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SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"
ghost	N19° 34' 53.54"	W098° 57' 57.75"
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_ES_Land_North_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 00.88"	W099° 00' 11.05"
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"
ICM_TLC_WP008	N19° 28' 29.48"	W097° 55' 41.63"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

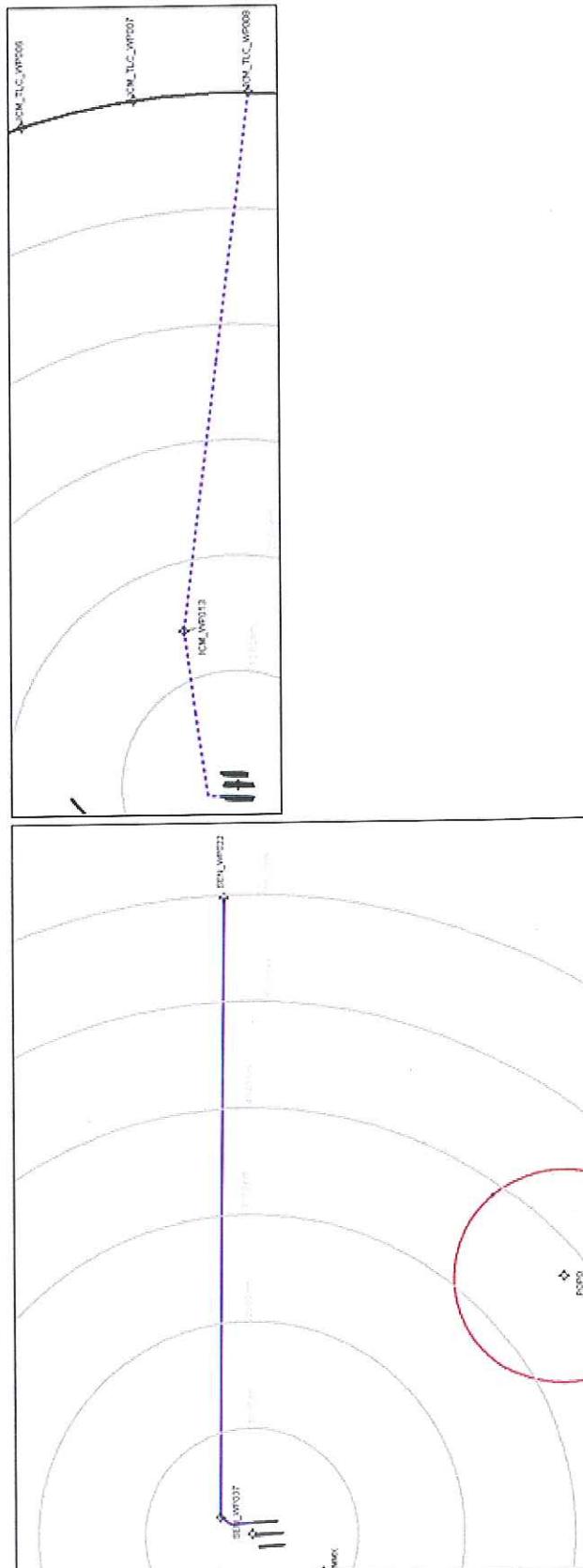


Figure A-3. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_ES_Land_North_R2)

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INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
Airport: NAICM
Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SE_Land_North_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

Point	Latitude	Longitude	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"	N19° 32' 39.31"
ghost	N19° 34' 38.96"	W099° 00' 09.65"	N19° 34' 38.96"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"	N19° 38' 48.93"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"	N19° 38' 15.38"
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"	N18° 58' 12.00"
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"	N18° 31' 21.49"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest.

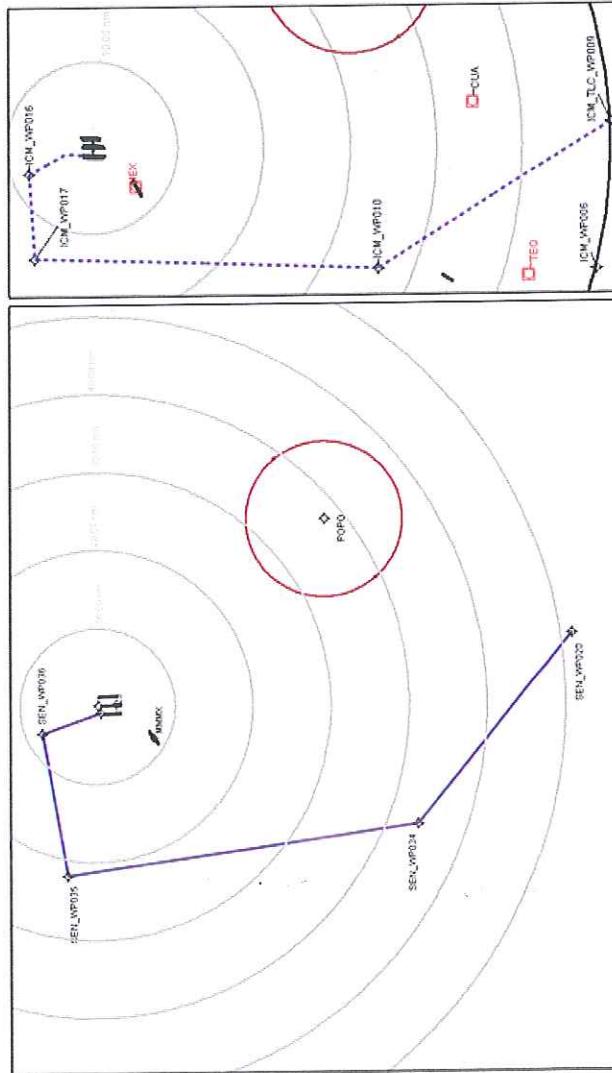


Figure A-4. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_SE_Land_North_R2)

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SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route:NAICM_SID_SE_Land_North_R2_A15
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.90"	W099° 00' 09.65"
ICM_WP055	N19° 38' 43.43"	W099° 04' 18.75"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 45 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest. This is an alternate design that is offset by 15 degrees from the original design, NAICM_SID_SE_Land_North_R2, shown in Figure A-4.

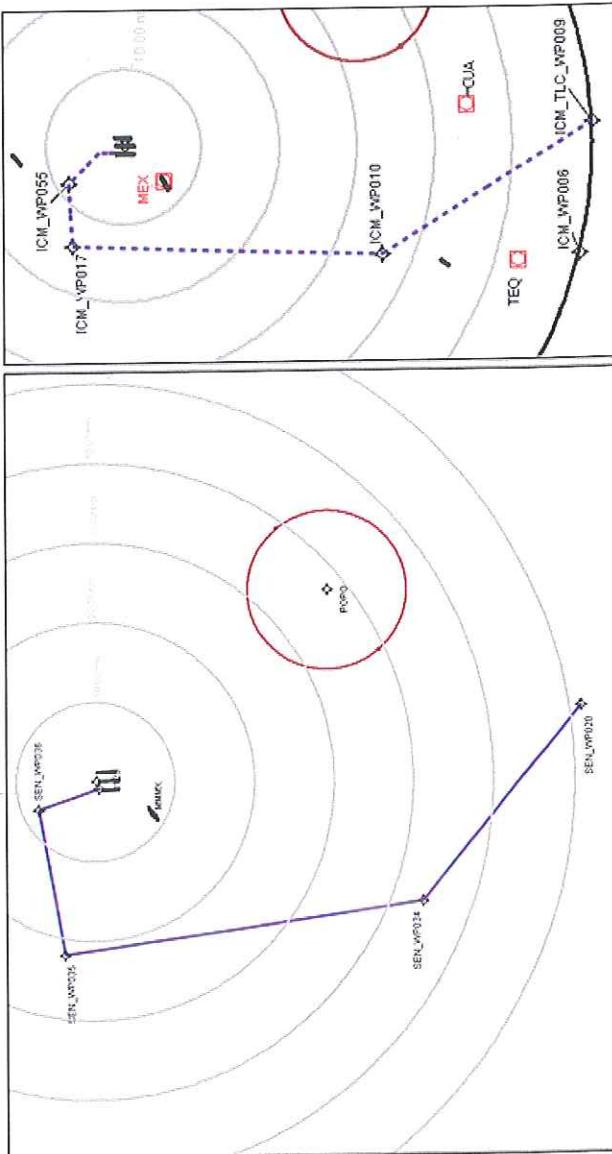


Figure A-5. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_SE_Land_North_R2_A15)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

This is for exploratory purposes only.

Route:NAICM_SID_SE_Land_North_R2_A45

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM_RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"	
ghost	N19° 34' 38.70"	W099° 00' 09.65"	
ICM_WP056	N19° 36' 50.97"	W099° 08' 15.66"	
ICM_WP057	N19° 36' 36.06"	W099° 13' 03.48"	
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"	
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 75 degrees from runway heading. At waypoint ICM_WP037, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest. This is an alternate design that is offset by 45 degrees from the original design, NAICM_SID_SE_Land_North_R2, shown in Figure A-4.

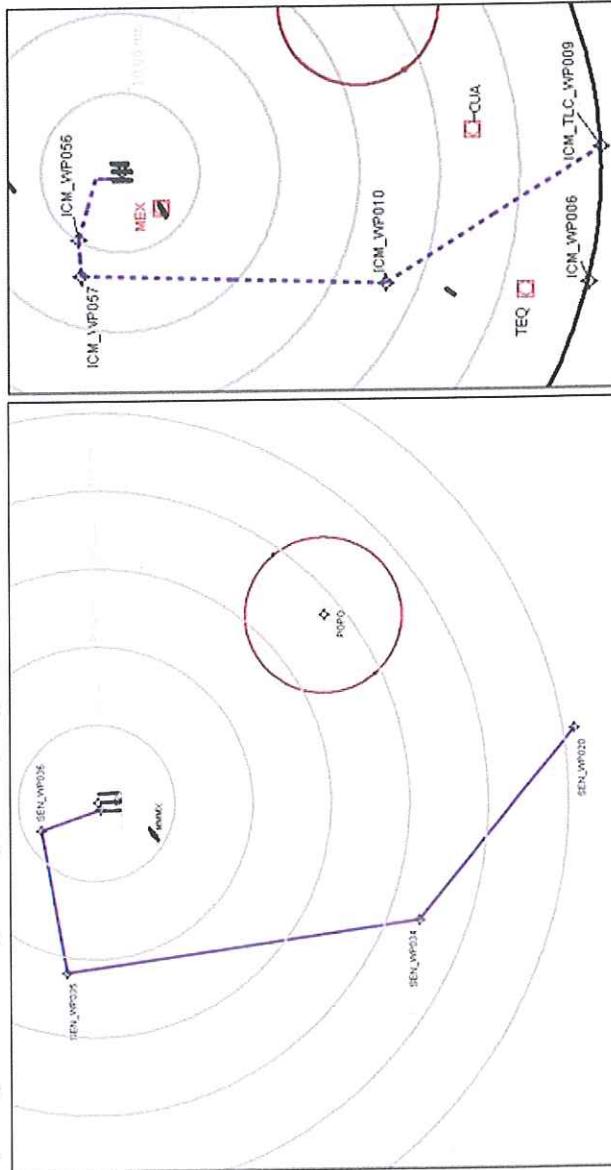


Figure A-6. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_SE_Land_North_R2_A45)

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INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SW_Land_North_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.96"	W099° 00' 09.65"
ICM_WP016	N19° 38' 48.93"	W099° 02' 55.83"
ICM_WP017	N19° 38' 15.38"	W099° 03' 00.02"
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"
ICM_WP006	N18° 33' 14.58"	W099° 15' 00.23"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest.

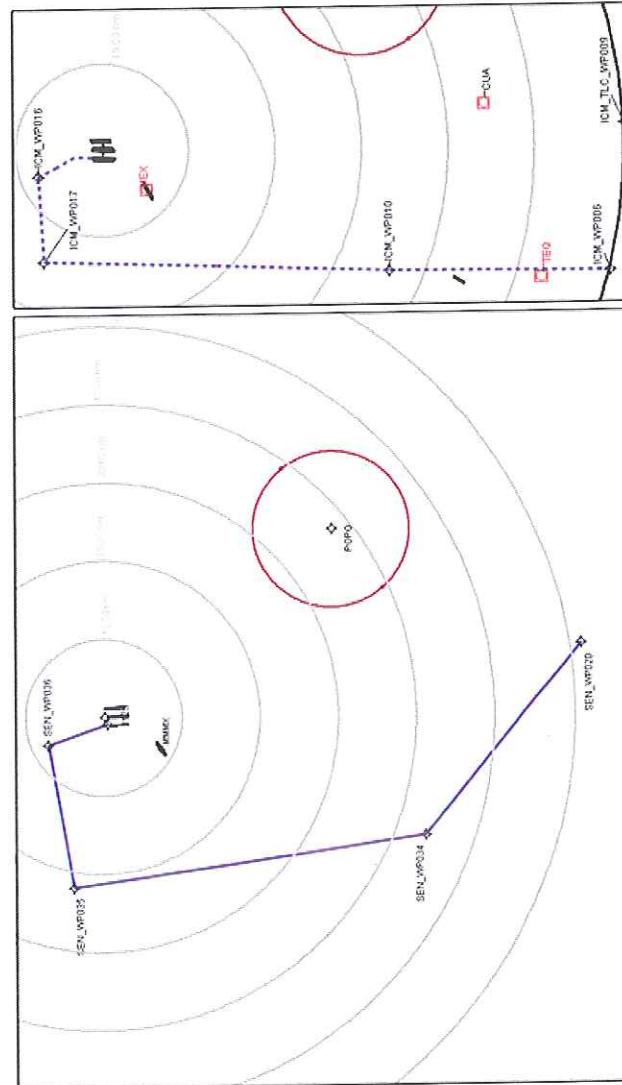


Figure A-7. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_SW_Land_North_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
	DMS	DMS
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W099° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route:NAICM_SID_SW_Land_North_R2_A15
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
	DMS	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.90"	W099° 00' 09.65"
ICM_WP055	N19° 38' 43.43"	W099° 04' 18.75"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"
ICM_WP006	N18° 33' 14.58"	W099° 15' 00.23"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 45 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest. This is an alternate design that is offset by 15 degrees from the original design, NAICM_SID_SW_Land_North_R2, shown in Figure A-7.

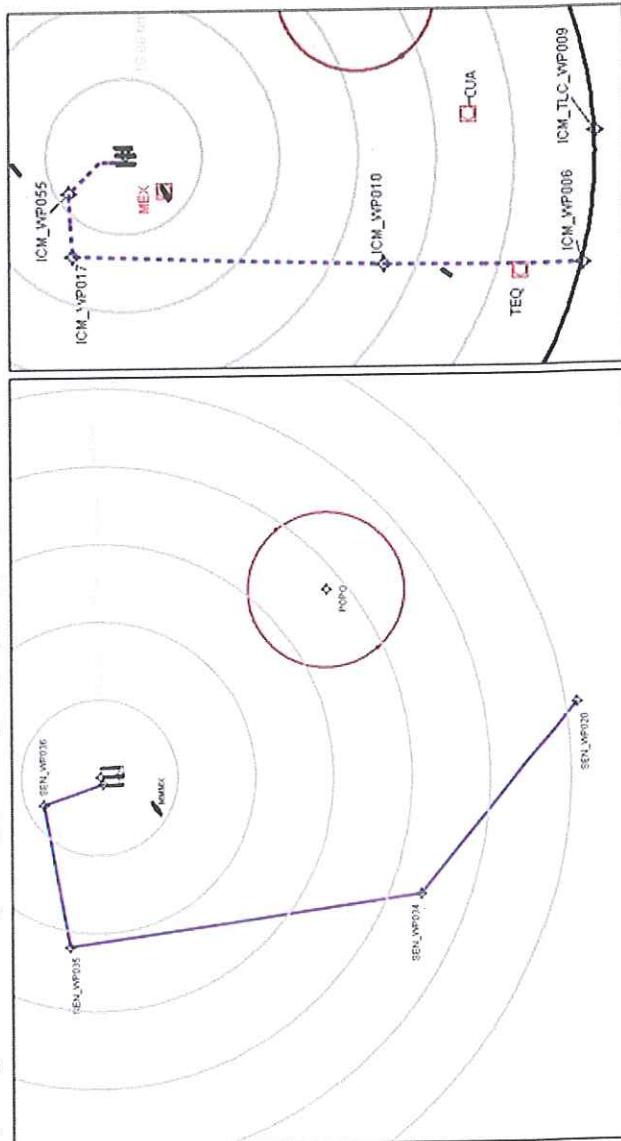


Figure A-8. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_SW_Land_North_R2_A15)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW35R:DER	NI $19^{\circ} 32' 39.30''$	W $099^{\circ} 00' 13.70''$	
SEN_WP036	NI $19^{\circ} 40' 28.66''$	W $099^{\circ} 02' 07.83''$	
SEN_WP035	NI $19^{\circ} 39' 12.79''$	W $099^{\circ} 21' 43.69''$	
SEN_WP034	NI $18^{\circ} 53' 33.24''$	W $099^{\circ} 19' 56.72''$	
SEN_WP020	NI $18^{\circ} 31' 22.09''$	W $098^{\circ} 56' 34.65''$	

Point	Latitude	Longitude	DMS
NAICMRW35R:DER	NI $19^{\circ} 32' 39.31''$	W $099^{\circ} 00' 14.06''$	
ghost	NI $19^{\circ} 34' 38.70''$	W $099^{\circ} 00' 09.65''$	
ICM_WP056	NI $19^{\circ} 36' 50.97''$	W $099^{\circ} 08' 15.66''$	
ICM_WP057	NI $19^{\circ} 36' 36.06''$	W $099^{\circ} 13' 03.48''$	
ICM_WP010	NI $18^{\circ} 58' 12.00''$	W $099^{\circ} 14' 23.29''$	
ICM_WP006	NI $18^{\circ} 33' 14.58''$	W $099^{\circ} 15' 00.23''$	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 75 degrees from runway heading. At waypoint ICM_WP057, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest. This is an alternate design that is offset by 45 degrees from the original design, NAICM_SID_SW_Land_North_R2, shown in Figure A-7.

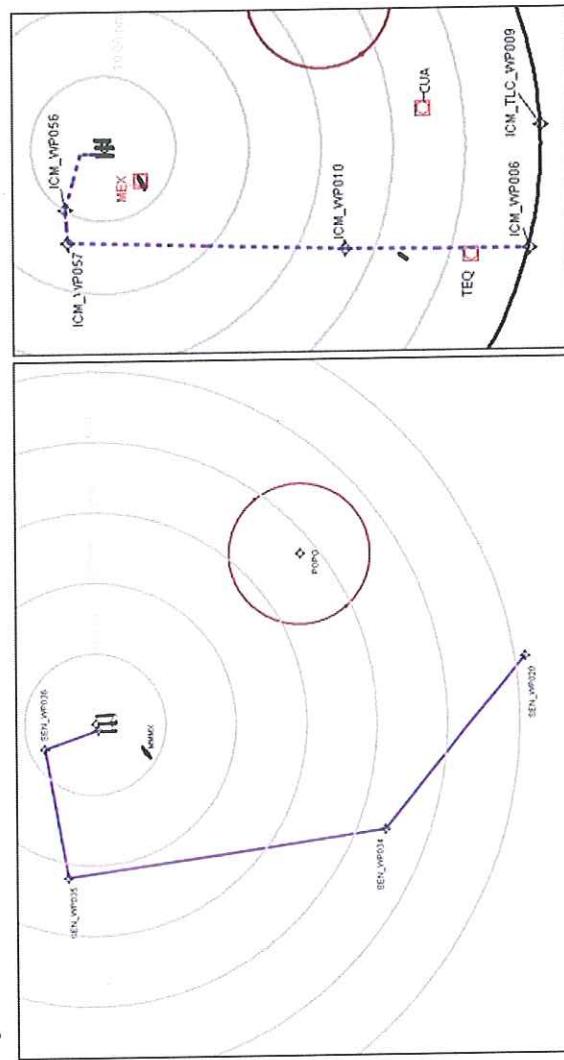


Figure A-9. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_SW_Land_North_R2_A45)

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SENEAM Proposed 12 February 2016

Route: NAICM SID_W_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP36	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP35	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP21	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_North_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"	
ghost	N19° 34' 38.96"	W099° 00' 09.65"	
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"	
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"	
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"	

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted.

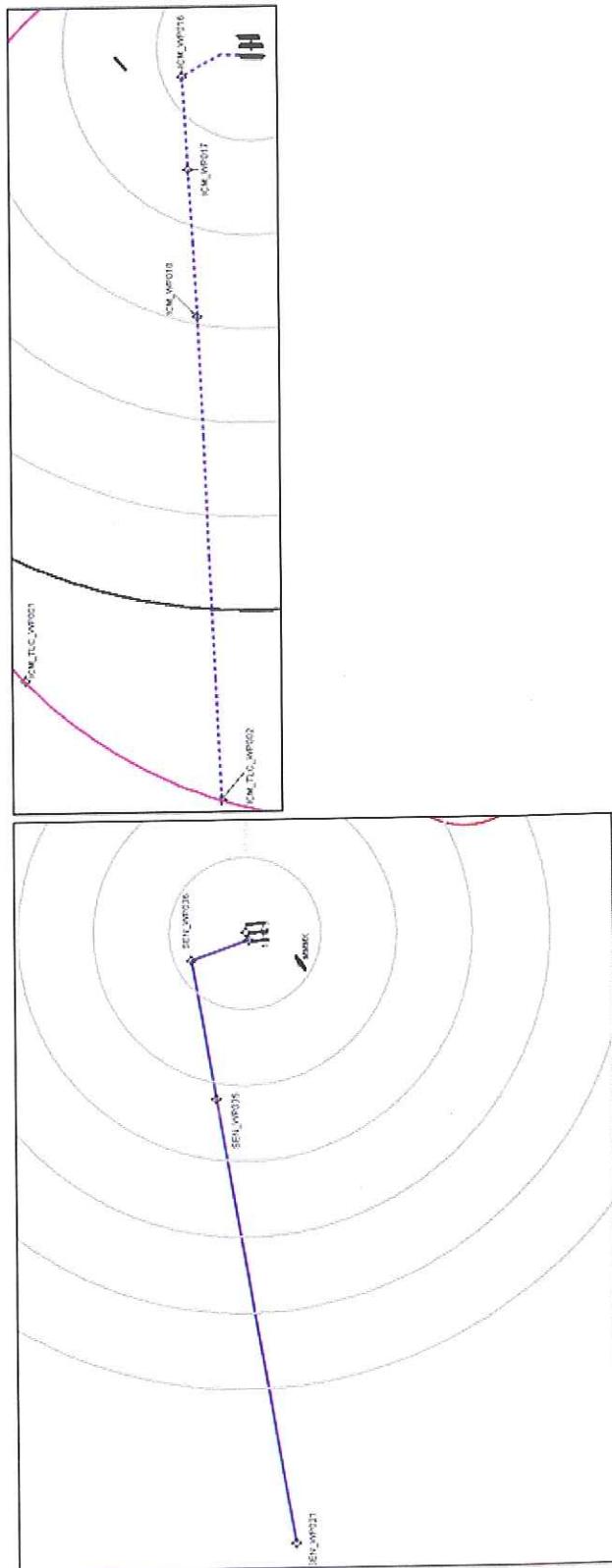


Figure A-10. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_W_Land_North_R2)

MITRE

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INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.89"	W099° 00' 09.65"
ICM_WP055	N19° 38' 43.43"	W099° 04' 18.75"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 15 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. This is an alternate design that is offset by 15 degrees from the original design, NAICM_SID_W_Land_North_R2, shown in Figure A-10.

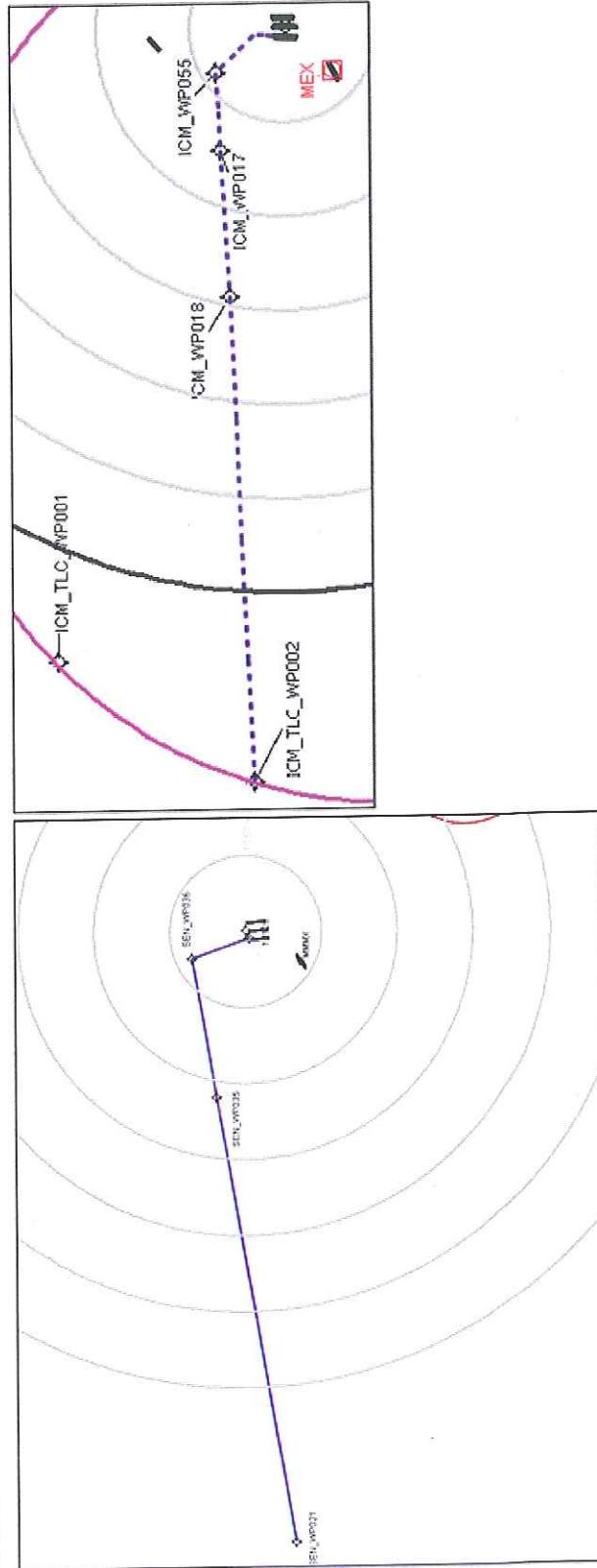


Figure A-11. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_W_Land_North_R2_A15)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed | 2 February 2016

Route: NAICM_SID_W_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

This is for exploratory purposes only.

Route:NAICM_SID_W_Land_North_R2_A45

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.70"	W099° 00' 09.65"
ICM_WP056	N19° 36' 50.97"	W099° 08' 15.66"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 75 degrees from runway heading. At waypoint ICM_WP018, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. This is an alternate design that is offset by 45 degrees from the original design, NAICM SID_W_Land_North_R2, shown in Figure A-10.

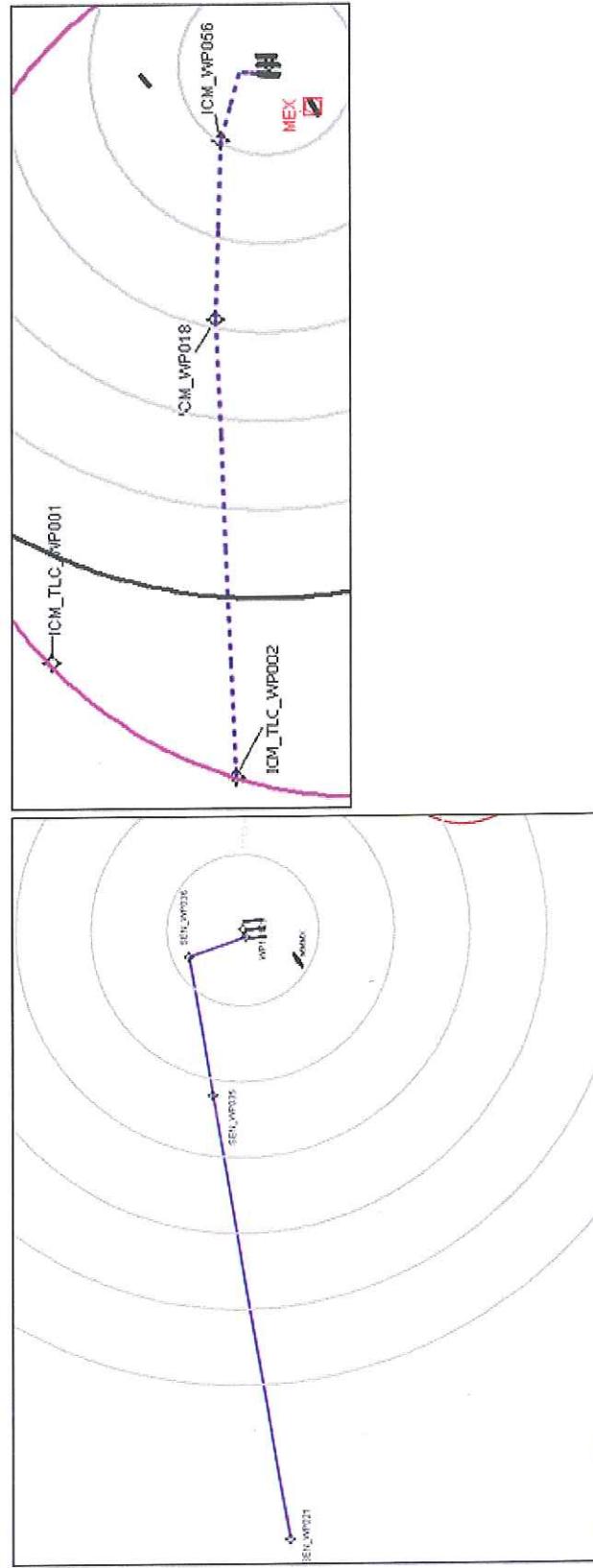


Figure A-12. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_W_Land_North_R2_A45)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM SID_W_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_WN_Land_North_R2
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.96"	W099° 00' 09.65"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted.

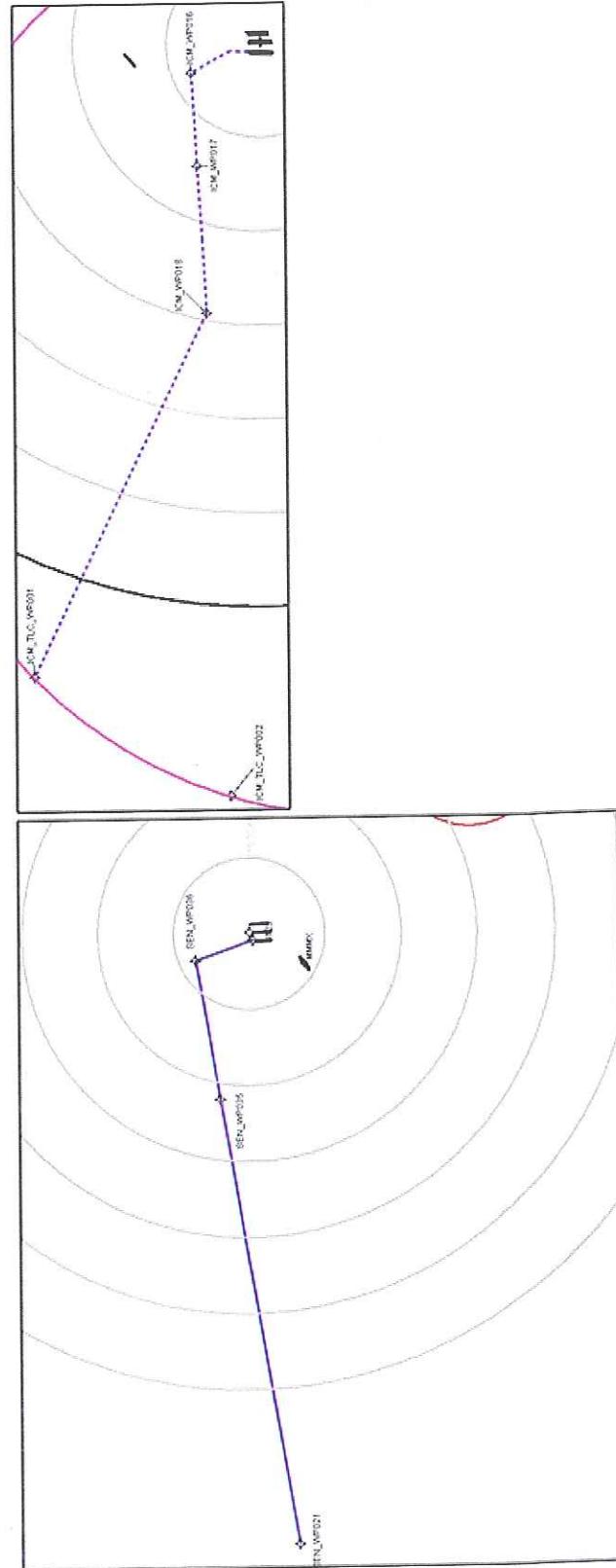


Figure A-13. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_WN_Land_North_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S

Airport: NAICM

Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_WN_Land_North_R2_A15

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"
SEN_WP36	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP35	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP21	N19° 35' 15.92"	W100° 24' 29.99"

Point	Latitude	Longitude	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"	
ghost	N19° 34' 38.89"	W099° 00' 09.65"	
ICM_WP055	N19° 38' 43.43"	W099° 04' 18.75"	
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"	
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"	

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 45 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. This is an alternate design that is offset by 15 degrees from the original design, NAICM_SID_WN_Land_North_R2, shown in Figure A-13.

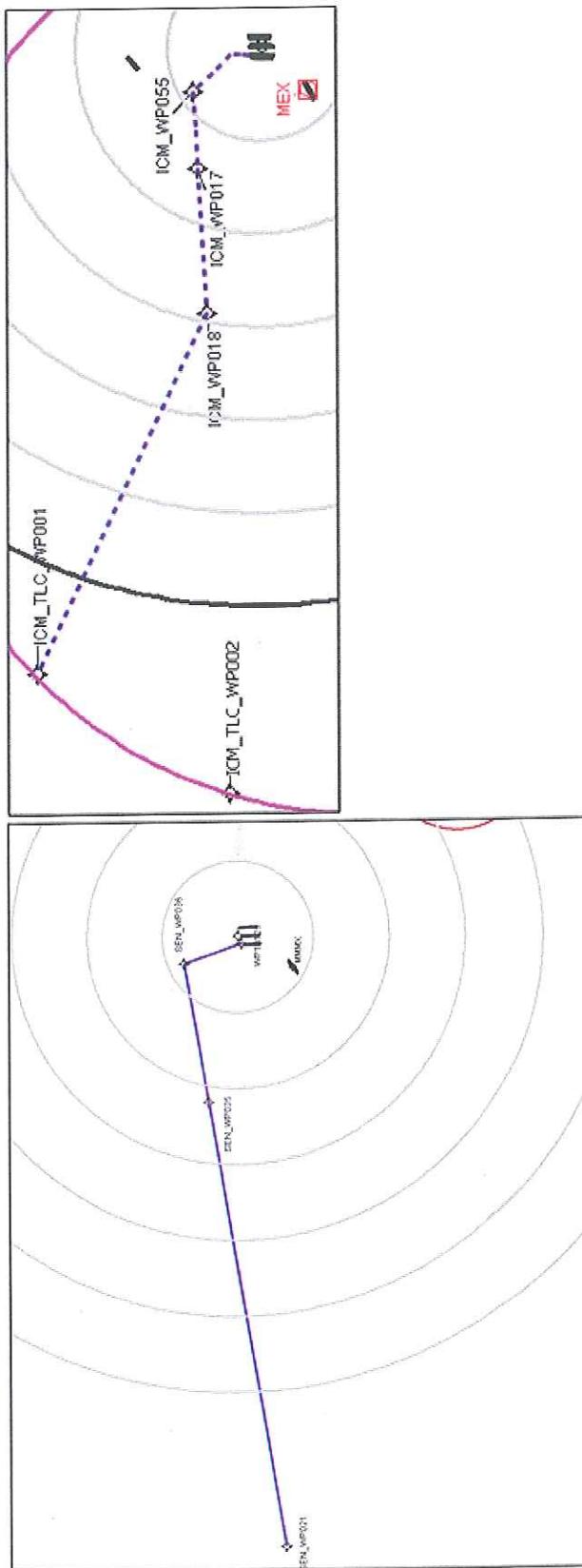


Figure A-14. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_WN_Land_North_R2_A15)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S

Airport: NAICM

Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

This is for exploratory purposes only.

Route: NAICM_SID_WN_Land_North_R2_A45

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW35R:DER	N19° 32' 39.30"	W099° 00' 13.70"	
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"	
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"	
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"	

Point	Latitude	Longitude	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"	
ghost	N19° 34' 38.70"	W099° 00' 09.65"	
ICM_WP056	N19° 36' 50.97"	W099° 08' 15.66"	
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"	

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Tolula VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 75 degrees from runway heading. At waypoint ICM_WP018, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. This is an alternate design that is offset by 45 degrees from the original design, NAICM SID_WN_Land_North_R2, shown in Figure A-13.

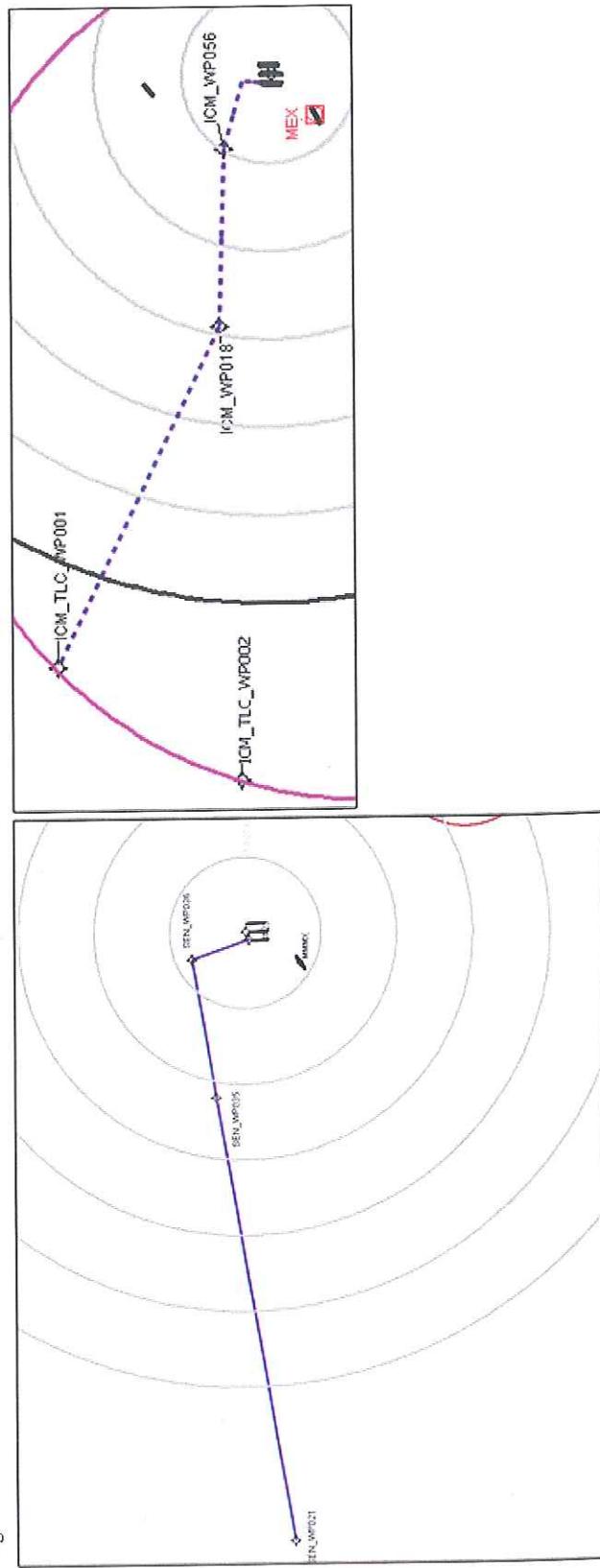


Figure A-15. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_WN_Land_North_R2_A45)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NW_Land_North_R2
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"	
ghost	N19° 34' 38.96"	W099° 00' 09.65"	
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"	
ICM_WP019	N19° 47' 21.56"	W099° 03' 55.57"	
ICM_TLC_WP003	N20° 30' 44.97"	W099° 10' 50.51"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

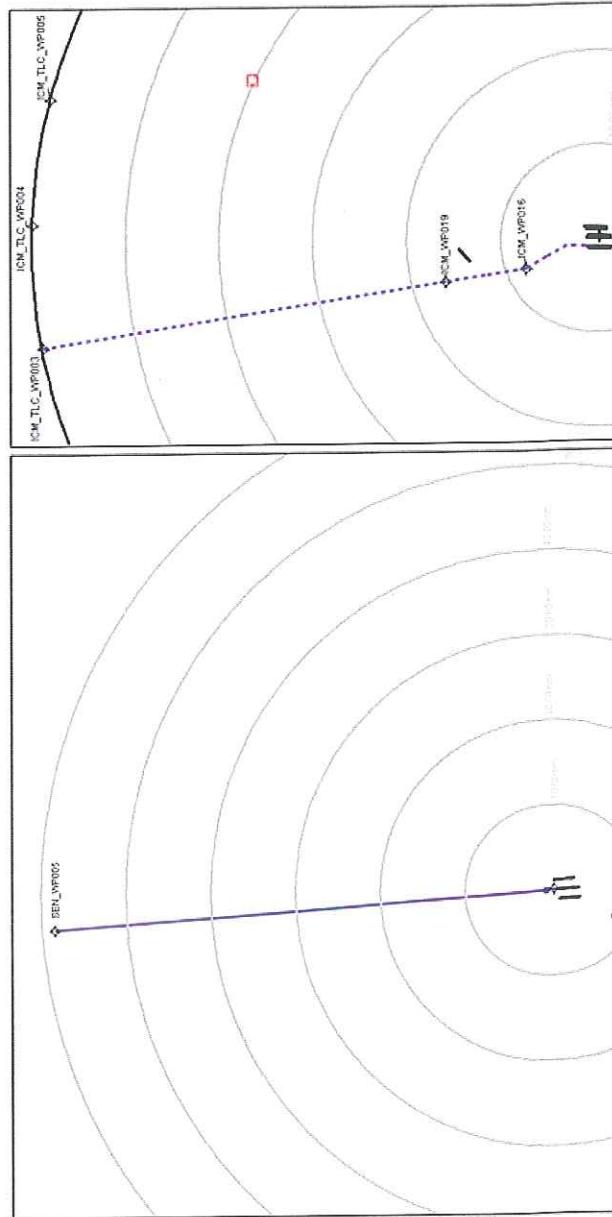


Figure A-16. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_NW_Land_North_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP05	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_N_Land_North_R2

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.96"	W099° 00' 09.65"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"
ICM_WP019	N19° 47' 21.56"	W099° 03' 55.57"
ICM_TLC_WP004	N20° 31' 44.63"	W098° 57' 02.02"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

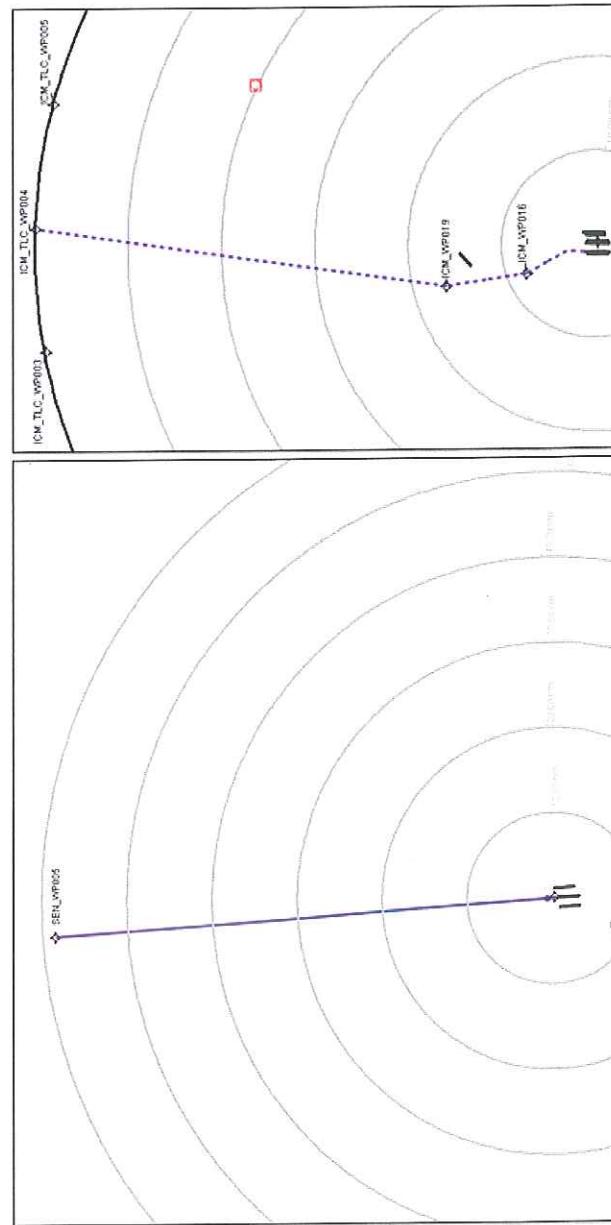


Figure A-17. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_N_Land_North_R2)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP05	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NE_Land_North_R2

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW35R:DER	N19° 32' 39.31"	W099° 00' 14.06"
ghost	N19° 34' 38.96"	W099° 00' 09.65"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"
ICM_WP019	N19° 47' 21.56"	W099° 03' 55.57"
ICM_TLC_WP005	N20° 29' 52.75"	W098° 43' 15.48"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

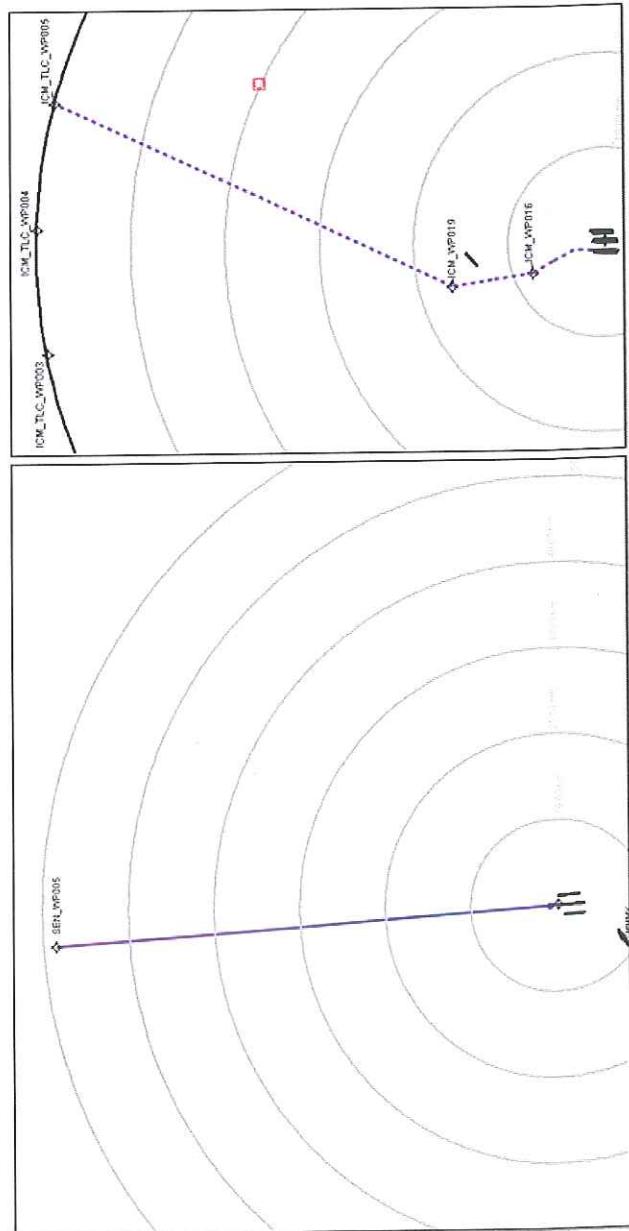


Figure A-18. NAICM RNAV SID: Runway 2 Land North (NAICM_SID_NE_Land_North_R2)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"	
ghost	N19° 34' 53.54"	W098° 57' 57.75"	
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_EN_Land_North_R3
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	
ghost	N19° 34' 08.91"	W098° 59' 11.42"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_TLC_WP006	N19° 50' 32.52"	W097° 58' 47.25"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

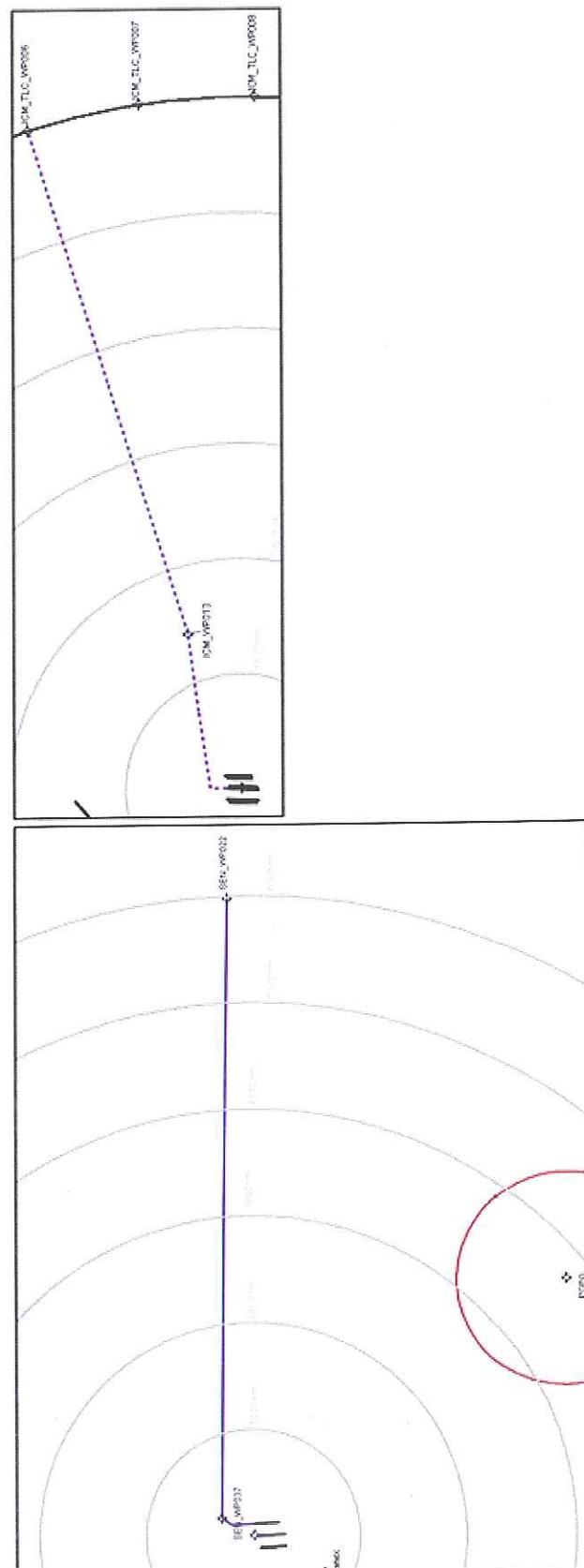


Figure A-19. NAICM RVAV SID: Runway 3 Land North (NAICM_SID_EN_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"	
ghost	N19° 34' 53.54"	W098° 57' 57.75"	
SEN_WP37	N19° 35' 46.03"	W098° 57' 06.25"	
SEN_WP22	N19° 29' 00.56"	W097° 56' 03.98"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_E_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	
ghost	N19° 34' 08.91"	W098° 59' 11.42"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_TLC_WP007	N19° 40' 50.12"	W097° 56' 19.87"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

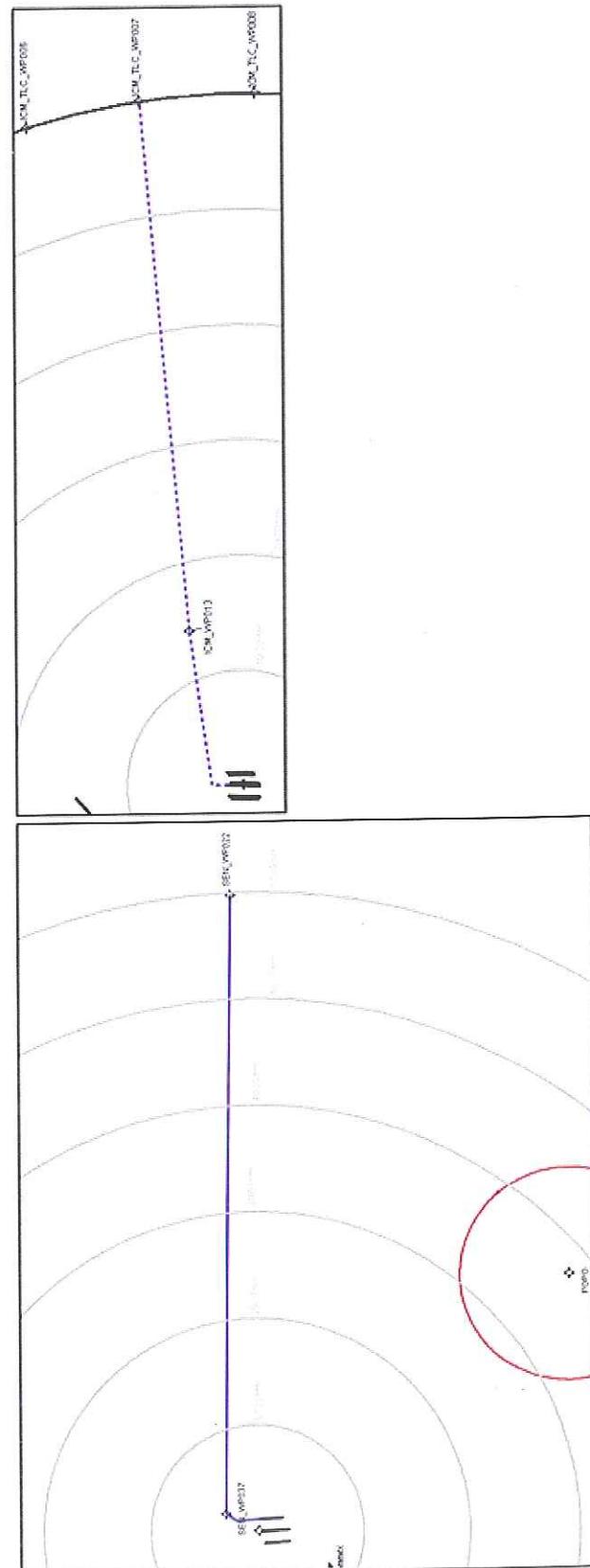


Figure A-20. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_E_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"	W098° 58' 02.20"
ghost	N19° 34' 53.54"	W098° 57' 57.75"	W098° 57' 57.75"
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"	W098° 57' 06.25"
SEN_WP022	N19° 29' 00.26"	W097° 56' 03.98"	W097° 56' 03.98"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_ES_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	W098° 59' 14.65"
ghost	N19° 34' 08.91"	W098° 59' 11.42"	W098° 59' 11.42"
ICM_WP013	N19° 36' 02.47"	W098° 03.13"	W098° 03.13"
ICM_TLC_WP008	N19° 28' 29.48"	W097° 55' 41.63"	W097° 55' 41.63"

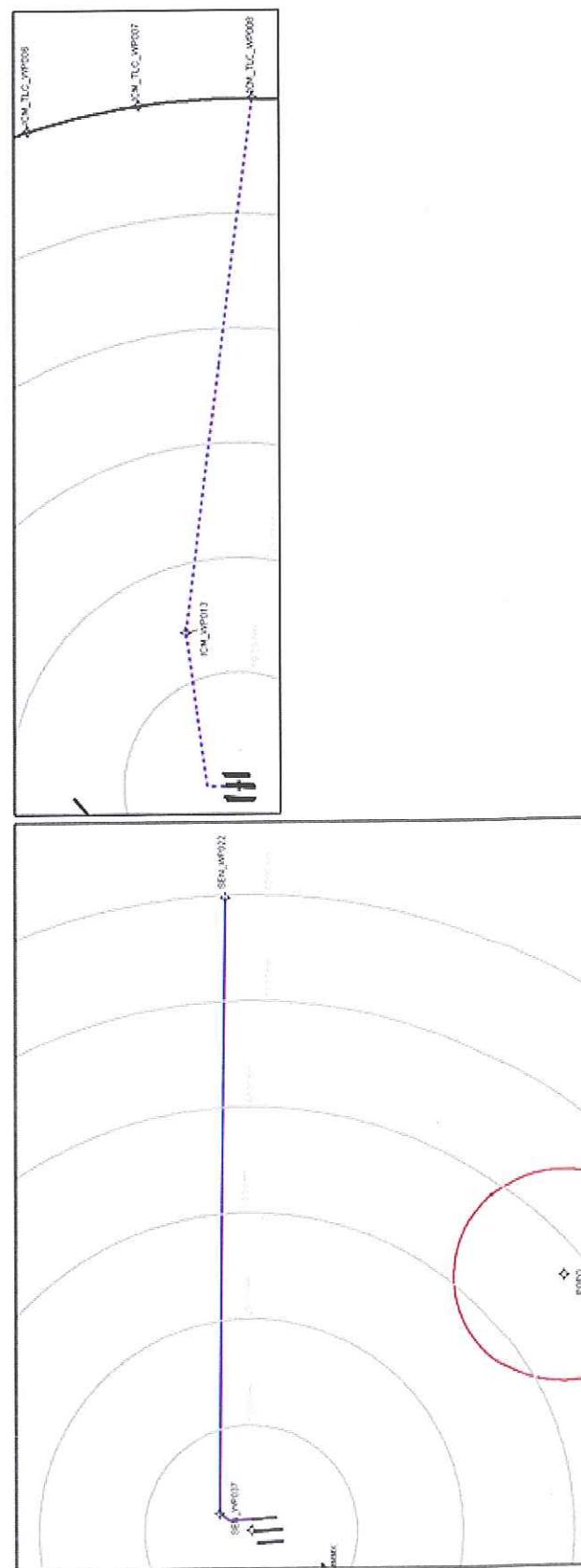


Figure A-21. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_ES_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SE_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"
ghost	N19° 34' 02.00"	W098° 59' 11.67"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges 30 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest.

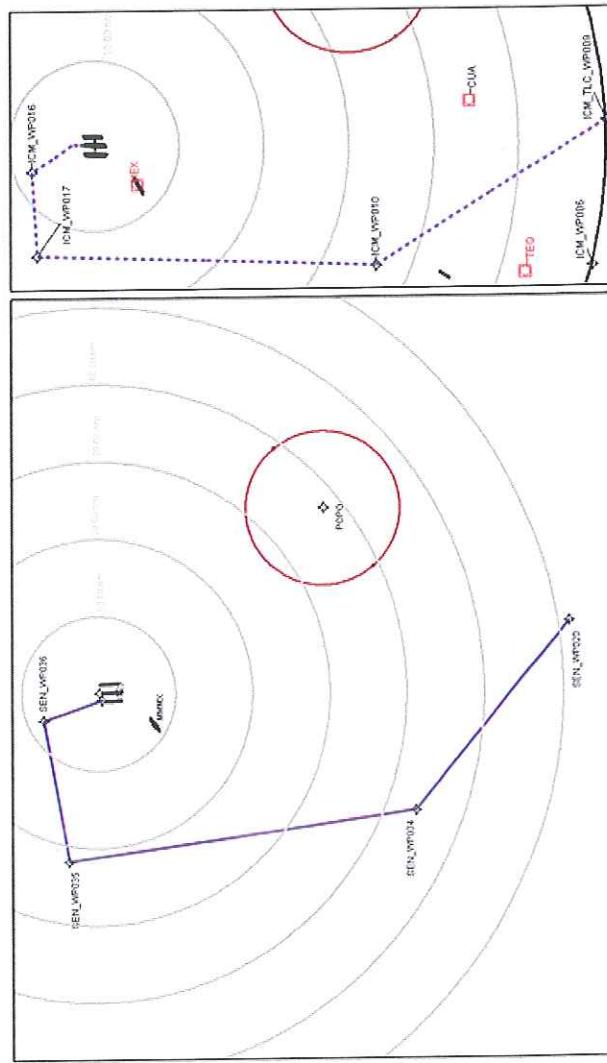


Figure A-22. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_SE_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"	
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"	
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"	
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"	
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SE_Land_North_R3_A45
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	
ghost	N19° 34' 41.44"	W098° 59' 10.23"	
ICM_WP038	N19° 38' 47.25"	W099° 03' 12.02"	
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"	
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"	
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges 45 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest. This is an alternate design that is offset by 45 degrees from a straight out departure instead of the 30 degree divergence in the original SID NAICM_SID_SE_Land_North_R3, shown in Figure A-22.

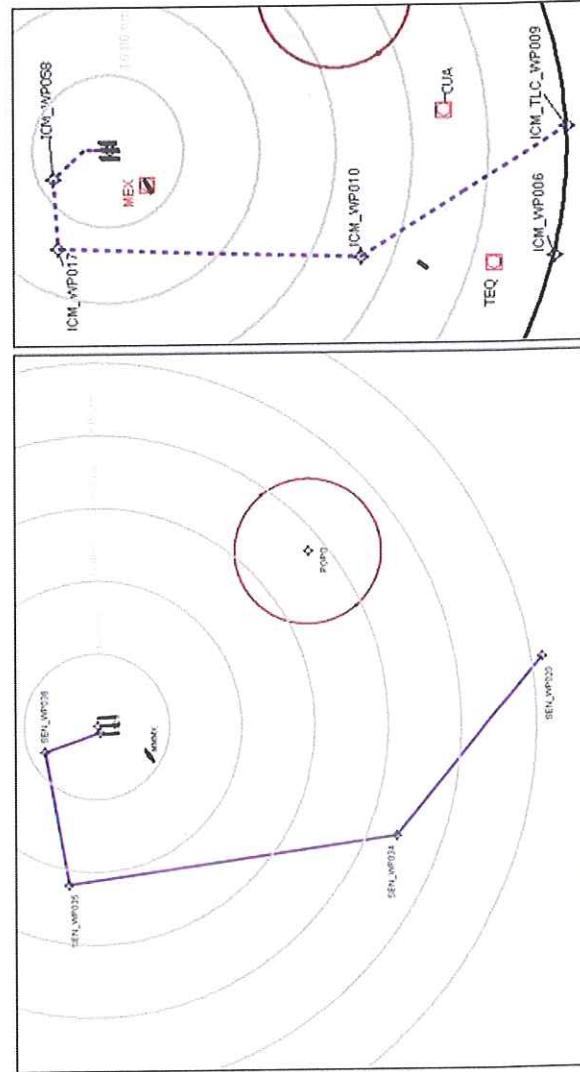


Figure A-23. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_SE_Land_North_R3_A45)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SW_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"
ghost	N19° 34' 02.00"	W098° 59' 11.67"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP010	N18° 58' 12.00"	W099° 14' 23.29"
ICM_WP006	N18° 33' 14.58"	W099° 15' 00.23"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges 30 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest.

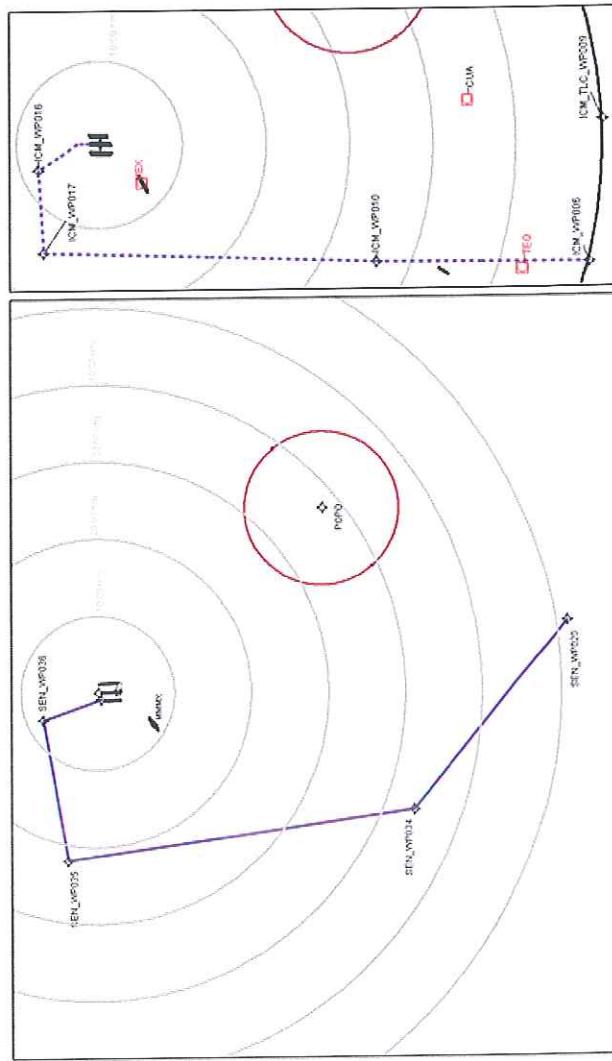


Figure A-24. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_SW_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_S_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"	
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"	
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"	
SEN_WP034	N18° 53' 33.24"	W099° 19' 56.72"	
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SW_Land_North_R3_A45
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	
ghost	N19° 34' 41.44"	W098° 59' 10.23"	
ICM_WP058	N19° 38' 47.25"	W099° 03' 12.02"	
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"	
ICM_WP010	N18° 38' 12.00"	W099° 14' 23.29"	
ICM_WP006	N18° 33' 14.58"	W099° 15' 00.23"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges 45 degrees from runway heading. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At waypoint ICM_WP010, the aircraft will be above the NAICM arrival traffic from the southwest. This is an alternate design that is offset by 45 degrees from a straight out departure instead of the 30 degree divergence in the original SID NAICM_SID_SW_Land_North_R3, shown in Figure A-24.

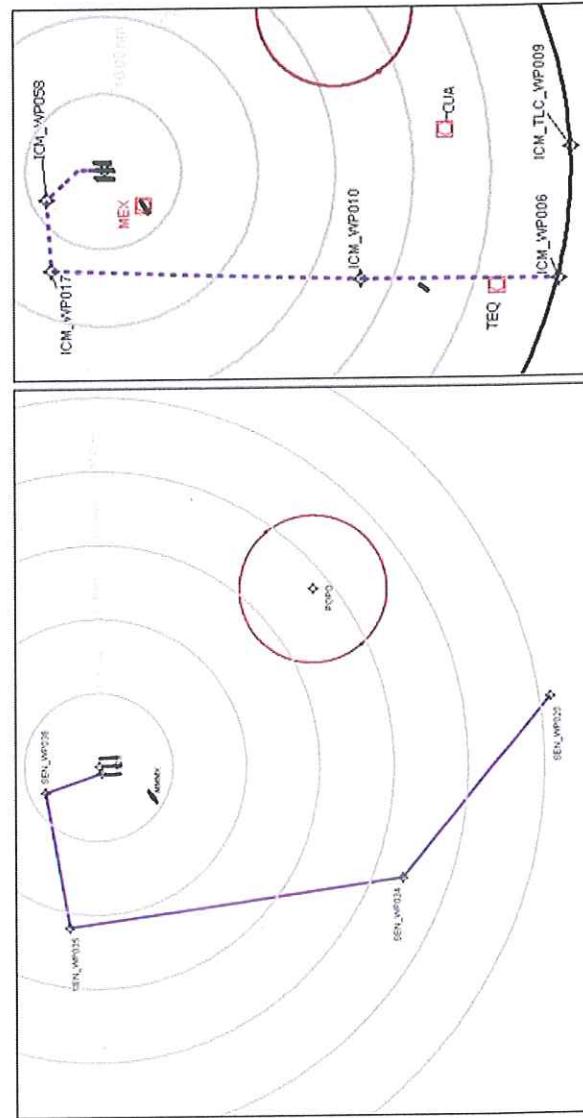


Figure A-25. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_SW_Land_North_R3_A45)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP36	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP35	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP21	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.63"
ghost	N19° 34' 02.00"	W098° 59' 11.67"
ICM_WP016	N19° 38' 48.93"	W099° 02' 35.83"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges from runway heading 30 degrees. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted.

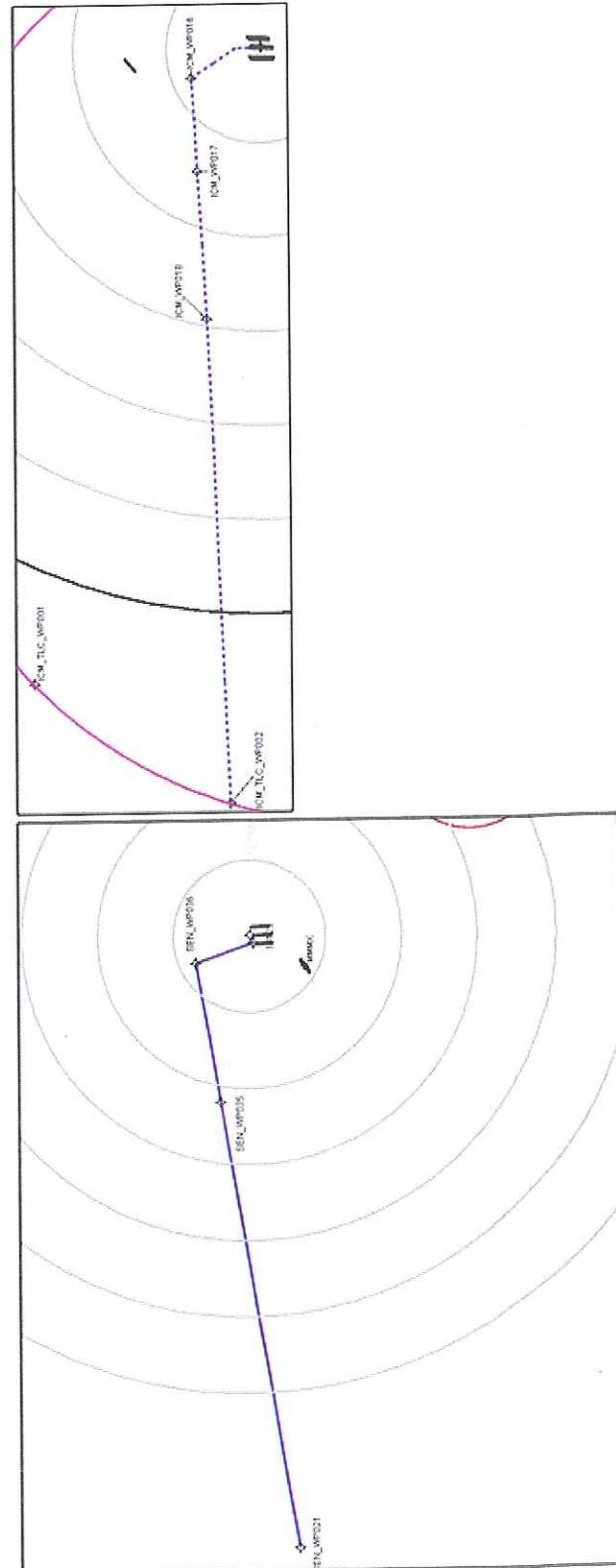


Figure A-26. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_W_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S

Airport: NAICM

Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_North_R3_A45

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

Point	Latitude	Longitude
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"
ghost	N19° 34' 41.44"	W098° 59' 10.23"
ICM_WP058	N19° 38' 47.25"	W099° 03' 12.02"
ICM_WP017	N19° 38' 15.38"	W099° 13' 00.02"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges from runway heading 45 degrees. At waypoint ICM_WP017, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. This is an alternate design that is offset by 45 degrees from a straight out departure instead of the 30 degree divergence in the original SID NAICM_SID_W_Land_North_R3, shown in Figure A-26.

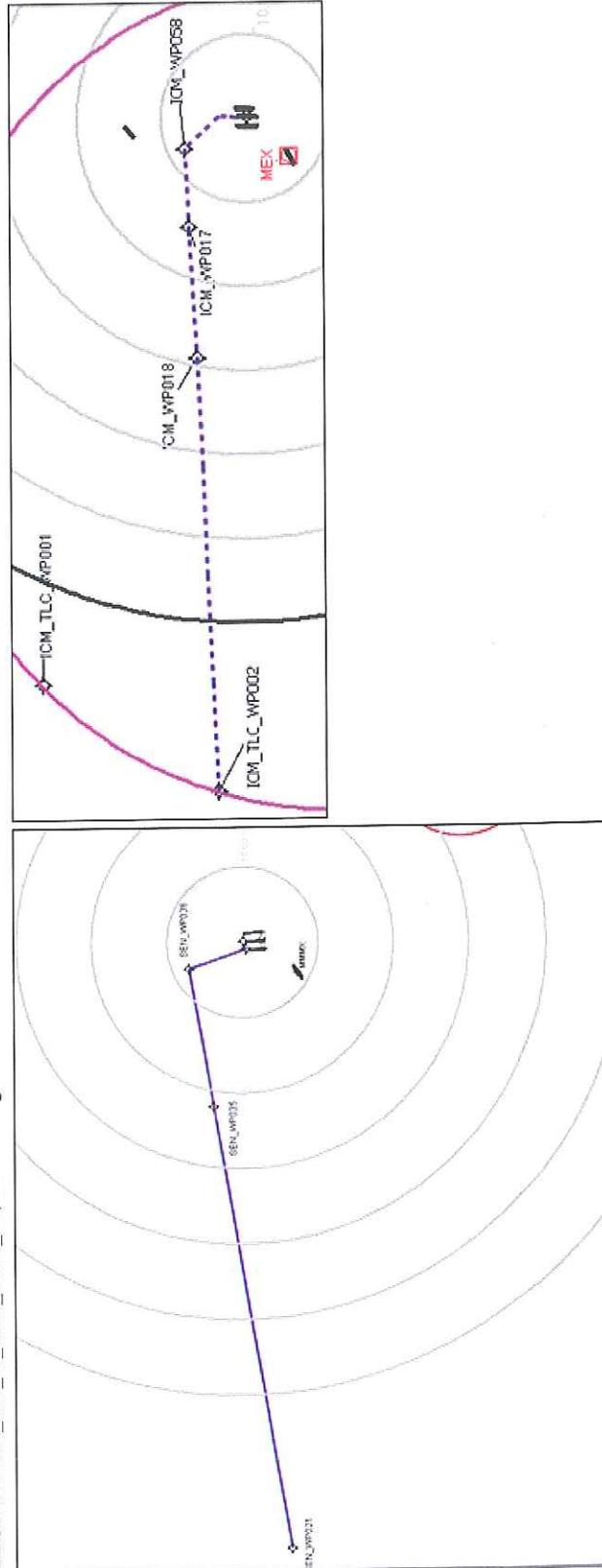


Figure A-27. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_W_Land_North_R3_A45)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM SID_W_Land_North_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_WN_Land_North_R3
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"
ghost	N19° 33' 46.28"	W098° 59' 12.26"
ICM_WP051	N19° 41' 13.21"	W098° 58' 55.79"
ICM_WP052	N19° 43' 50.95"	W099° 02' 30.78"
ICM_WP053	N19° 43' 09.60"	W099° 15' 12.75"
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially proceeds on runway heading and then remains laterally deconflicted from the west and southbound departures from Runway 2. At waypoint ICM_WP053, the departures are deconflicted from the NAICM arrivals and can climb unrestricted.

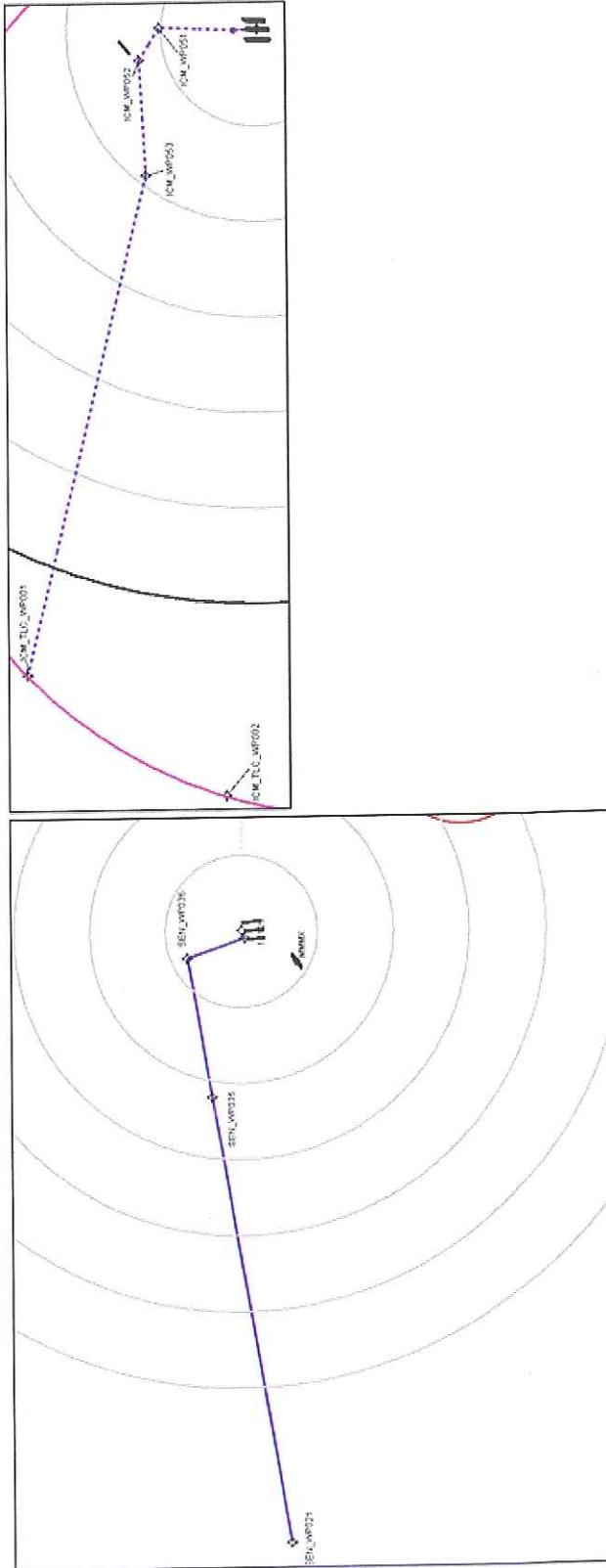


Figure A-28. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_WN_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13;RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP05	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NW_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"
ghost	N19° 33' 46.28"	W098° 59' 12.26"
ICM_WP020	N19° 48' 44.65"	W098° 58' 39.34"
ICM_TLC_WP03	N20° 30' 44.97"	W099° 10' 50.51"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially proceeds on runway heading which diverges 30 degrees from departures on Runways 2 and 6 in most scenarios.

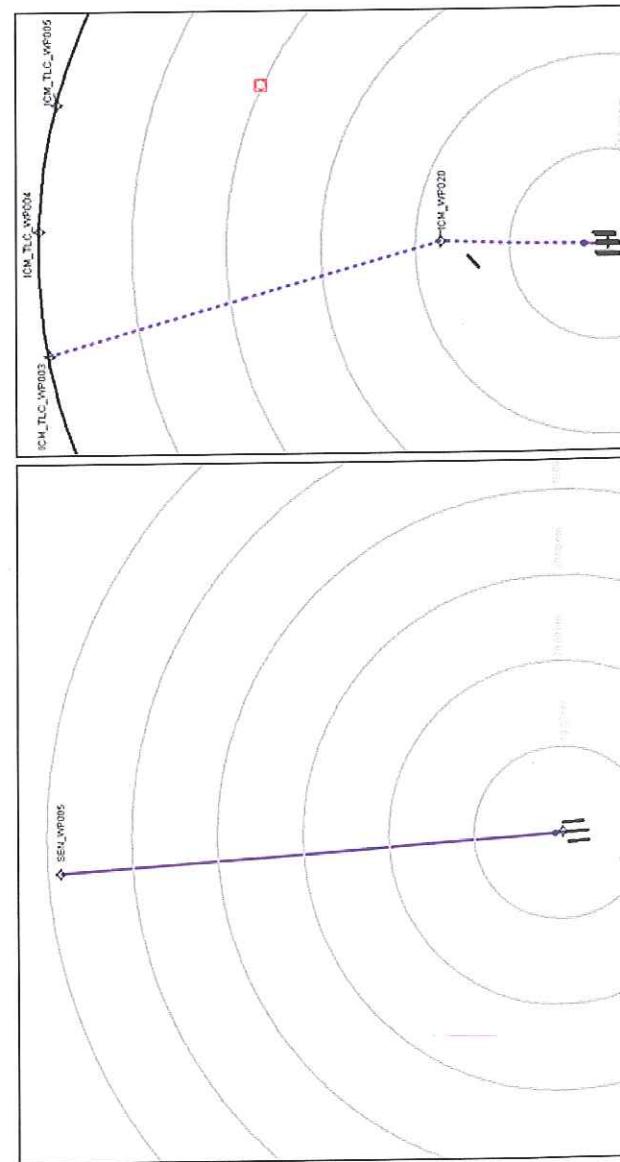


Figure A-29. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_NW_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM_Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP05	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE_Agreed Routes 04 March 2016

Route: NAICM_SID_N_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	
ghost	N19° 33' 46.28"	W098° 59' 12.26"	
ICM_WP020	N19° 48' 44.65"	W098° 58' 39.34"	
ICM_TLC_WP004	N20° 31' 44.63"	W098° 57' 02.02"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially proceeds on runway heading which diverges 30 degrees from departures on Runways 2 and 6 in most scenarios.

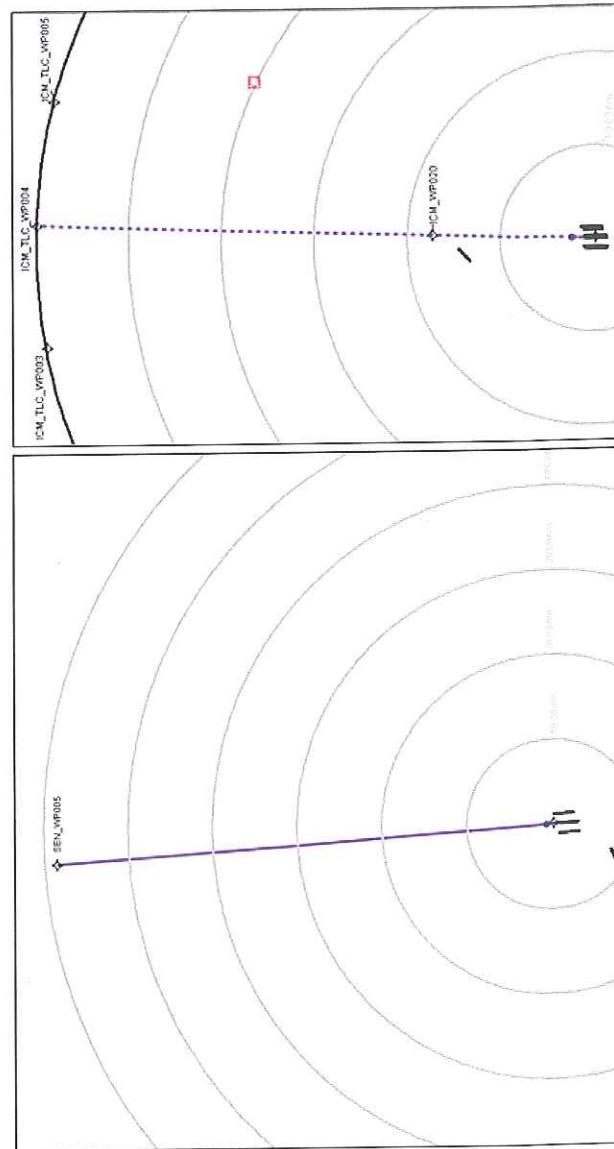


Figure A-30. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_N_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NE_Land_North_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW36L:DER	N19° 32' 41.66"	W098° 59' 14.65"	
ghost	N19° 33' 46.28"	W098° 59' 12.26"	
ICM_WP020	N19° 48' 44.65"	W098° 58' 39.34"	
ICM_TLC_WP005	N20° 29' 52.75"	W098° 43' 15.48"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially proceeds on runway heading which diverges 30 degrees from departures on Runways 2 and 6 in most scenarios.

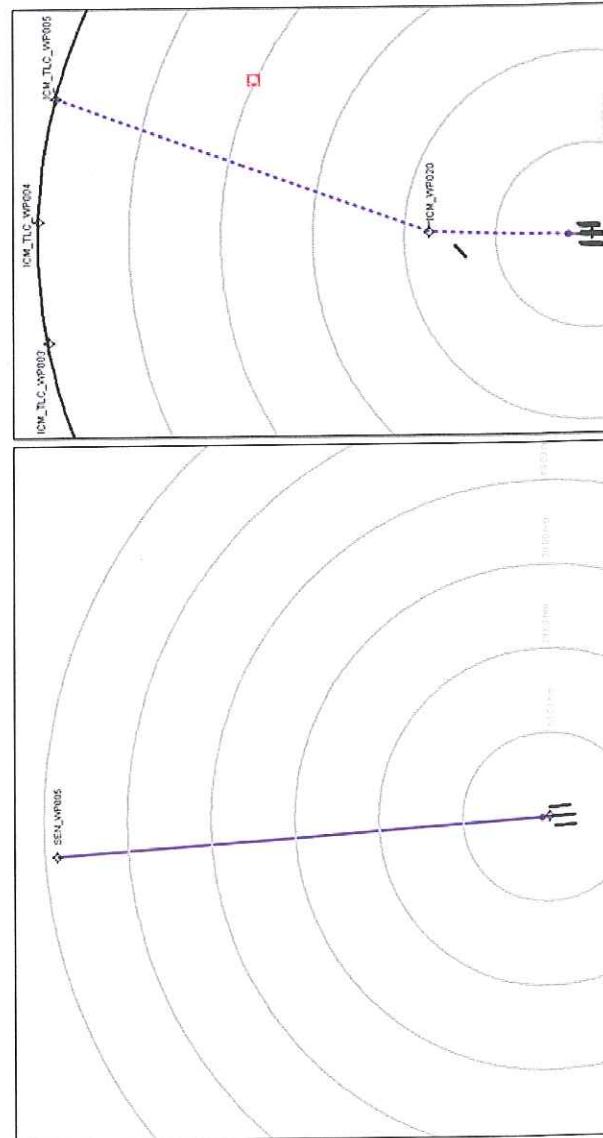


Figure A-31. NAICM RNAV SID: Runway 3 Land North (NAICM_SID_NE_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW01R:DER	N19° 32' 53.20"	W098° 02' 20"	
ghost	N19° 34' 53.54"	W098° 57' 57.75"	
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_EN_Land_North_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"	
ghost	N19° 34' 18.69"	W098° 57' 58.67"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_TLC_WP006	N19° 50' 32.52"	W097° 58' 47.25"	

The decision was made to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

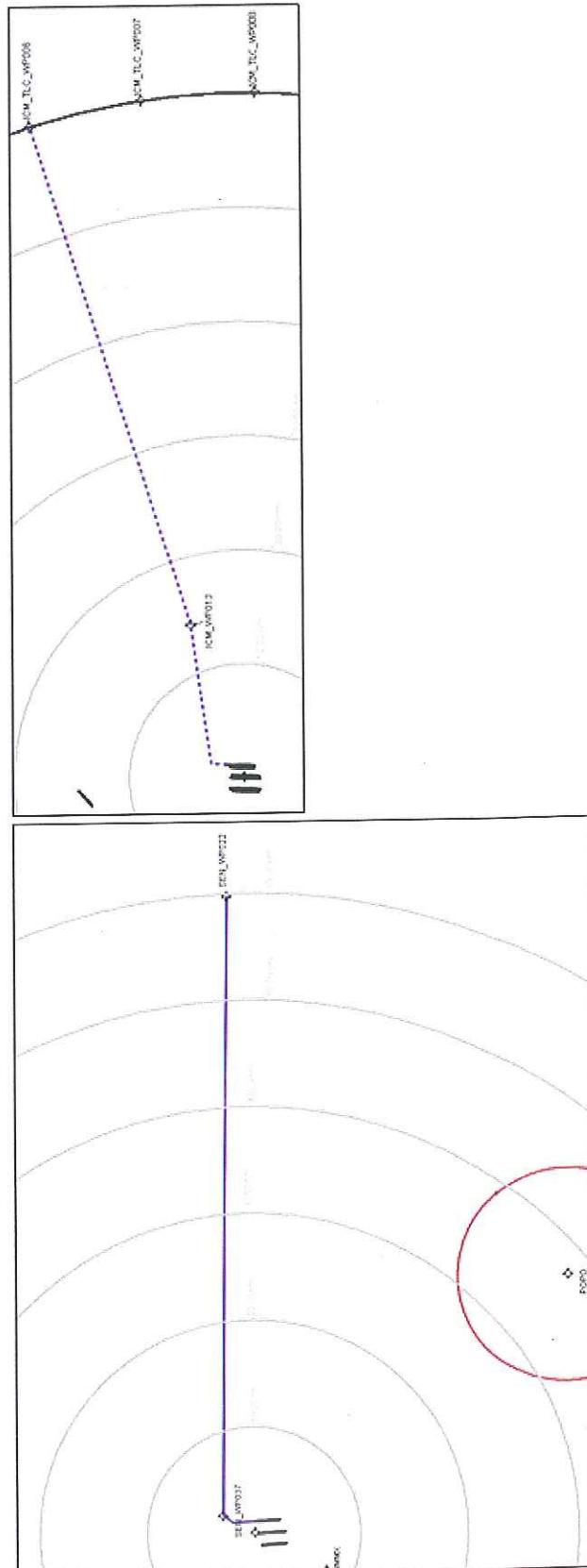


Figure A-32. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_EN_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13;RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"	
ghost	N19° 34' 53.54"	W098° 57' 57.75"	
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_E_Land_North_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"	
ghost	N19° 34' 18.69"	W098° 57' 58.67"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_TLC_WP007	N19° 40' 50.12"	W097° 56' 19.87"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fix and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

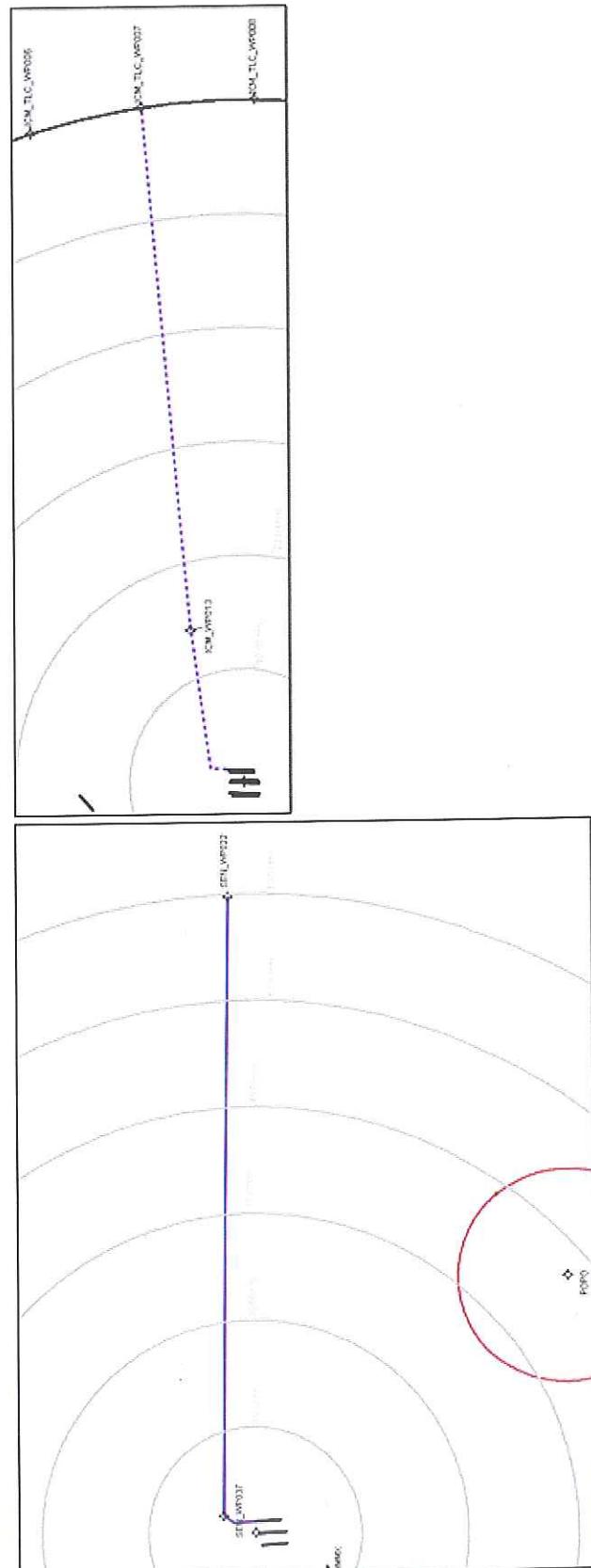


Figure A-33. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_E_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW01R:DER	N19° 32' 53.20"	W098° 58' 02.20"
ghost	N19° 34' 53.54"	W098° 57' 57.75"
SEN_WP037	N19° 35' 46.03"	W098° 57' 06.25"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_ES_Land_North_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"
ghost	N19° 34' 18.69"	W098° 57' 58.67"
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"
ICM_TLC_WP008	N19° 28' 29.48"	W097° 55' 41.63"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three points and their relative position to each other. The waypoint ICM_WP013 was added to restrict departures below the NAICM arrivals on downwind.

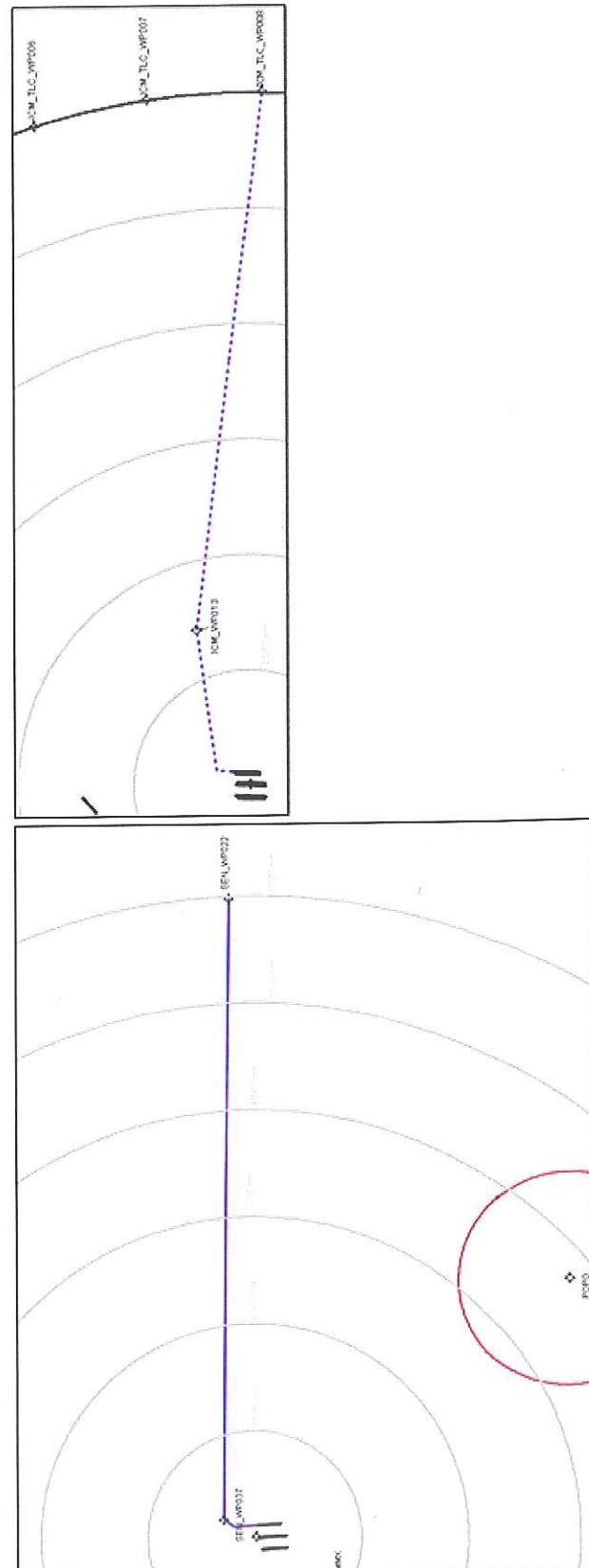


Figure A-34. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_ES_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13;RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP036	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP035	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_North_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM;RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"
ghost	N19° 33' 57.82"	W098° 57' 59.45"
ICM_WP054	N19° 40' 21.40"	W098° 57' 45.33"
ICM_WP052	N19° 43' 50.95"	W099° 02' 30.78"
ICM_WP053	N19° 43' 09.60"	W099° 15' 12.75"
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially proceeds on runway heading and then remains laterally deconflicted from the west and southbound departures from Runways 2 and 3. At waypoint ICM_WP053, the departures are deconflicted from the NAICM arrivals and can climb unrestricted.

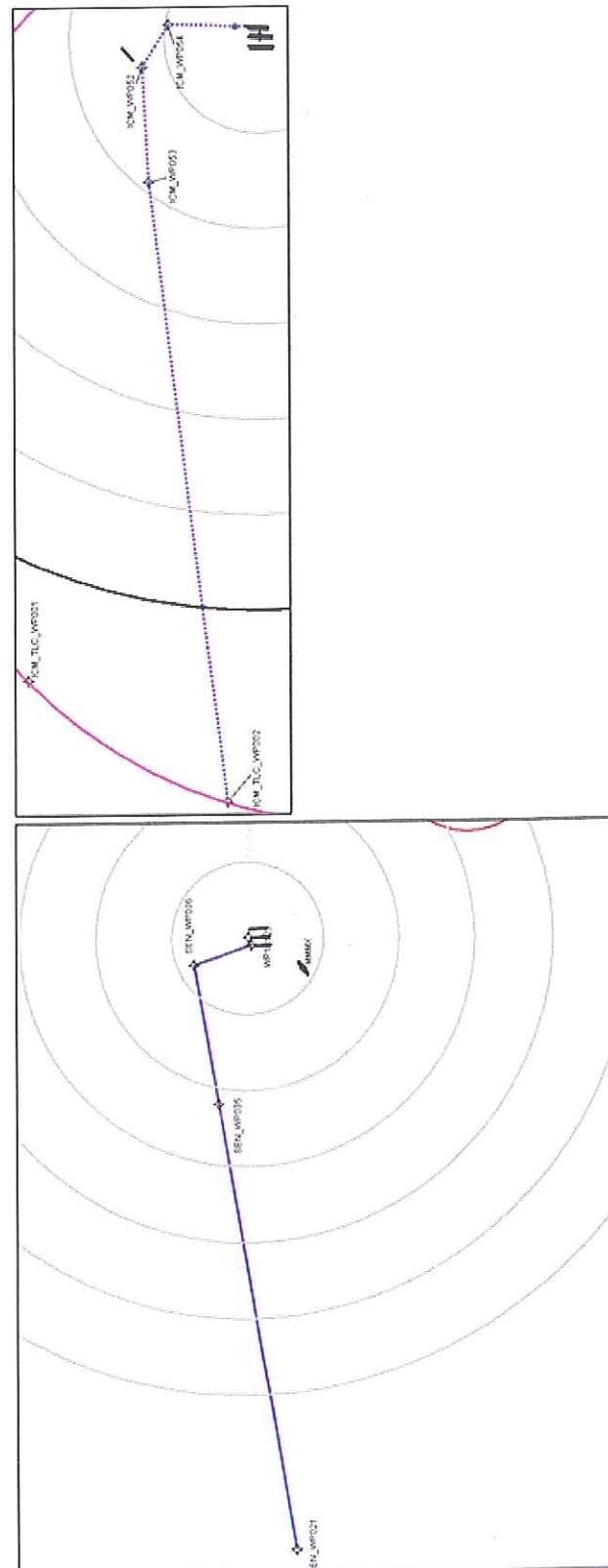


Figure A-35. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_W_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW35R:DER	N19° 32' 38.34"	W099° 00' 12.42"
SEN_WP36	N19° 40' 28.66"	W099° 02' 07.83"
SEN_WP35	N19° 39' 12.79"	W099° 21' 43.69"
SEN_WP21	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_WN_Land_North_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"
ghost	N19° 33' 57.82"	W098° 57' 59.45"
ICM_WP054	N19° 40' 21.40"	W098° 57' 45.33"
ICM_WP052	N19° 43' 50.95"	W099° 02' 30.78"
ICM_WP053	N19° 43' 09.60"	W099° 15' 12.75"
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially proceeds on runway heading and then remains laterally deconflicted from the west and southbound departures from Runways 2 and 3. At waypoint ICM_WP053, the departures are deconflicted from the NAICM arrivals and can climb unrestricted.

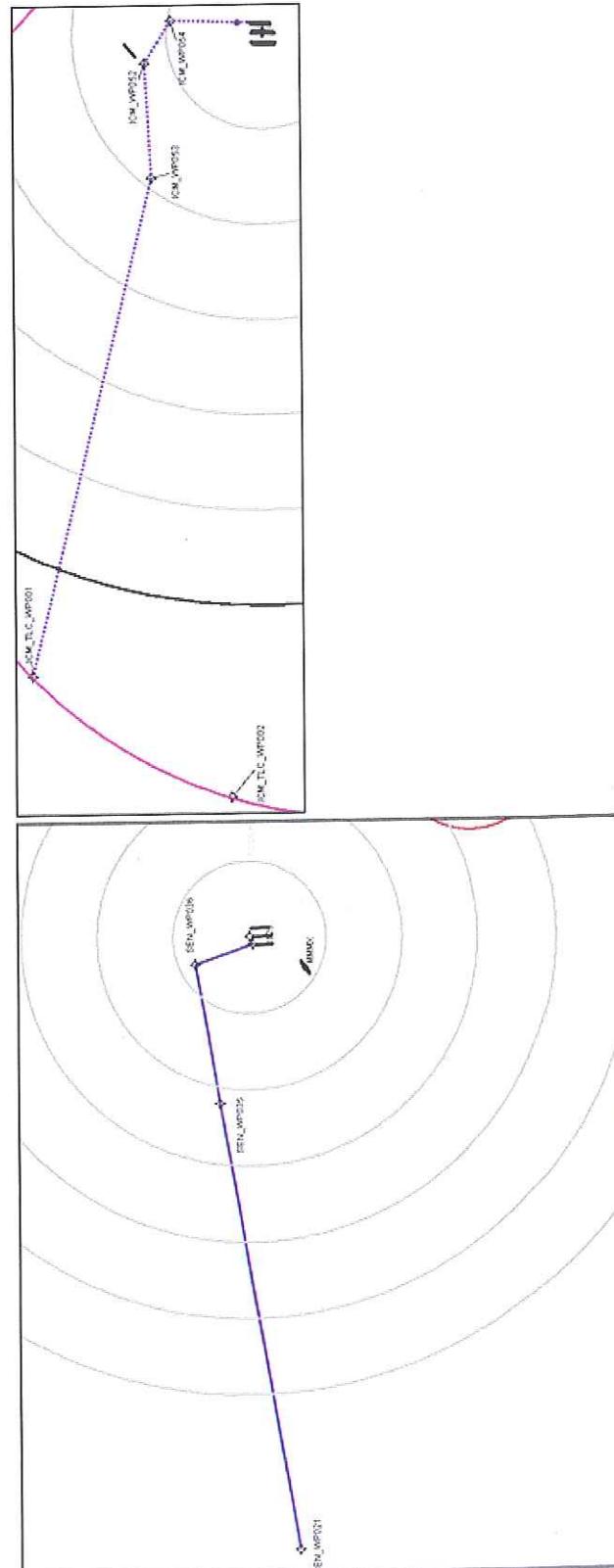


Figure A-36. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_WN_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NW_Land_North_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"
ghost	N19° 34' 52.90"	W098° 57' 57.40"
ICM_WP046	N19° 39' 35.99"	W098° 54' 43.46"
ICM_WP015	N19° 47' 56.62"	W098° 53' 27.26"
ICM_TLC_WP003	N20° 30' 44.97"	W099° 10' 50.51"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges 30 degrees from runway heading.

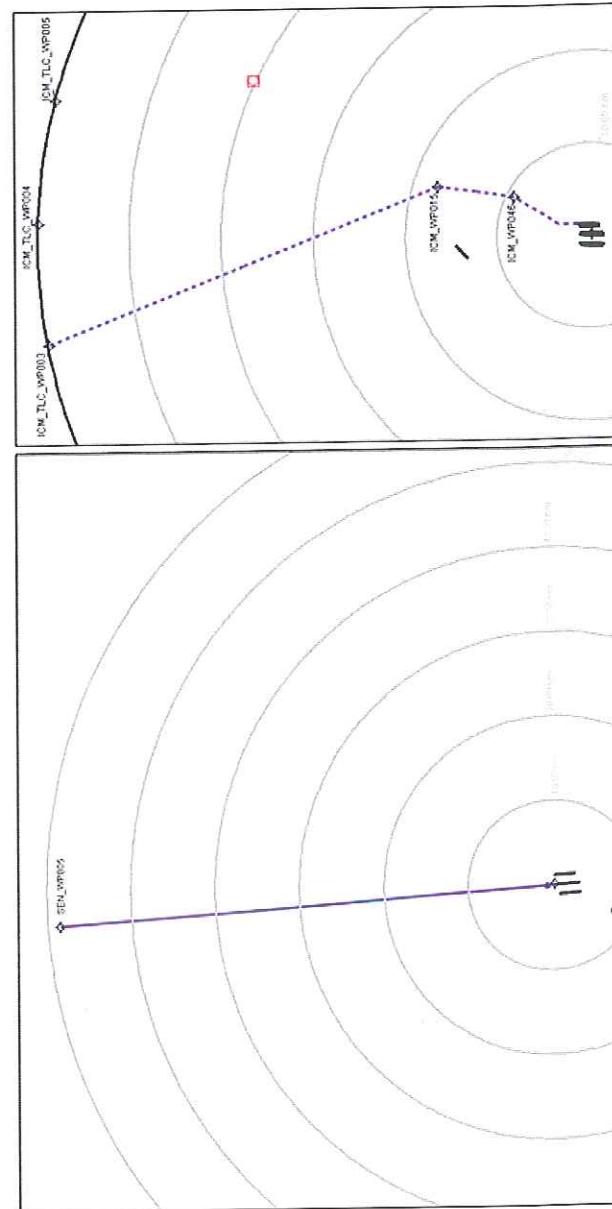


Figure A-37. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_NW_Land_North_R6)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_N_Land_North_R6

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"
ghost	N19° 34' 52.90"	W098° 57' 57.40"
ICM_WP046	N19° 39' 35.99"	W098° 54' 43.46"
ICM_WP015	N19° 47' 56.62"	W098° 53' 27.26"
ICM_TLC_WP004	N20° 31' 44.63"	W098° 57' 02.02"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges 30 degrees from runway heading.

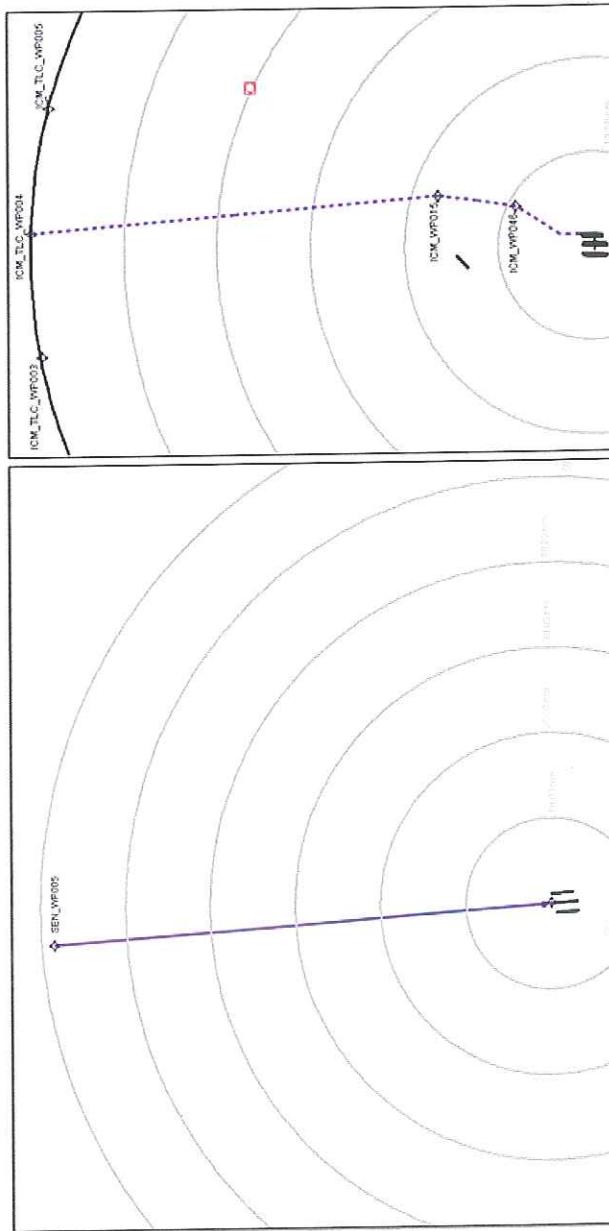


Figure A-38. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_N_Land_North_R6)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_N_Land_North_S

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW36L:DER	N19° 32' 41.60"	W098° 59' 15.00"
ghost	N19° 33' 47.43"	W098° 59' 12.57"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NE_Land_North_R6

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW01R:DER	N19° 32' 53.20"	W098° 58' 01.85"
ghost	N19° 34' 52.90"	W098° 57' 57.40"
ICM_WP046	N19° 39' 35.99"	W098° 54' 43.46"
ICM_WP015	N19° 47' 56.62"	W098° 53' 27.26"
ICM_TLC_WP005	N20° 29' 52.75"	W098° 43' 15.48"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges 30 degrees from runway heading.

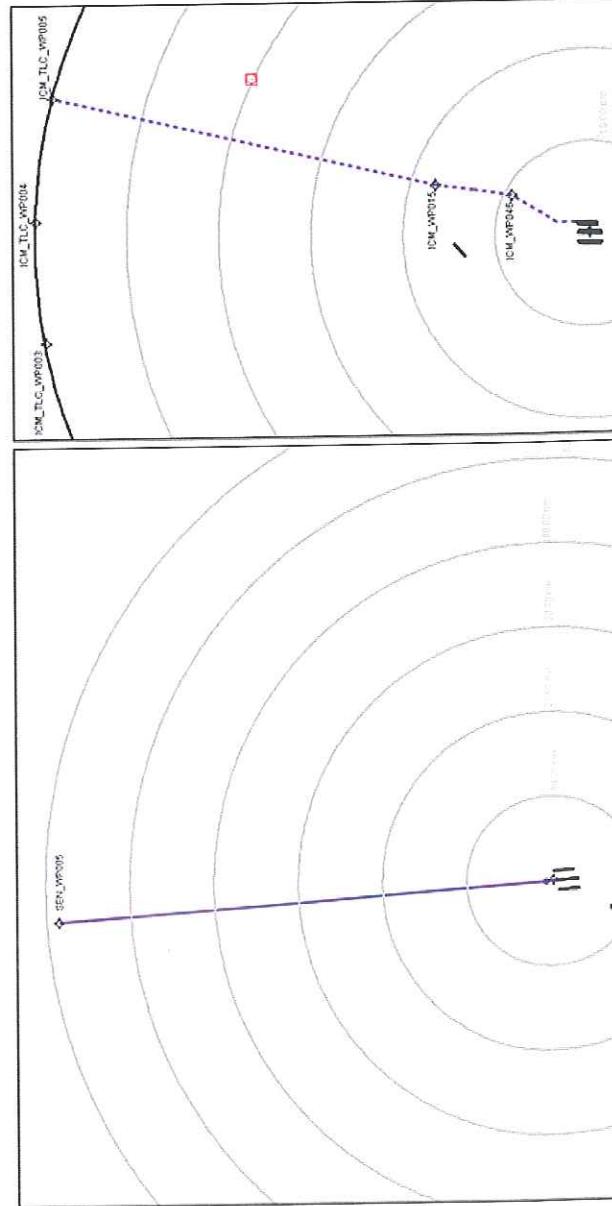


Figure A-39. NAICM RNAV SID: Runway 6 Land North (NAICM_SID_NE_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW19L:DER	NI19° 30' 26.90"	W098° 58' 07.60"	
ghost	NI19° 28' 35.67"	W098° 58' 11.71"	
SEN_WP029	NI19° 15' 46.70"	W098° 54' 32.68"	
SEN_WP022	NI19° 29' 00.56"	W097° 56' 03.98"	

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	NI19° 29' 56.74"	W099° 00' 20.06"	
ghost	NI19° 28' 52.12"	W099° 00' 22.44"	
ICM_WP044	NI19° 26' 35.69"	W099° 00' 27.46"	
ICM_WP027	NI19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP028	NI19° 17' 46.63"	W098° 45' 44.19"	
ICM_WP029	NI19° 19' 04.91"	W098° 40' 05.16"	
ICM_TLC_WP06	NI19° 50' 32.52"	W097° 58' 47.25"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. At waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

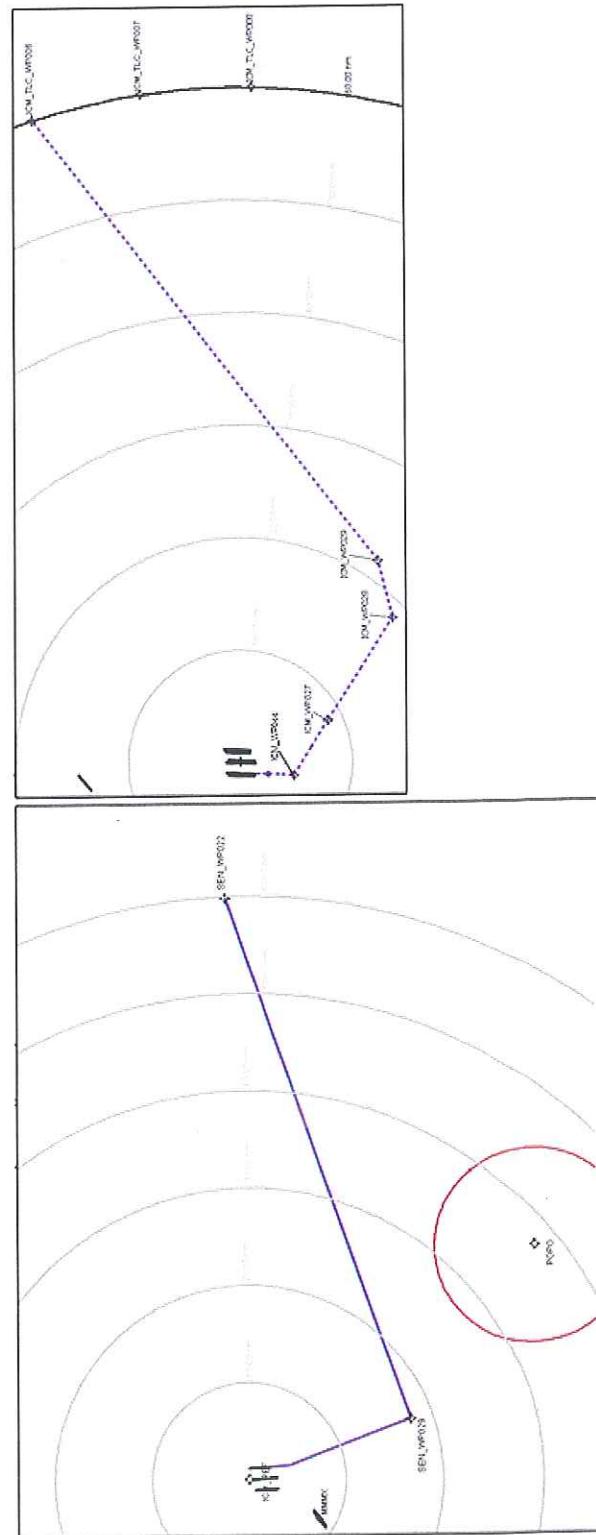


Figure A-40. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_EN_Land_South_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"
ghost	N19° 28' 35.67"	W098° 58' 11.71"
SEN_WP029	N19° 15' 46.70"	W098° 54' 32.68"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_E_Land_South_R2
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 52.12"	W099° 00' 22.44"	
ICM_WP044	N19° 26' 35.69"	W099° 00' 27.46"	
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP028	N19° 17' 46.65"	W098° 45' 44.19"	
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"	
ICM_TLC_WP007	N19° 40' 50.12"	W097° 56' 19.87"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. At waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

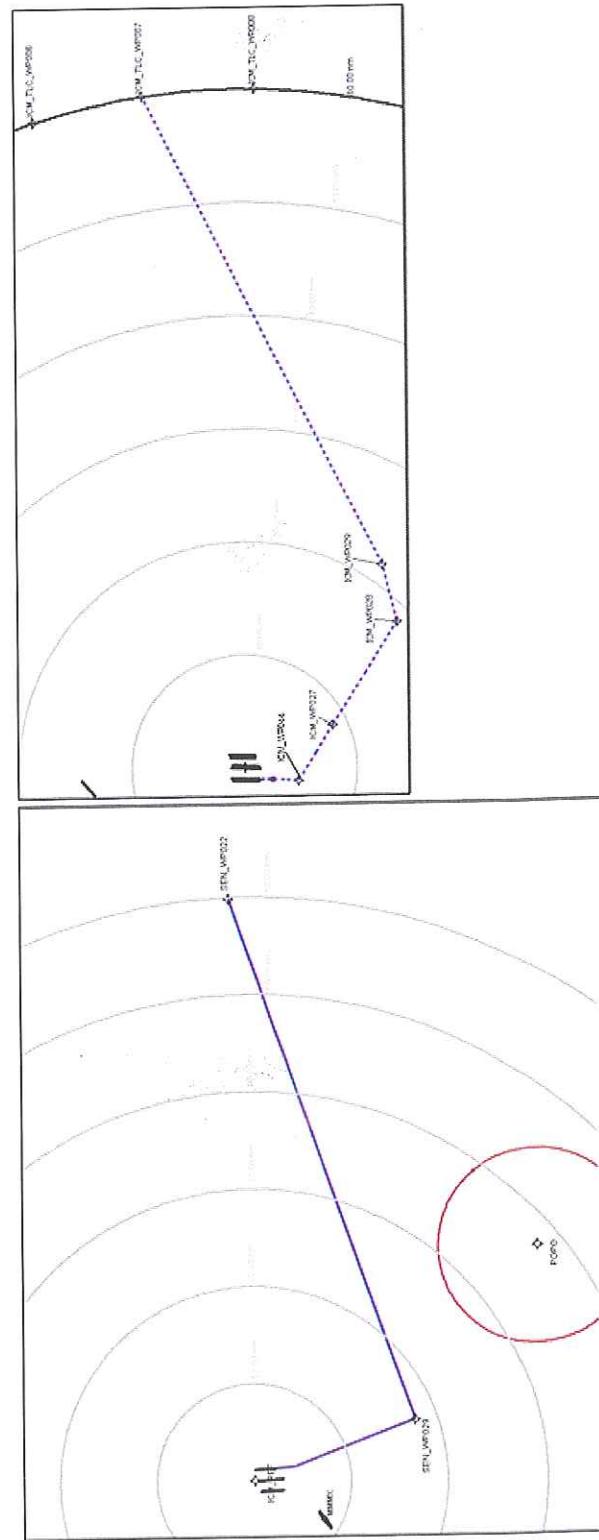


Figure A-41. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_E_Land_South_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"	
ghost	N19° 28' 35.67"	W098° 58' 11.71"	
SEN_WP029	N19° 15' 46.70"	W098° 54' 32.68"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 52.12"	W099° 00' 22.44"	
ICM_WP044	N19° 26' 35.69"	W099° 00' 27.46"	
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP028	N19° 17' 46.63"	W098° 45' 44.19"	
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"	
ICM_TLC_WP008	N19° 28' 29.48"	W097° 55' 41.63"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. At waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

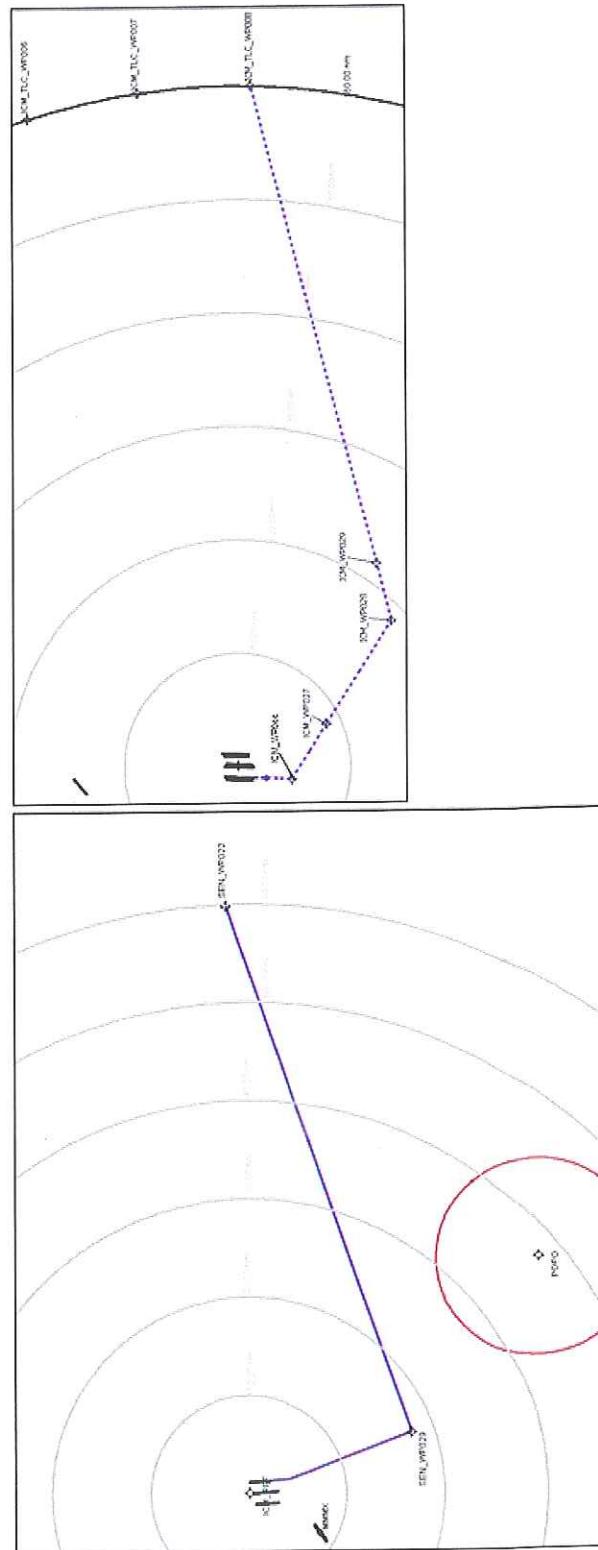


Figure A-42. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_ES_Land_South_R2)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_SE_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW18R:DER	N19° 29' 59.10"	W098° 59' 21.00"
ghost	N19° 28' 53.27"	W098° 59' 23.43"
SEN_WP023	N18° 45' 44.19"	W099° 00' 56.17"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SE_Land_South_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"
ghost	N19° 28' 28.89"	W099° 00' 23.29"
ICM_WP031	N19° 23' 45.71"	W099° 03' 37.21"
ICM_WP047	N19° 14' 10.82"	W099° 09' 36.17"
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

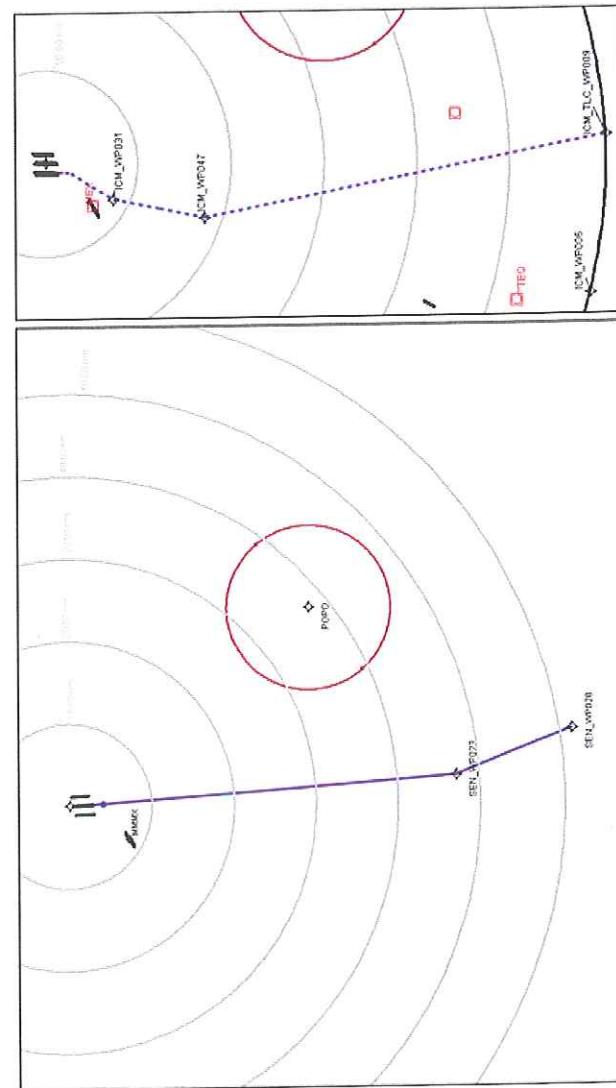


Figure A-43. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_SE_Land_South_R2)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_SE_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW18R:DER	N19° 29' 59.10"	W098° 59' 21.00"
ghost	N19° 28' 53.27"	W098° 59' 23.43"
SEN_WP023	N18° 45' 44.19"	W099° 00' 56.17"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SW_Land_South_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"
ghost	N19° 28' 28.89"	W099° 00' 23.29"
ICM_WP031	N19° 23' 45.71"	W099° 03' 37.21"
ICM_WP06	N18° 33' 14.58"	W099° 15' 00.23"

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

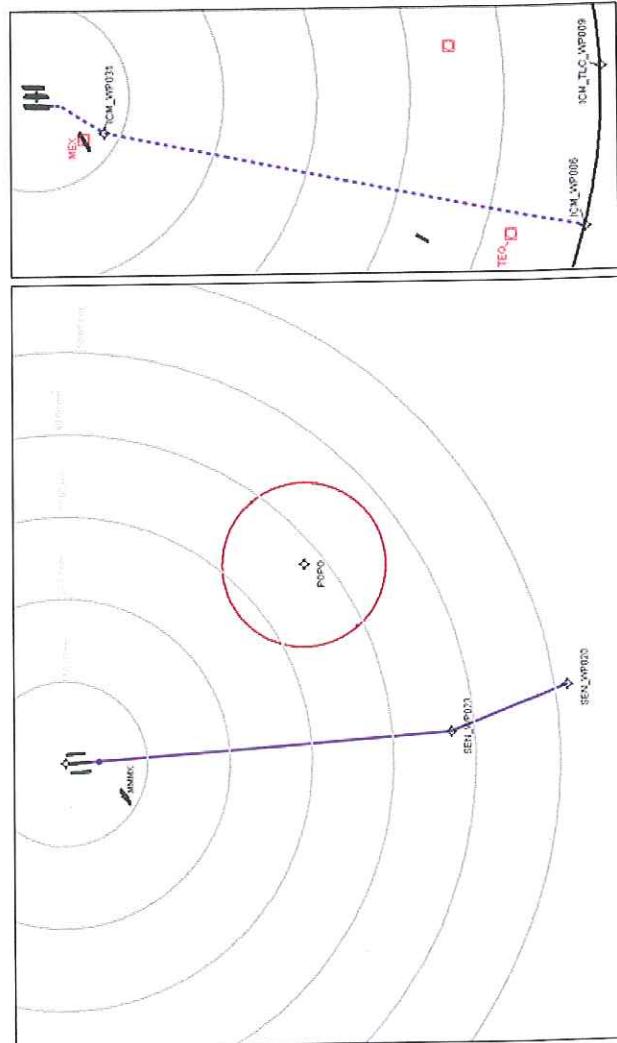


Figure A-44. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_SW_Land_South_R2)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_South_S

Airport: NAICM

Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_South_R2

Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.70"
SEN_WP024	N19° 27' 03.88"	W099° 01 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 28.89"	W099° 00' 23.29"	
ICM_WP031	N19° 23' 45.71"	W099° 03' 57.21"	
ICM_WP032	N19° 23' 56.33"	W099° 08' 54.38"	
ICM_WP033	N19° 27' 57.27"	W099° 16' 19.96"	
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"	

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading and at waypoint ICM_WP032, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP018, the departures would be required to be at or above 17,000 to ensure that traffic was above the proposed Toluca arrival route for Runway 15. The initial section of this departure route, through ICM_WP033, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the northern TMA exit fixes.

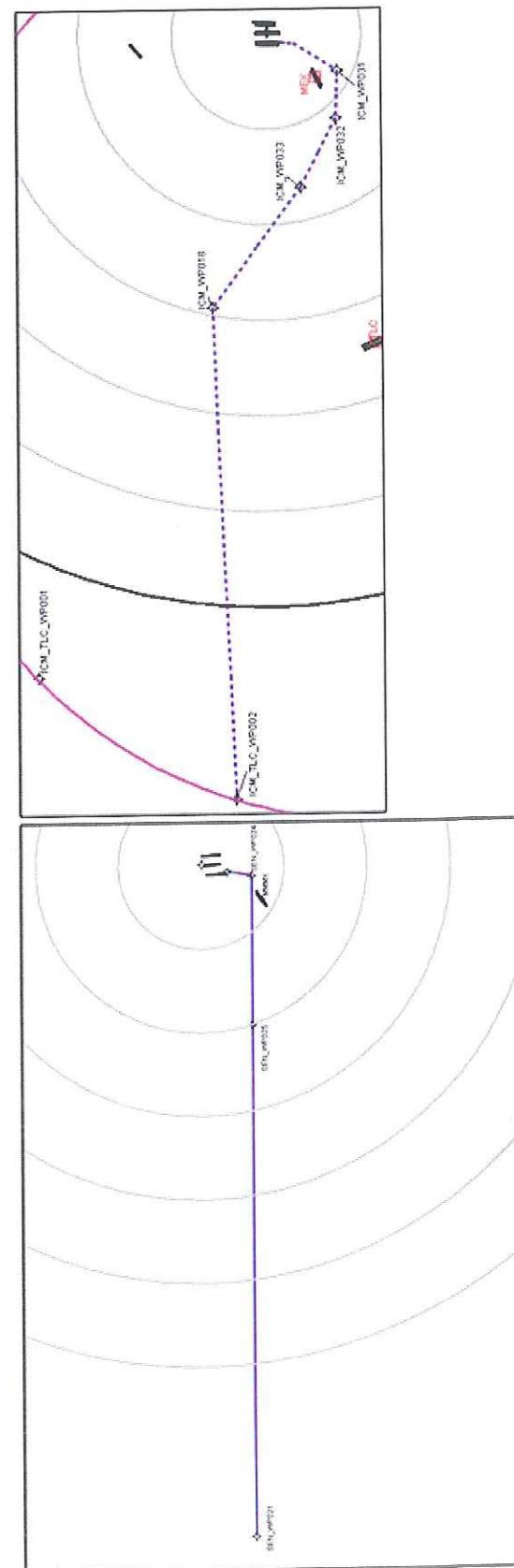


Figure A-45. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_W_Land_South_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.70"	
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"	
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"	
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_WN_Land_South_R2
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 28.89"	W099° 00' 23.29"	
ICM_WP031	N19° 23' 45.71"	W099° 03' 37.21"	
ICM_WP032	N19° 23' 56.33"	W099° 08' 54.38"	
ICM_WP033	N19° 27' 57.27"	W099° 16' 19.96"	
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"	

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading and at waypoint ICM_WP032, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP018, the departures would be required to be at or above 17,000 to ensure that traffic was above the proposed Toluca arrival route for Runway 15. The initial section of this departure route, through ICM_WP033, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the northern TMA exit fixes.

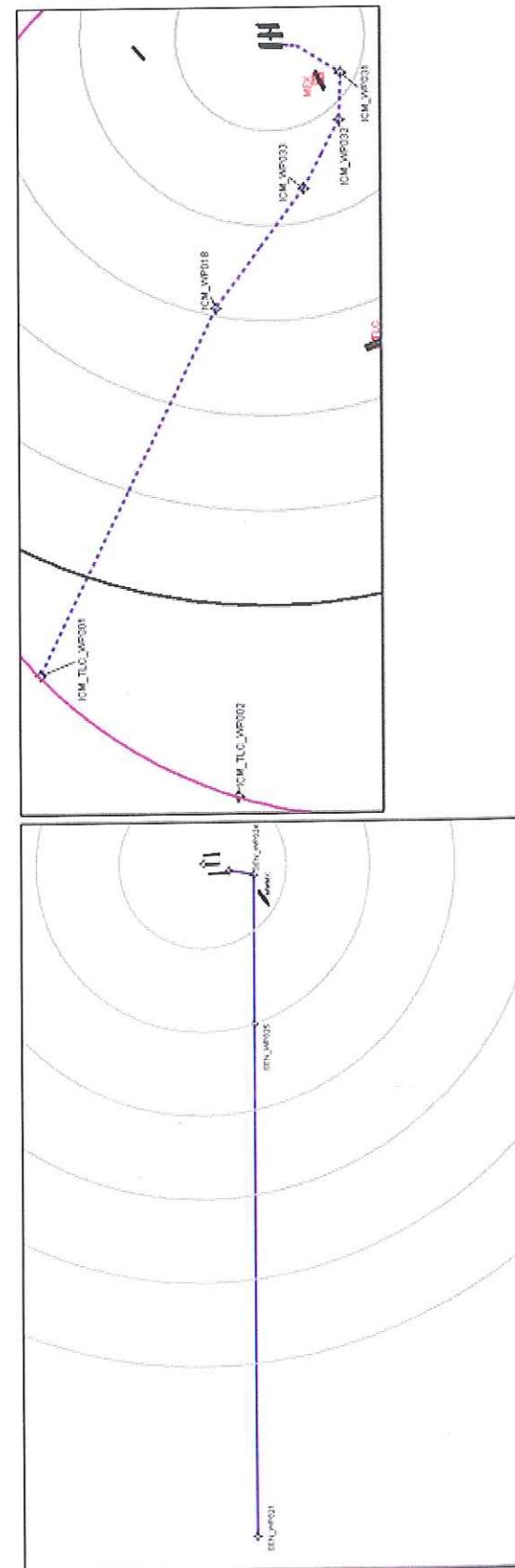


Figure A-46. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_WN_Land_South_R2)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.70"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.25"
SEN_WP005	N20° 31' 45.00"	W099° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NW_Land_South_R2
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 39.36"	W099° 00' 22.91"	
ICM_WP034	N19° 28' 46.28"	W099° 07' 13.19"	
ICM_WP035	N19° 31' 39.66"	W099° 13' 12.65"	
ICM_WP036	N19° 58' 13.97"	W099° 12' 21.67"	
ICM_TLC_WP003	N20° 30' 44.97"	W099° 10' 50.51"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading and at waypoint ICM_WP034, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP035, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP036 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northwest. The initial section of the route, through ICM_WP035, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the western TMA exit fixes.

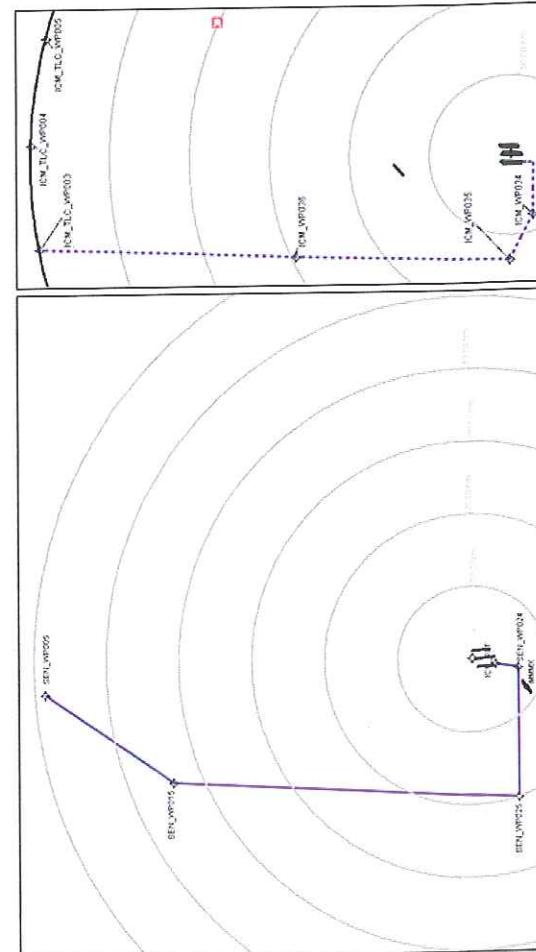


Figure A-47. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_NW_Land_South_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.70"	
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"	
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"	
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"	
SEN_WP005	N20° 31' 45.00"	W099° 57' 14.56"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_N_Land_South_R2
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 39.36"	W099° 00' 22.91"	
ICM_WP034	N19° 28' 46.28"	W099° 07' 13.19"	
ICM_WP035	N19° 31' 39.66"	W099° 31' 12.65"	
ICM_WP036	N19° 58' 13.97"	W099° 12' 21.67"	
ICM_TLC_WP004	N20° 31' 44.63"	W098° 57' 02.02"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading and at waypoint ICM_WP034, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP035, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP036 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northwest. The initial section of the route, through ICM_WP035, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the western TMA exit fixes.

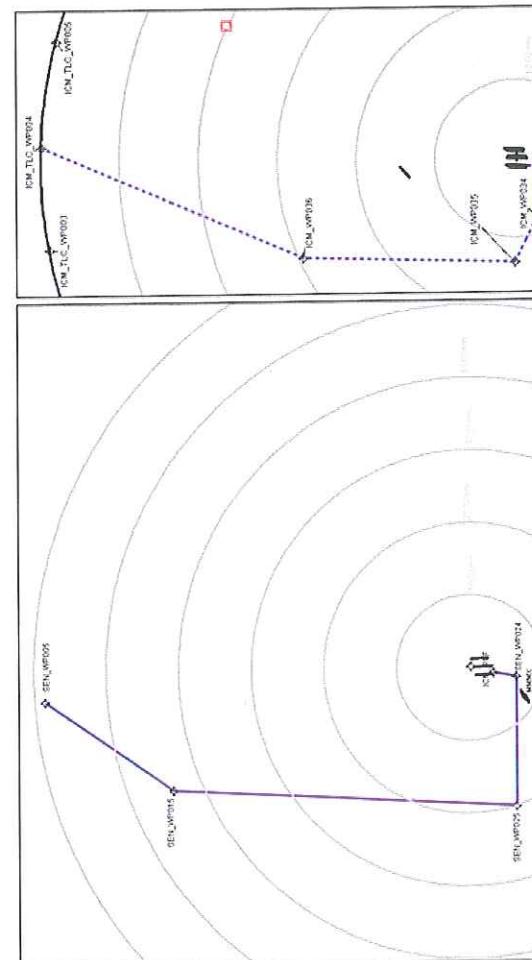


Figure A-48. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_N_Land_South_R2)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.70"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NE_Land_South_R2
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW17L:DER	N19° 29' 56.74"	W099° 00' 20.06"	
ghost	N19° 28' 39.36"	W099° 00' 22.91"	
ICM_WP034	N19° 28' 46.28"	W099° 07' 13.19"	
ICM_WP035	N19° 31' 39.66"	W099° 13° 12.65"	
ICM_WP036	N19° 58' 13.97"	W099° 12' 21.67"	
ICM_TLC_WP005	N20° 29' 52.75"	W098° 43' 15.48"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading and at waypoint ICM_WP034, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP035, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP036 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northwest. The initial section of the route, through ICM_WP035, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the western TMA exit fixes.

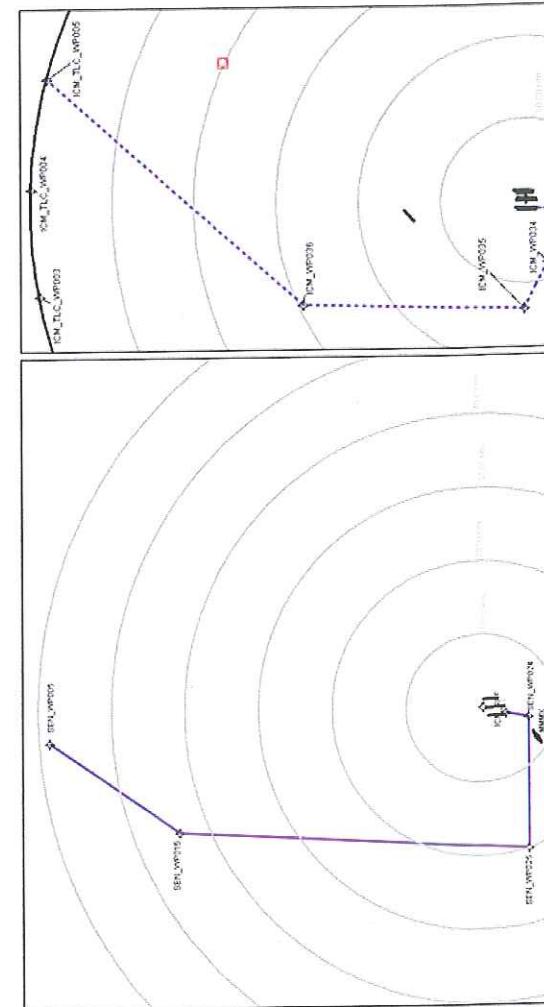


Figure A-49. NAICM RNAV SID: Runway 2 Land South (NAICM_SID_NE_Land_South_R2)

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENATE PROPOSED 12 February 2016

Route: NAICM_SID_E_Land_South_S
Airport: NAICM
Flight Type: DEP

Point		Latitude	DMS
		Longitude	
PT13:RW19L:DER		N19° 30' 26.90"	W098° 58' 07.60"
ghost		N19° 28' 35.67"	W098° 58' 11.71"
SEN WP029		N19° 15' 46.70"	W098° 54' 32.68"
SEN WP022		N19° 29' 00.55"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_EN_Land_South_R3
Airport: NAICM
Flight Type: DEP

Point		Latitude	Longitude	DMS
NAICM:RW18R:DER		N19° 29' 59.09"	W098° 59' 20.67"	
ghost		N19° 28' 54.47"	W098° 59' 23.06"	
ICM_WP043		N19° 26' 01.32"	W098° 59' 29.42"	
ICM_WP027		N19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP028		N19° 17' 46.63"	W098° 45' 44.19"	
ICM_WP029		N19° 19' 04.91"	W098° 40' 05.16"	
ICM_TIC_WP006		N19° 50' 32.52"	W097° 58' 47.25"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially proceeds on runway heading for approximately 4 NM and then at waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

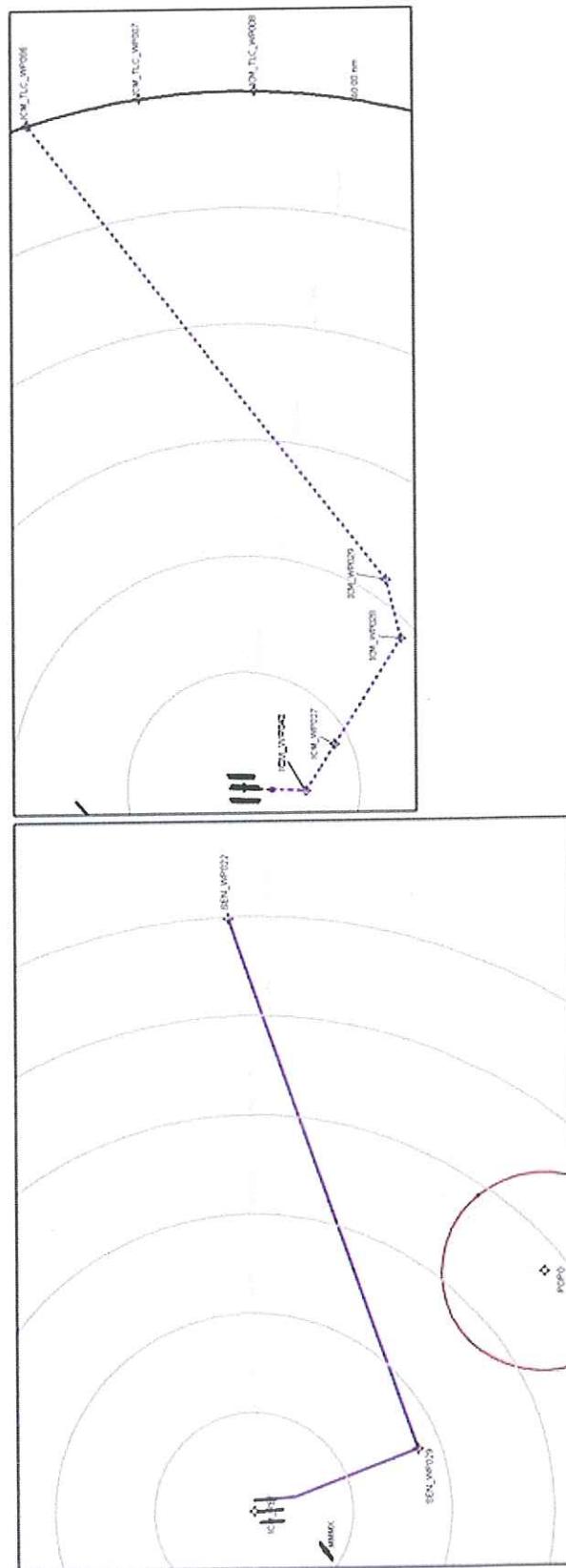


Figure A-50. NAICM RNAV SID: Runway 3 Land South (NAICM_SDD_EN_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"	
ghost	N19° 28' 35.67"	W098° 58' 11.71"	
SEN_WP029	N19° 15' 46.70"	W098° 54' 32.68"	
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"	

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	
ghost	N19° 28' 54.47"	W098° 59' 23.06"	
ICM_WP043	N19° 26' 01.32"	W098° 59' 29.42"	
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP028	N19° 17' 46.63"	W098° 45' 44.19"	
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"	
ICM_TLC_WP007	N19° 40' 50.12"	W097° 56' 19.87"	

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially proceeds on runway heading for approximately 4 NM and then at waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

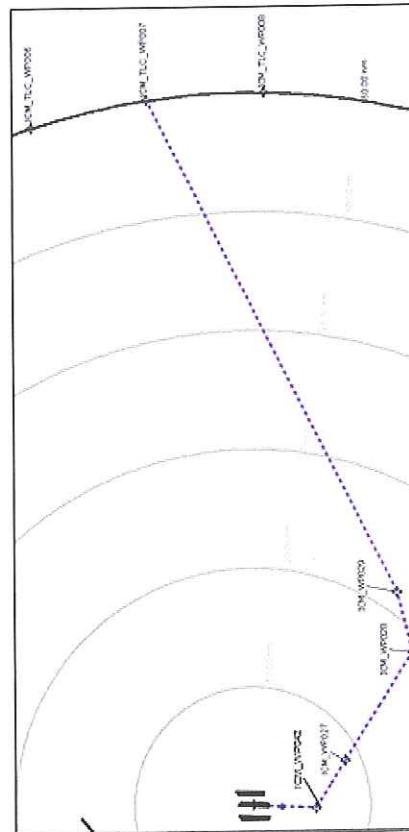
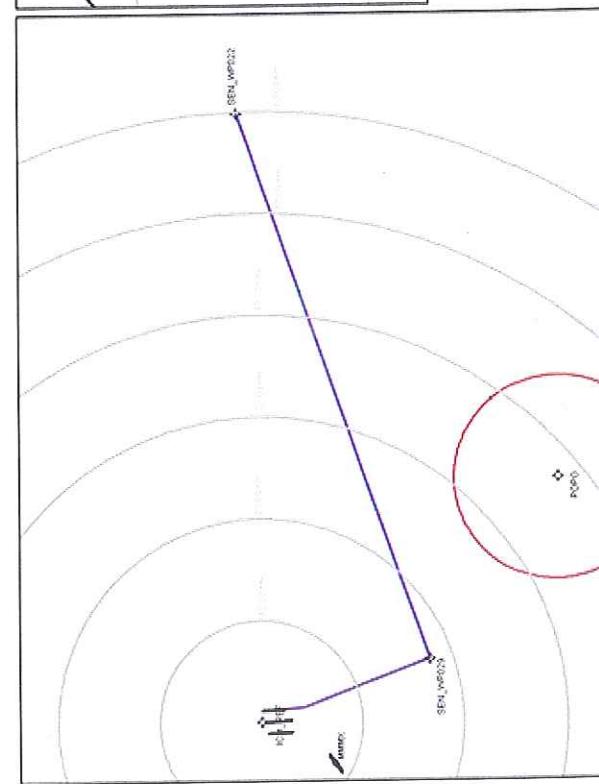


Figure A-51. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_E_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"
ghost	N19° 28' 35.67"	W098° 58' 11.71"
SEN_WP029	N19° 15' 46.70"	W098° 54' 32.68"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_ES_Land_South_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"
ghost	N19° 28' 54.47"	W098° 59' 23.06"
ICM_WP043	N19° 26' 01.32"	W098° 59' 29.42"
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"
ICM_WP028	N19° 17' 46.63"	W098° 45' 44.19"
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"
ICM_TLC_WP008	N19° 28' 29.48"	W097° 55' 41.63"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially proceeds on runway heading for approximately 4 NM and then at waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

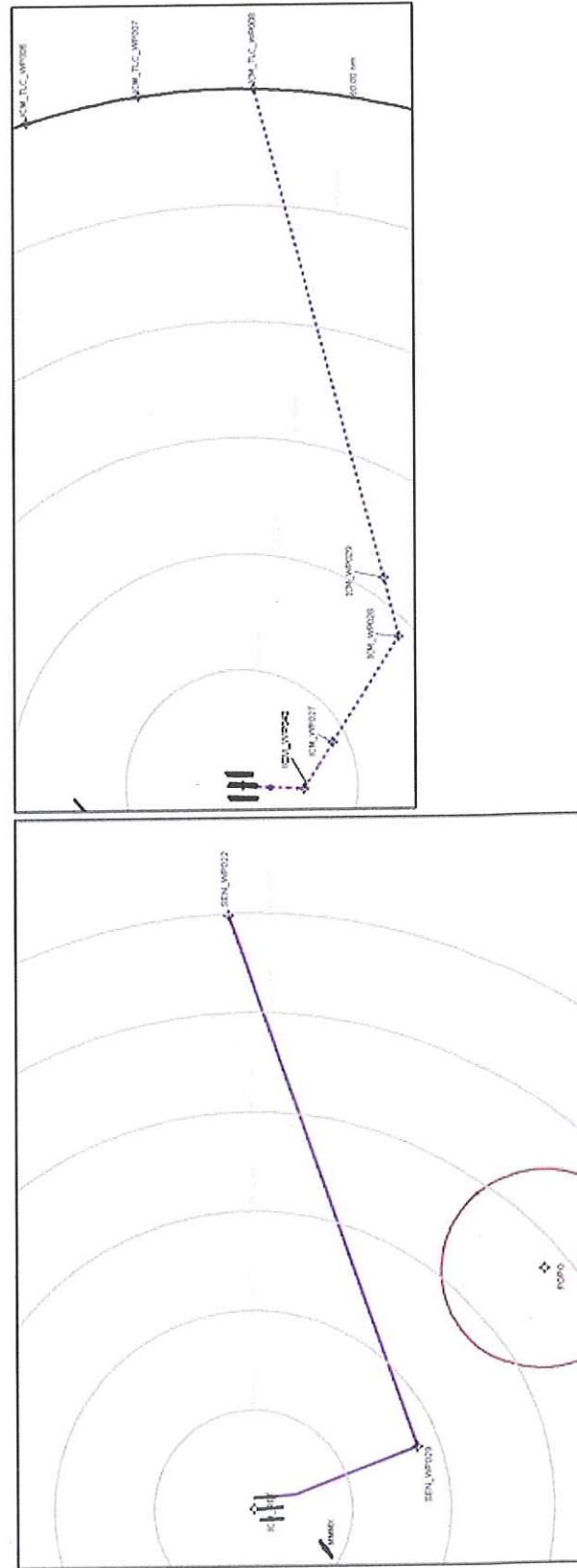


Figure A-52. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_ES_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_SE_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW18R:DER	N19° 29' 59.10"	W098° 59' 21.00"	
ghost	N19° 28' 53.27"	W098° 59' 23.43"	
SEN_WP023	N18° 45' 44.19"	W099° 00' 56.17"	
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SE_Land_South_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	
ghost	N19° 28' 54.47"	W098° 59' 23.06"	
ICM_WP023	N19° 13' 56.01"	W098° 59' 56.41"	
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially proceeds straight out on runway heading.

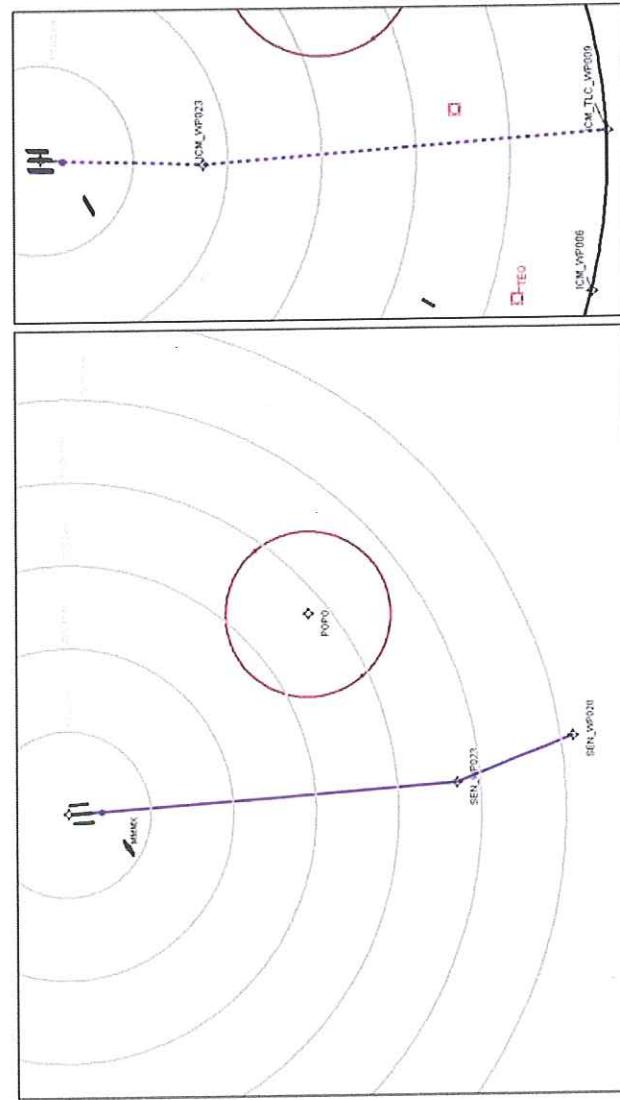


Figure A-53. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_SE_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_SE_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW18R:DER	N19° 29' 59.10"	W098° 59' 21.00"	
ghost	N19° 28' 53.27"	W098° 59' 23.43"	
SEN_WP023	N18° 45' 44.19"	W098° 00' 56.17"	
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SW_Land_South_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	
ghost	N19° 28' 54.47"	W098° 59' 23.06"	
ICM_WP023	N19° 13' 56.01"	W098° 59' 56.41"	
ICM_WP006	N18° 33' 14.58"	W099° 15' 00.23"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially proceeds straight out on runway heading.

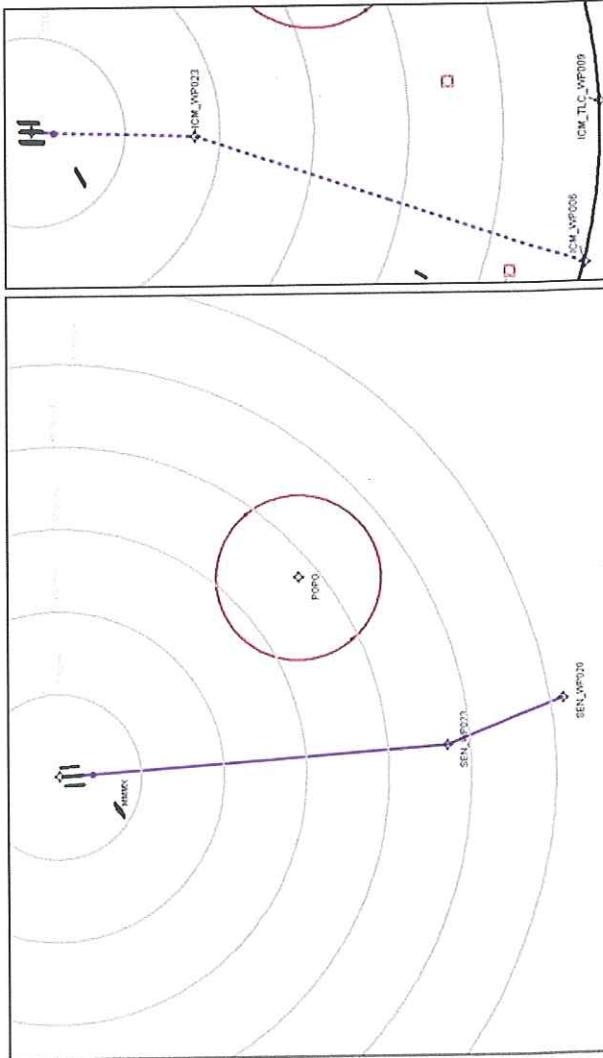


Figure A-54. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_SW_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM SID_W_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_South_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW18R:DER	N19° 29' 59.09"	W099° 59' 20.67"
ghost	N19° 28' 54.47"	W099° 59' 23.06"
ICM_WP059	N19° 25' 43.27"	W099° 59' 30.09"
ICM_WP031	N19° 23' 45.71"	W099° 03' 27.21"
ICM_WP032	N19° 23' 56.33"	W099° 08' 54.38"
ICM_WP033	N19° 27' 57.27"	W099° 16' 19.96"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. At waypoint ICM_WP032, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP018, the departures would be required to be at or above 17,000 to ensure that traffic was above the proposed Toluca arrival route for Runway 15. The initial section of this departure route, through ICM_WP033, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the northern TMA exit fixes from Runway 2.

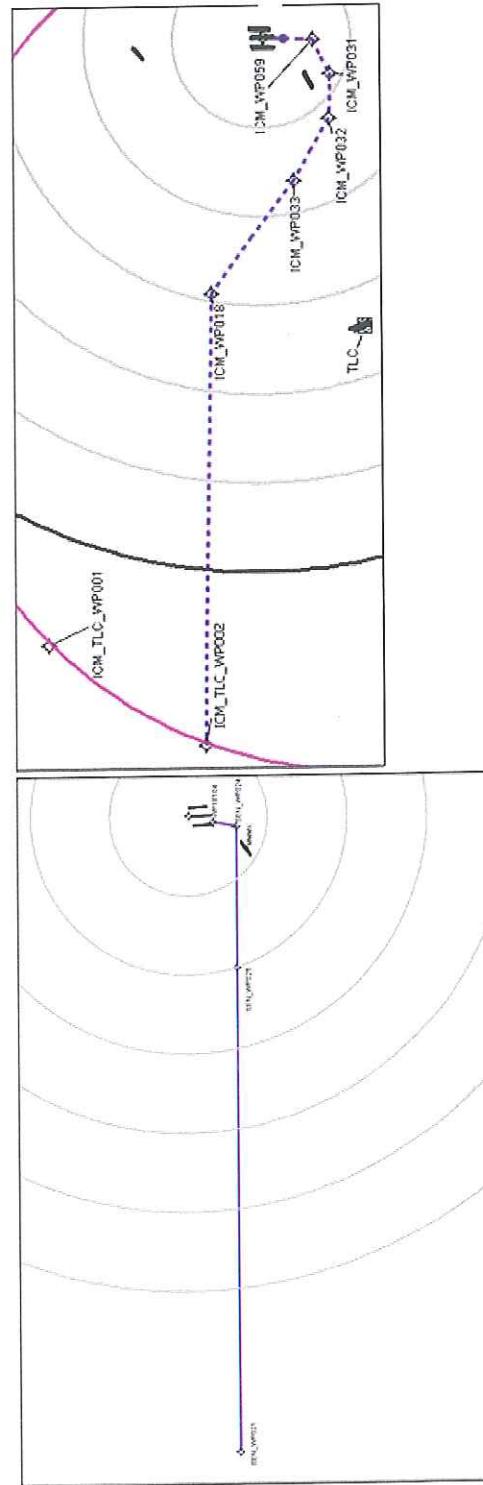


Figure A-55. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_W_Land_South_R3)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 112 February 2016

Route: NAICM_SID_W_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"	W099° 00' 19.11"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"	W099° 19' 59.52"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"	W100° 24' 29.99"

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	W098° 59' 20.67"
ghost	N19° 28' 54.47"	W098° 59' 23.06"	W098° 59' 23.06"
ICM_WP059	N19° 25' 43.27"	W098° 59' 30.09"	W098° 59' 30.09"
ICM_WP031	N19° 23' 45.71"	W099° 03' 37.21"	W099° 03' 37.21"
ICM_WP032	N19° 23' 56.33"	W099° 08' 54.38"	W099° 08' 54.38"
ICM_WP033	N19° 27' 57.27"	W099° 16' 19.96"	W099° 16' 19.96"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	W099° 29' 35.90"
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"	W100° 11' 22.53"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. At waypoint ICM_WP032, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP018, the departures would be required to be at or above 17,000 to ensure that traffic was above the proposed Toluca arrival route for Runway 15. The initial section of this departure route, through ICM_WP033, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the northern TMA exit fixes from Runway 2.

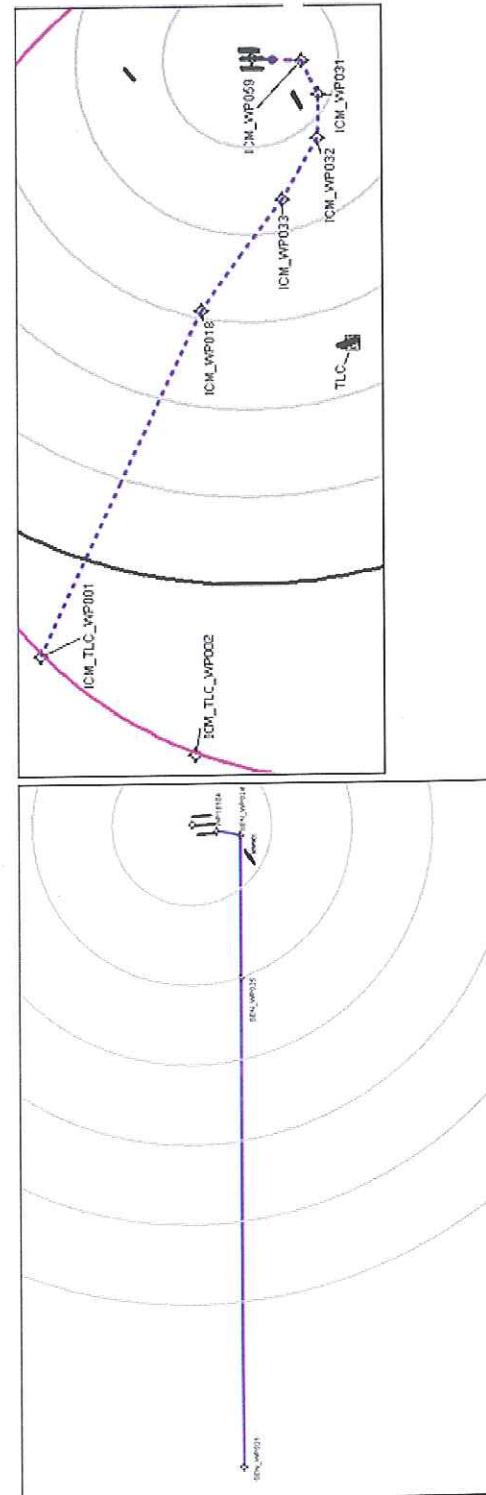


Figure A-56. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_WN_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"	
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"	
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"	
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"	
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NW_Land_South_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	
ghost	N19° 27' 59.70"	W098° 59' 25.09"	
ICM_WP030	N19° 27' 38.37"	W098° 54' 02.19"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_WP039	N19° 57' 18.17"	W098° 44' 16.12"	
ICM_TLC_WP003	N20° 30' 44.97"	W099° 10' 50.51"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading as well as the initial departure heading for all west and north departures from Runway 2. At waypoint ICM_WP013, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. After this waypoint, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP039 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northeast.

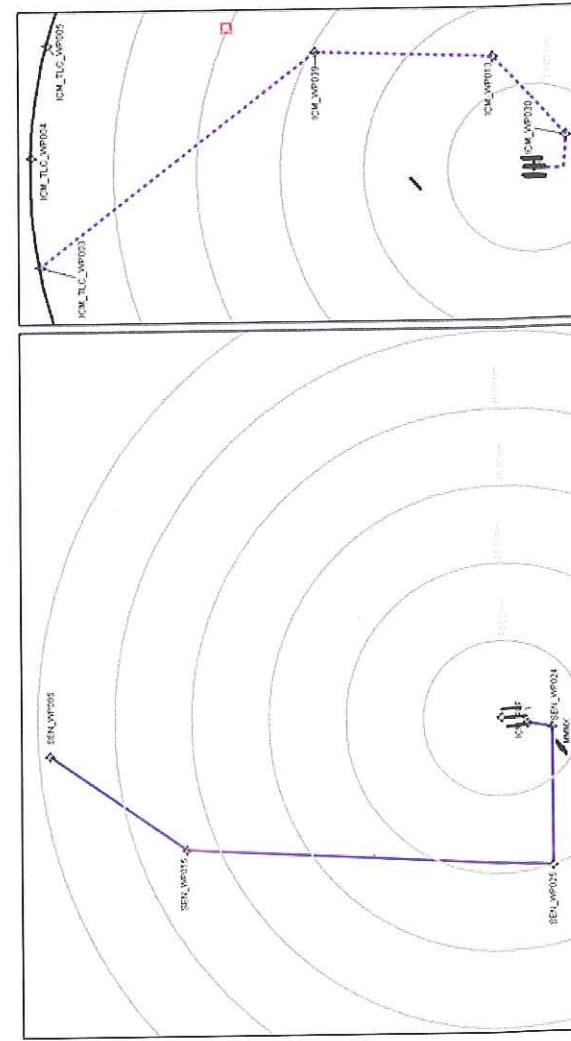


Figure A-57. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_NW_Land_South_R3)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"	
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"	
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"	
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"	
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_N_Land_South_R3
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	
ghost	N19° 27' 59.70"	W098° 59' 25.09"	
ICM_WP030	N19° 27' 38.57"	W098° 54' 02.19"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_WP039	N19° 57' 18.17"	W098° 44' 16.12"	
ICM_TLC_WP004	N20° 31' 44.63"	W098° 57' 02.02"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading as well as the initial departure heading for all west and north departures from Runway 2. At waypoint ICM_WP013, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. After this waypoint, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP039 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northeast.

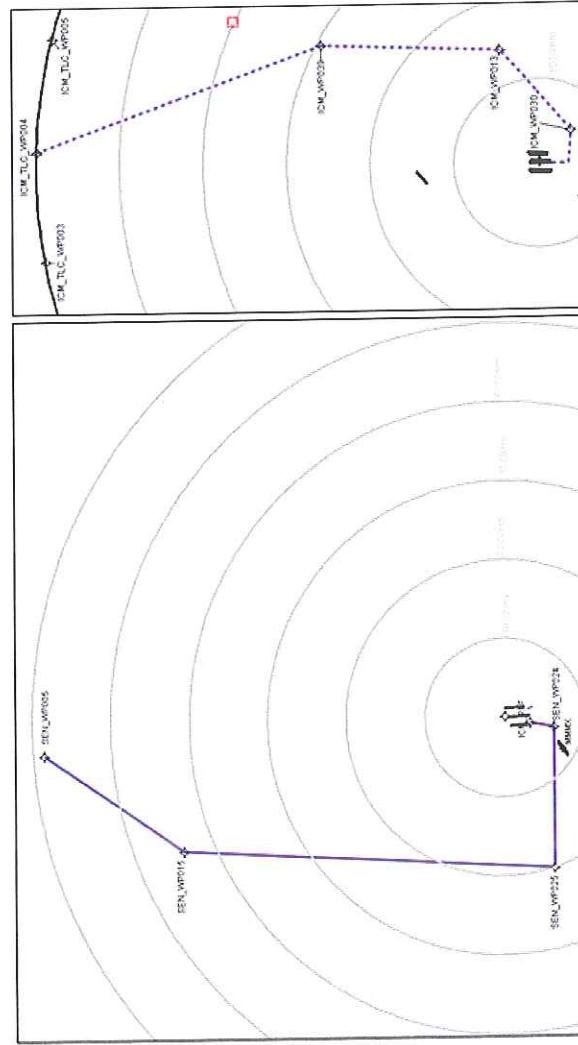


Figure A-58. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_N_Land_South_R3)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 112 February 2016

Route: NAICM_SID_NW_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PTI3:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"
SEN_WP024	N19° 27' 03.88"	W099° 01 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NE_Land_South_R3
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW18R:DER	N19° 29' 59.09"	W098° 59' 20.67"	
ghost	N19° 27' 59.70"	W098° 59' 25.09"	
ICM_WP030	N19° 27' 38.37"	W098° 54' 02.19"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_WP039	N19° 57' 18.17"	W098° 44' 16.12"	
ICM_TLC_WP005	N20° 29' 52.75"	W098° 43' 15.48"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading as well as the initial departure heading for all west and north departures from Runway 2. At waypoint ICM_WP013, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. After this waypoint, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP039 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northeast.

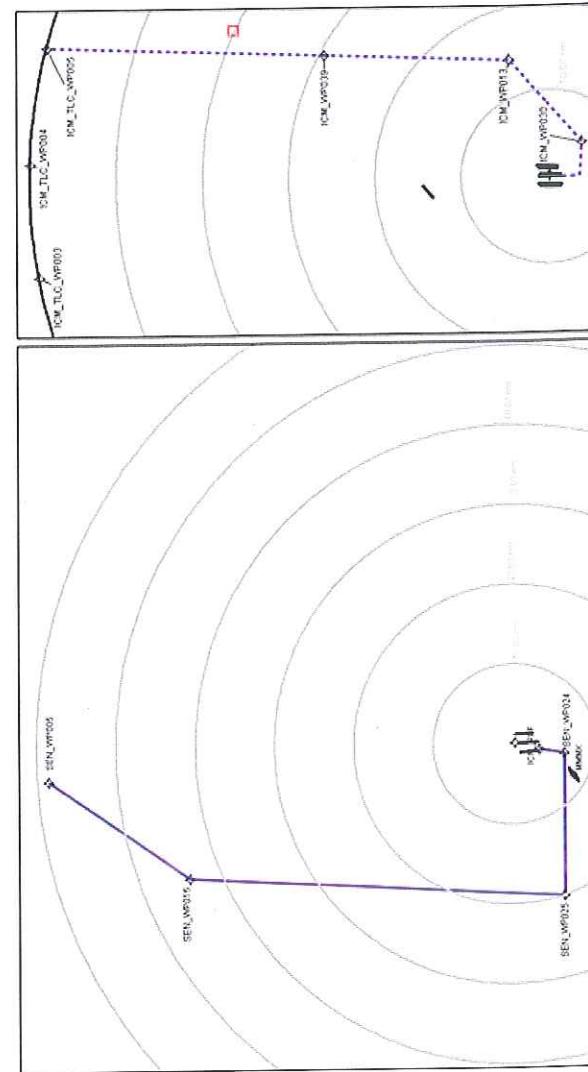


Figure A-59. NAICM RNAV SID: Runway 3 Land South (NAICM_SID_NE_Land_South_R3)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"
ghost	N19° 28' 35.67"	W098° 58' 11.71"
SEN_WP029	N19° 15' 46.70"	W098° 54° 32.68"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_EN_Land_South_R6
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"
ghost	N19° 28' 26.99"	W098° 58' 11.75"
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"
ICM_WP028	N19° 17' 46.63"	W098° 45' 44.19"
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"
ICM_TLC_WP006	N19° 50' 32.52"	W097° 58' 47.25"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading and at waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

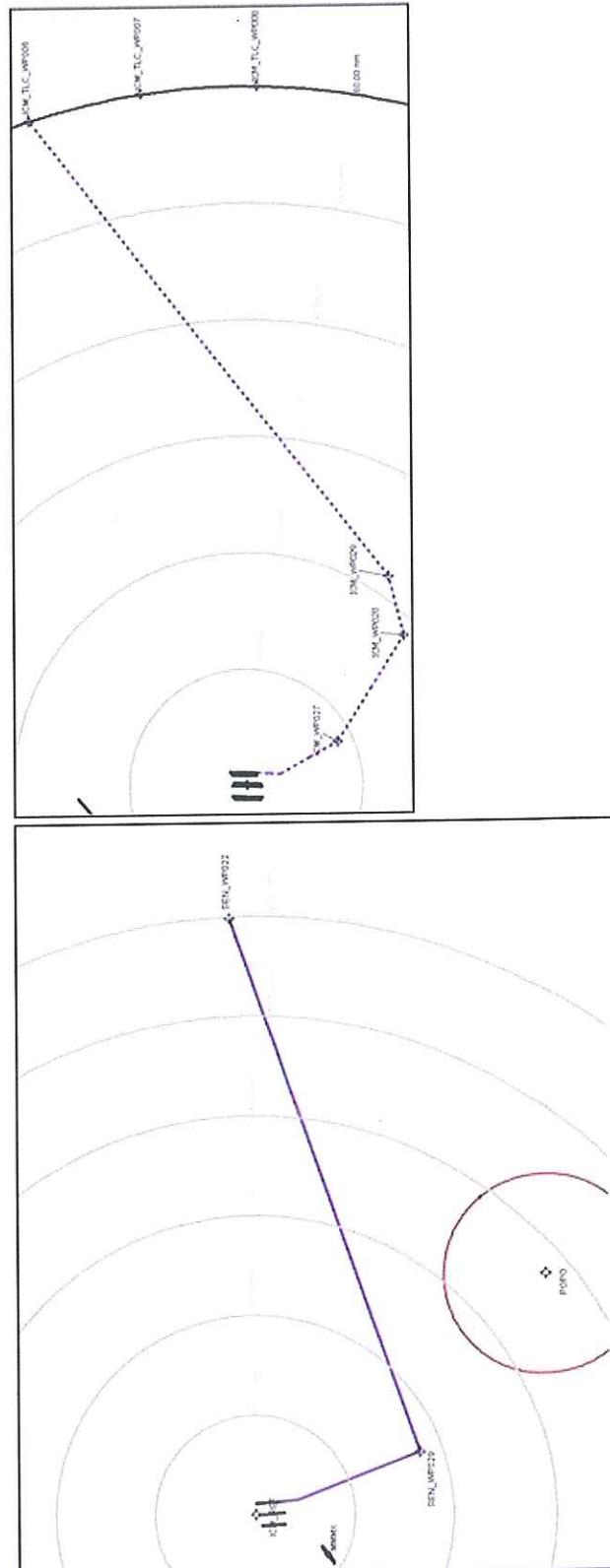


Figure A-60. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_EN_Land_South_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_E_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"
ghost	N19° 28' 35.67"	W098° 58' 11.71"
SEN_WP029	N19° 15' 46.70"	W098° 54' 32.68"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_E_Land_South_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"
ghost	N19° 28' 26.99"	W098° 58' 11.75"
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"
ICM_WP028	N19° 17' 46.63"	W098° 45' 44.19"
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"
ICM_TLC_WP007	N19° 40' 50.12"	W097° 56' 19.87"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading and at waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departures an unrestricted climb at this point.

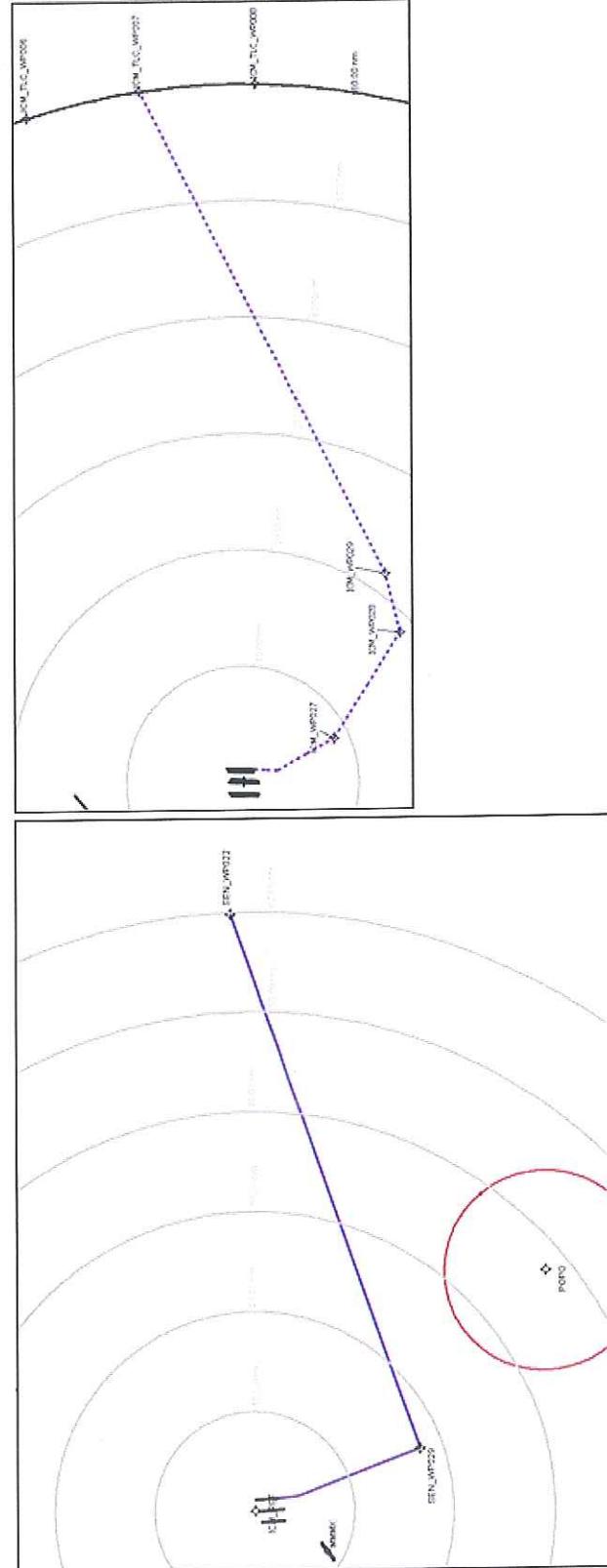


Figure A-61. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_E_Land_South_R6)

MITRE

DRAFT

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM SID E_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PT13:RW19L:DER	N19° 30' 26.90"	W098° 58' 07.60"
ghost	N19° 28' 35.67"	W098° 58' 11.71"
SEN_WP029	N19° 15' 46.70"	W098° 54° 32.68"
SEN_WP022	N19° 29' 00.56"	W097° 56' 03.98"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_ES_Land_South_R6
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"
ghost	N19° 28' 26.99"	W098° 58' 11.75"
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"
ICM_WP028	N19° 17' 46.63"	W098° 45' 44.19"
ICM_WP029	N19° 19' 04.91"	W098° 40' 05.16"
ICM_TLC_WP008	N19° 28' 29.48"	W097° 55' 41.63"

SENEAM and MITRE agreed to create three exit fixes on the eastern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading and at waypoint ICM_WP028, the route is laterally deconflicted from the NAICM arrivals on downwind, allowing the departure an unrestricted climb at this point.

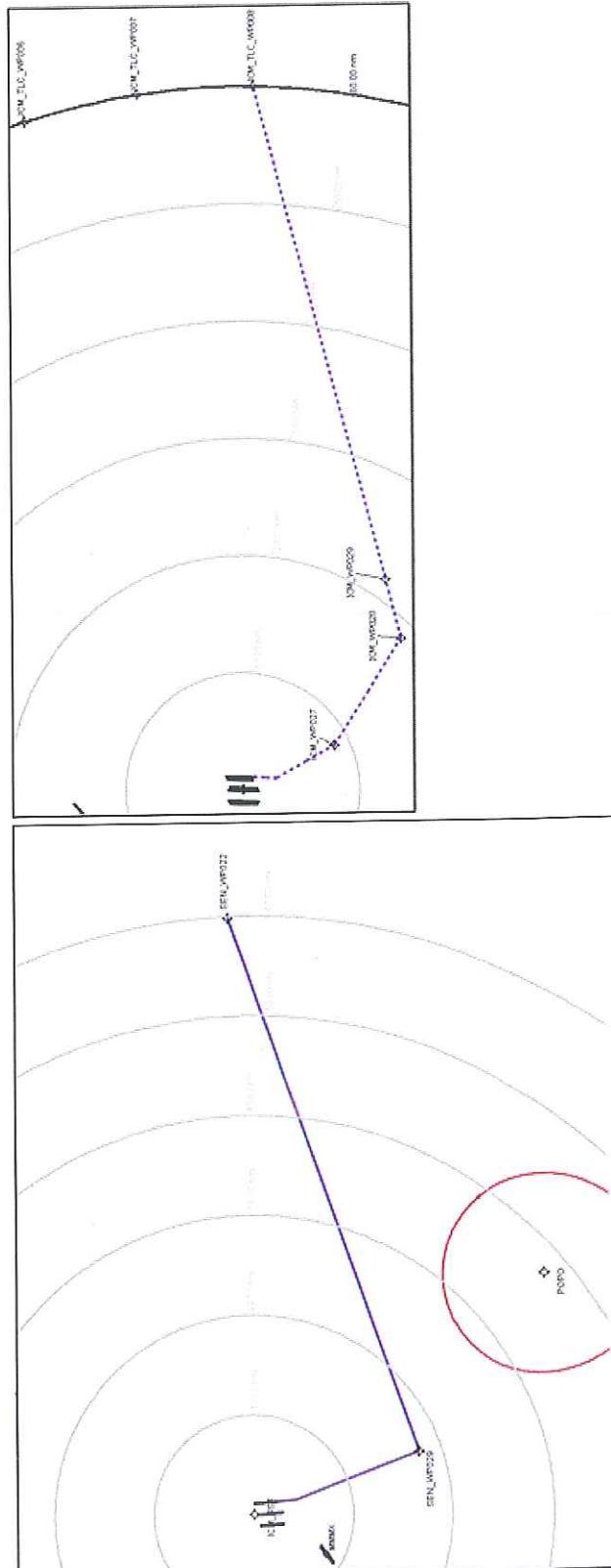


Figure A-62. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_ES_Land_South_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_SE_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW18R:DER	N19° 29' 59.10"	W098° 59' 21.00"	
ghost	N19° 28' 53.27"	W098° 59' 23.43"	
SEN_WP023	N18° 45' 44.19"	W099° 00' 56.77"	
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"	

Point	Latitude	Longitude	DMS
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"	
ghost	N19° 28' 26.99"	W098° 58' 11.75"	
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP048	N19° 13' 29.67"	W098° 55' 41.90"	
ICM_WP049	N18° 51' 11.72"	W098° 58' 08.66"	
ICM_TLC_WP009	N18° 31' 21.49"	W098° 56' 51.17"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

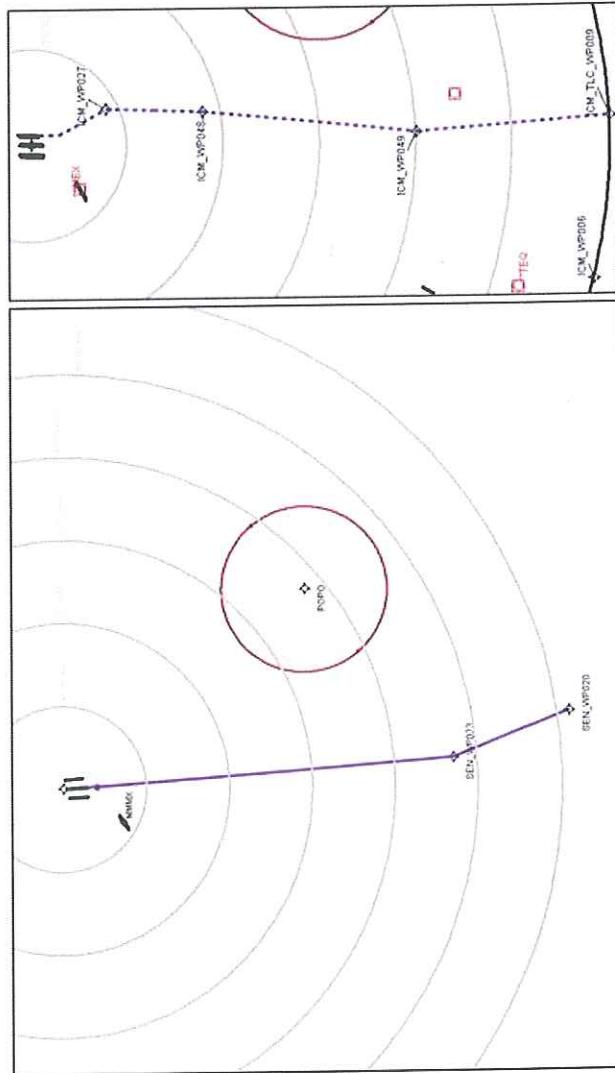


Figure A-63. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_SE_Land_South_R6)

MITRE**DRAFT****INTENDED TO BE USED AS WORKING NOTES**

SENEAM Proposed 12 February 2016

Route: NAICM_SID_SE_Land_South_S

Airport: NAICM

Flight Type: DEP

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_SW_Land_South_R6

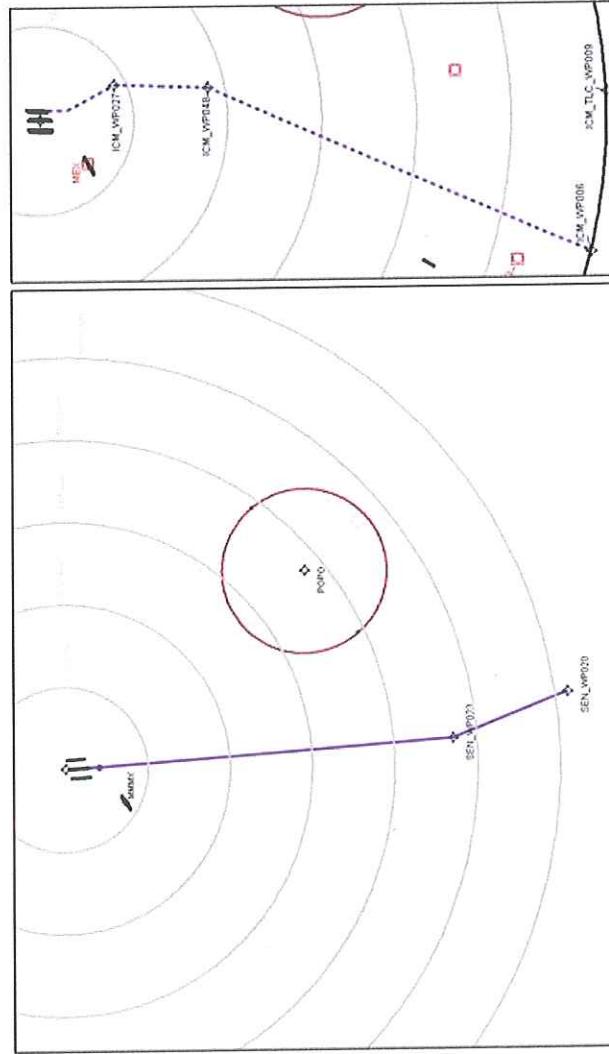
Airport: NAICM

Flight Type: DEP

Point	Latitude	Longitude
PT13:RW18R:DER	N19° 29' 59.10"	W098° 59' 21.00"
ghost	N19° 28' 53.27"	W098° 59' 23.43"
SEN_WP023	N18° 45' 44.19"	W099° 00' 56.17"
SEN_WP020	N18° 31' 22.09"	W098° 56' 34.65"

Point	Latitude	Longitude	DMS
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"	
ghost	N19° 28' 26.99"	W098° 58' 11.75"	
ICM_WP027	N19° 23' 31.88"	W098° 55' 19.26"	
ICM_WP048	N19° 13' 29.67"	W098° 55' 41.90"	
ICM_WP006	N18° 33' 14.58"	W099° 15' 00.23"	

SENEAM and MITRE agreed to create two exit fixes on the southern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of both fixes and their relative position to each other. The departure initially diverges by 30 degrees from runway heading.

**Figure A-64. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_SW_Land_South_R6)**

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_W_Land_South_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"	
ghost	N19° 29' 22.27"	W098° 58' 09.69"	
ICM_WP050	N19° 25' 55.40"	W098° 58' 17.28"	
ICM_WP031	N19° 23' 45.71"	W099° 03' 37.21"	
ICM_WP032	N19° 23' 56.33"	W099° 08' 54.38"	
ICM_WP033	N19° 27' 57.27"	W099° 16' 19.96"	
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"	
ICM_TLC_WP002	N19° 38' 09.85"	W100° 23' 26.89"	

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. At waypoint ICM_WP032, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP018, the departures would be required to be at or above 17,000 to ensure that traffic was above the proposed Toluca arrival route for Runway 15. The initial section of this departure route, through ICM_WP033, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the northern TMA exit fixes from Runway 2.

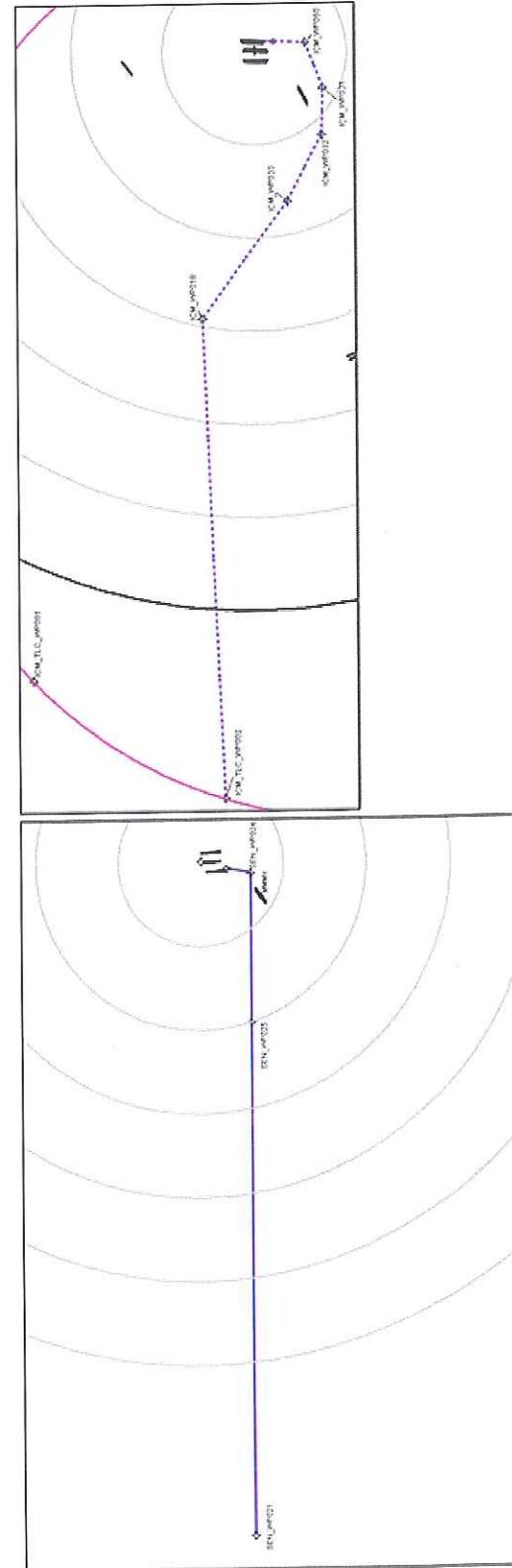


Figure A-65. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_W_Land_South_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_W_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP021	N19° 35' 15.92"	W100° 24' 29.99"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_WN_Land_South_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"
ghost	N19° 29' 22.27"	W098° 58' 09.69"
ICM_WP050	N19° 25' 55.40"	W098° 58' 17.28"
ICM_WP031	N19° 23' 45.71"	W099° 03' 37.21"
ICM_WP032	N19° 23' 56.33"	W099° 08' 54.38"
ICM_WP033	N19° 27' 57.27"	W099° 16' 19.96"
ICM_WP018	N19° 37' 20.17"	W099° 29' 35.90"
ICM_TLC_WP001	N19° 55' 51.05"	W100° 11' 22.53"

SENEAM and MITRE agreed to create two exit fixes on the western TMA boundary. Both fixes are located at a 50 NM range from the Toluca VOR (TLC). The graphic on the right displays the location of both fixes and their relative position to each other. At waypoint ICM_WP032, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. At ICM_WP018, the departures would be required to be at or above 17,000 to ensure that traffic was above the proposed Toluca arrival route for Runway 15. The initial section of this departure route, through ICM_WP033, is laterally deconflicted (4 NM parallel route) from the departure routes that proceed to the northern TMA exit fixes from Runways 2.

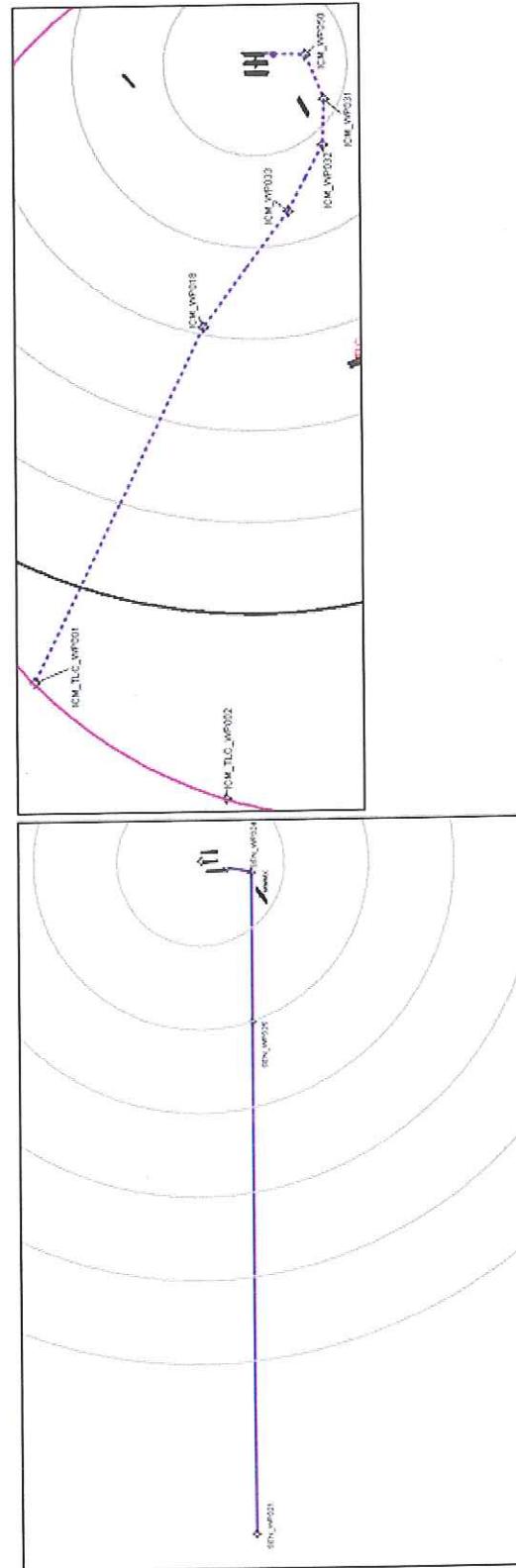


Figure A-66. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_WN_Land_South_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"	
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"	
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"	
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"	
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"	

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_NW_Land_South_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude	DMS
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"	
ghost	N19° 29' 22.27"	W098° 58' 09.69"	
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"	
ICM_WP039	N19° 57' 18.17"	W098° 44' 16.12"	
ICM_TLC_WP003	N20° 30' 44.97"	W099° 10' 50.51"	

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading as well as the initial departure heading for all east and south departures from the same and parallel runways. At waypoint ICM_WP013, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. After this waypoint, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP039 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northeast.

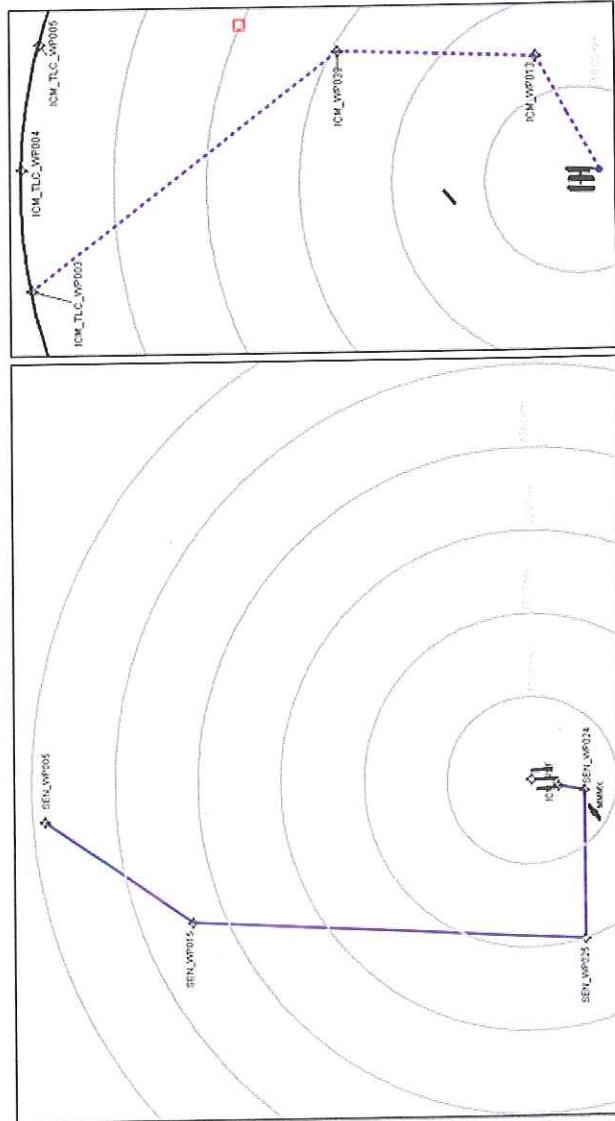


Figure A-67. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_NW_Land_South_R6)

MITRE

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INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM_SID_NW_Land_South_S
Airport: NAICM
Flight Type: DEP

Point	Latitude	Longitude
PTI3:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM_SID_N_Land_South_R6
Airport: NAICM
Flight Type: DEP

Point	DMS
NAICM:RW19L:DER	N19° 30' 26.89"
ghost	N19° 29' 22.27"
ICM_WP013	N19° 36' 02.47"
ICM_WP039	N19° 57' 18.17"
ICM_TLC_WP004	N20° 31' 44.63"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading as well as the initial departure heading for all east and south departures from the same and parallel runways. At waypoint ICM_WP013, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. After this waypoint, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP039 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northeast.

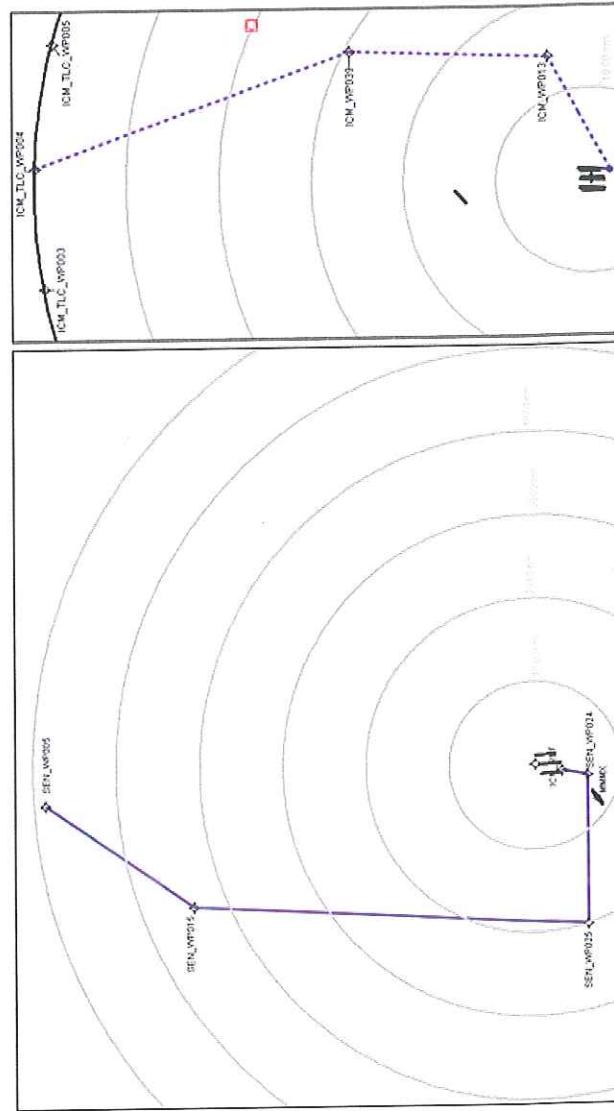


Figure A-68. NAICM RNAV SID: Runway 6 Land South (NAICM_SID_N_Land_South_R6)

INTENDED TO BE USED AS WORKING NOTES

SENEAM Proposed 12 February 2016

Route: NAICM SID NW_Land_South_S
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
PT13:RW17L:DER	N19° 29' 56.70"	W099° 00' 19.11"
	DMS	
SEN_WP024	N19° 27' 03.88"	W099° 01' 14.60"
SEN_WP025	N19° 28' 54.09"	W099° 19' 59.52"
SEN_WP015	N20° 15' 26.61"	W099° 12' 05.35"
SEN_WP005	N20° 31' 45.00"	W098° 57' 14.56"

SENEAM/MITRE Agreed Routes 04 March 2016

Route: NAICM SID_NE_Land_South_R6
 Airport: NAICM
 Flight Type: DEP

Point	Latitude	Longitude
NAICM:RW19L:DER	N19° 30' 26.89"	W098° 58' 07.29"
	DMS	
ghost	N19° 29' 22.27"	W098° 58' 09.69"
ICM_WP013	N19° 36' 02.47"	W098° 45' 03.13"
ICM_WP039	N19° 57' 18.17"	W098° 44' 16.12"
ICM_TLC_WP005	N20° 29' 52.75"	W098° 43' 15.48"

SENEAM and MITRE agreed to create three exit fixes on the northern TMA boundary at a 60 NM range from the NAICM reference point provided by SENEAM. The graphic on the right displays the location of all three fixes and their relative position to each other. The departure initially diverges by more than 30 degrees from runway heading as well as the initial departure heading for all east and south departures from the same and parallel runways. At waypoint ICM_WP013, the departures are deconflicted from the NAICM downwind traffic and can then climb unrestricted. After this waypoint, the departures turn north and are laterally parallel to the NAICM arrival downwind traffic by 5 NM. The departures are expected to cross ICM_WP039 at or above 17,000 to ensure that traffic was above the proposed NAICM arrival routes from the northeast.

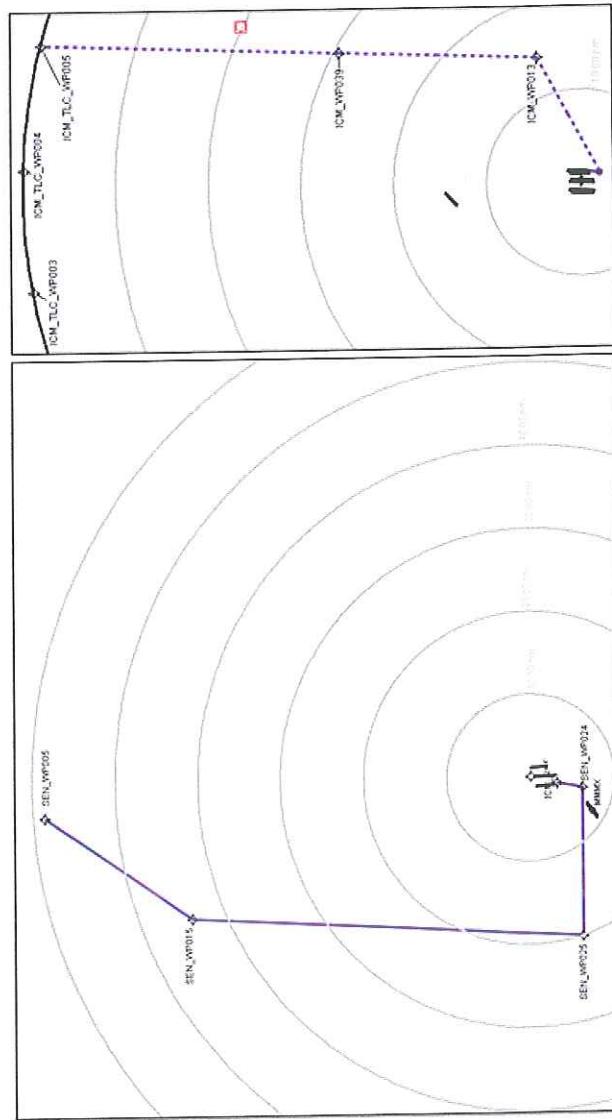


Figure A-69. NAICM RNAV SID: Runway 6 Land South (NAICM SID_NE_Land_South_R6)

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Enclosure 2
Ref. F500-L16-039
30 June 2016

NAICM_CONV_SID_SW_TLC_Land_North_R2

Departing Runway 2, intercept the NAICM New VOR R-310 outbound to CONV_FIX003 (N19°40'34.81"/W099°06'58.42") intersection and intercept the TLC R-044 inbound to TLC.

INTENDED TO BE USED AS WORKING NOTES

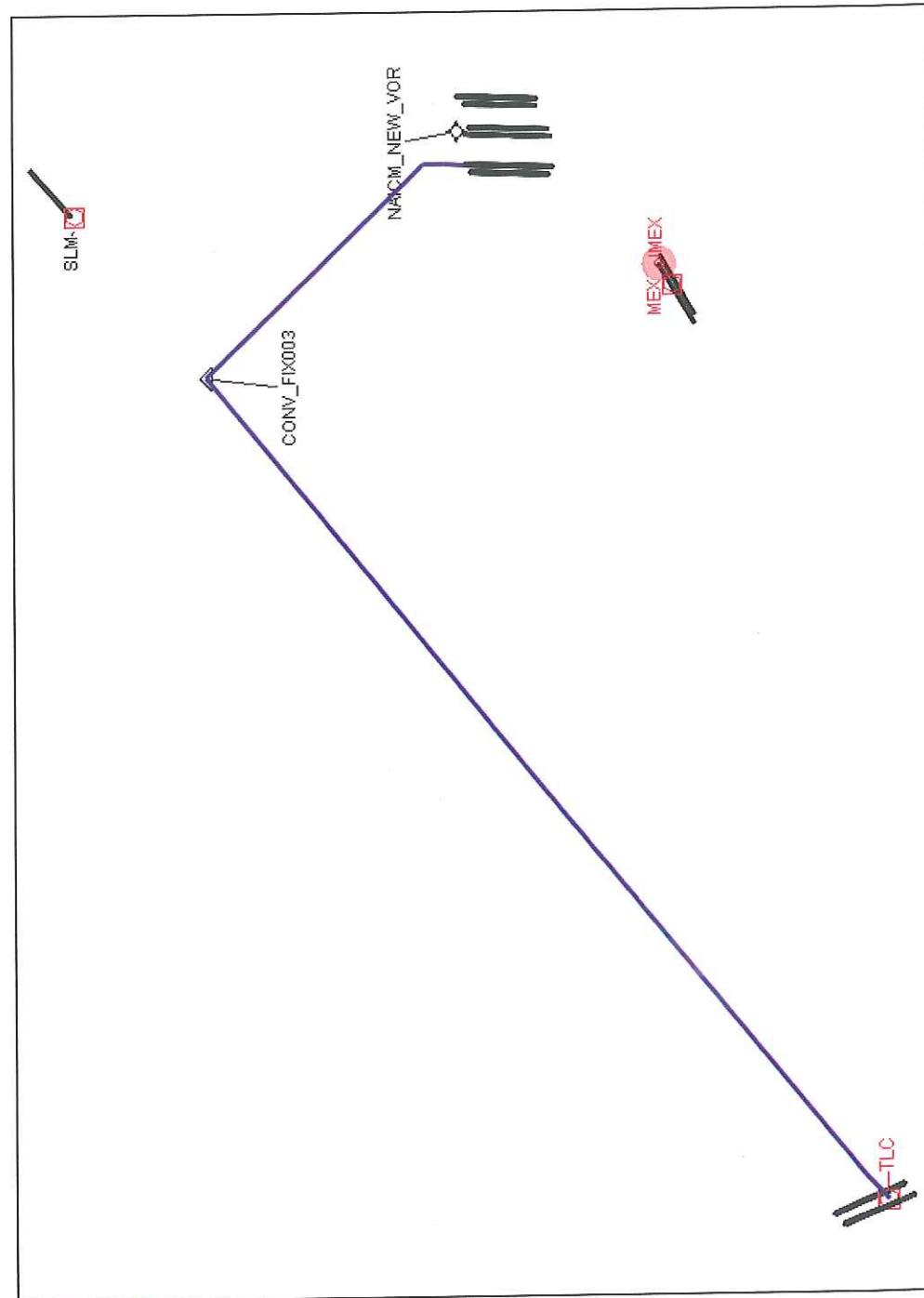


Figure A-70. NAICM Conventional SID: Runway 2 Land North (NAICM_CONV_SID_SW_TLC_Land_North_R2)

MITRE

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INTENDED TO BE USED AS WORKING NOTES

NAICM_CONV_SID_W_PTJ_Land_North_R2

Departing Runway 2, intercept the NAICM New VOR R-310 outbound to CONV_FIX011 (N19° 43' 32.62"/W099° 10' 00.06") intersection and intercept the PTJ R-075 inbound to PTJ.

Enclosure 2
Ref. F500-L16-039
30 June 2016

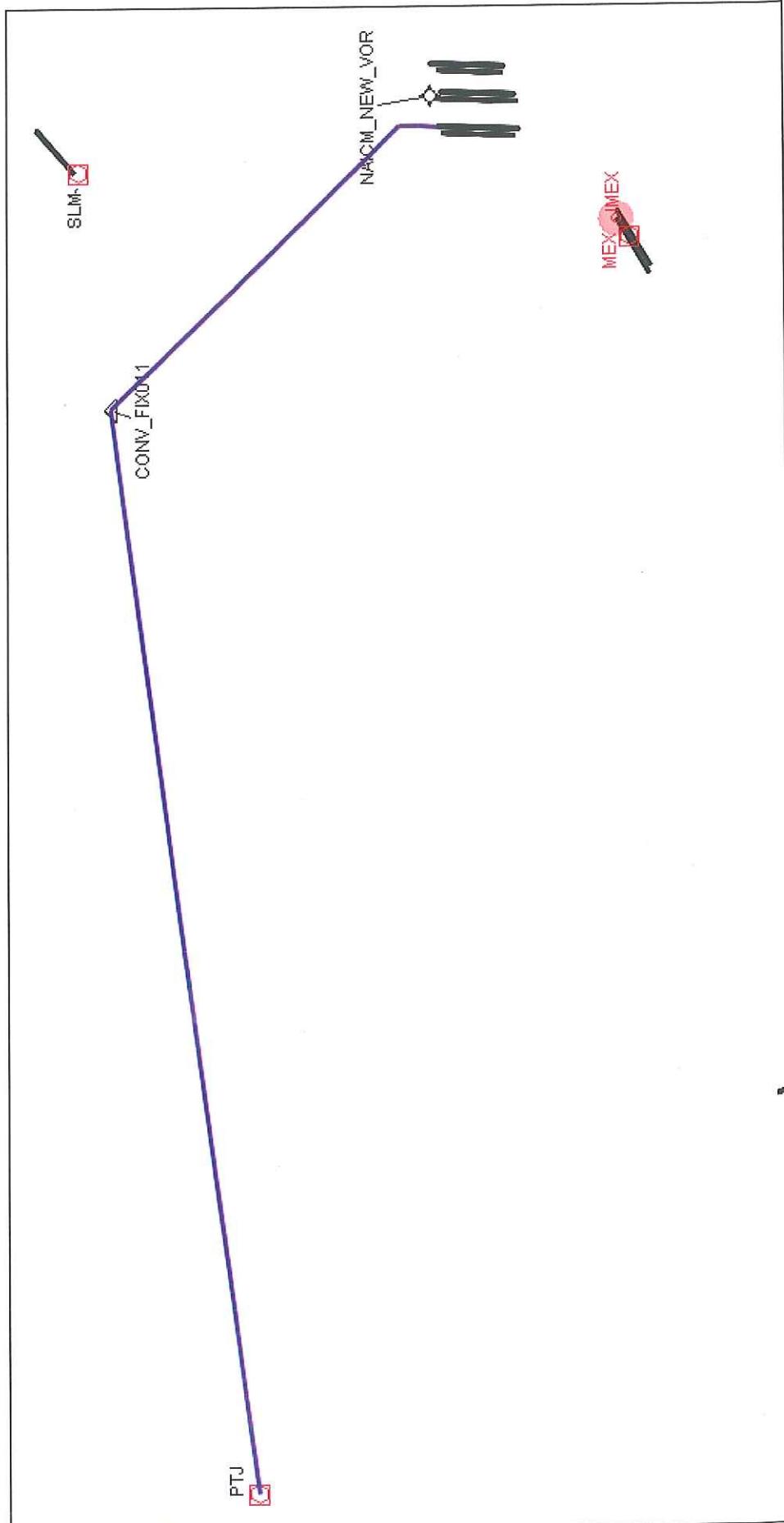


Figure A-71. NAICM Conventional SID: Runway 2 Land North (NAICM_CONV_SID_W_PTJ_Land_North_R2)

INTENDED TO BE USED AS WORKING NOTES**NAICM_CONV_SID_N_PCA_Land_North_R3**

Departing Runway 3, turn right and intercept the NAICM New VOR R-355 outbound to CONV_FIX006 (N19° 47' 51.47"/W098° 58' 52.47") and intercept the Pachuca VOR (PCA) R-214 inbound to PCA.

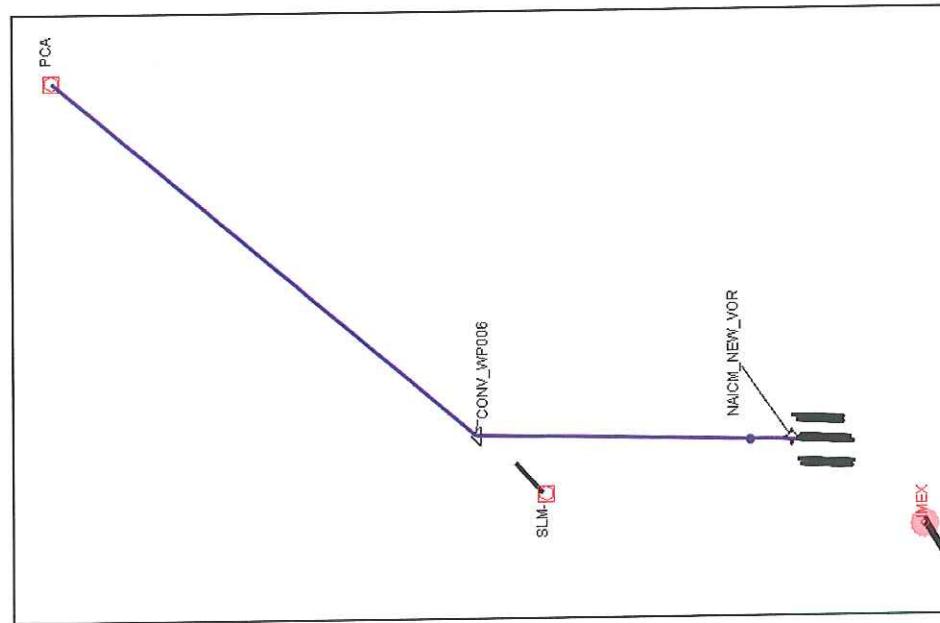


Figure A-72. NAICM Conventional SID: Runway 3 Land North (NAICM_CONV_SID_N_PCA_Land_North_R3)

INTENDED TO BE USED AS WORKING NOTES**NAICM_CONV_SID_NE_PCA_Land_North_R6**

Departing Runway 6, intercept the NAICM New VOR R-050 outbound to ALKOM intersection and intercept the PCA R-189 inbound to PCA.

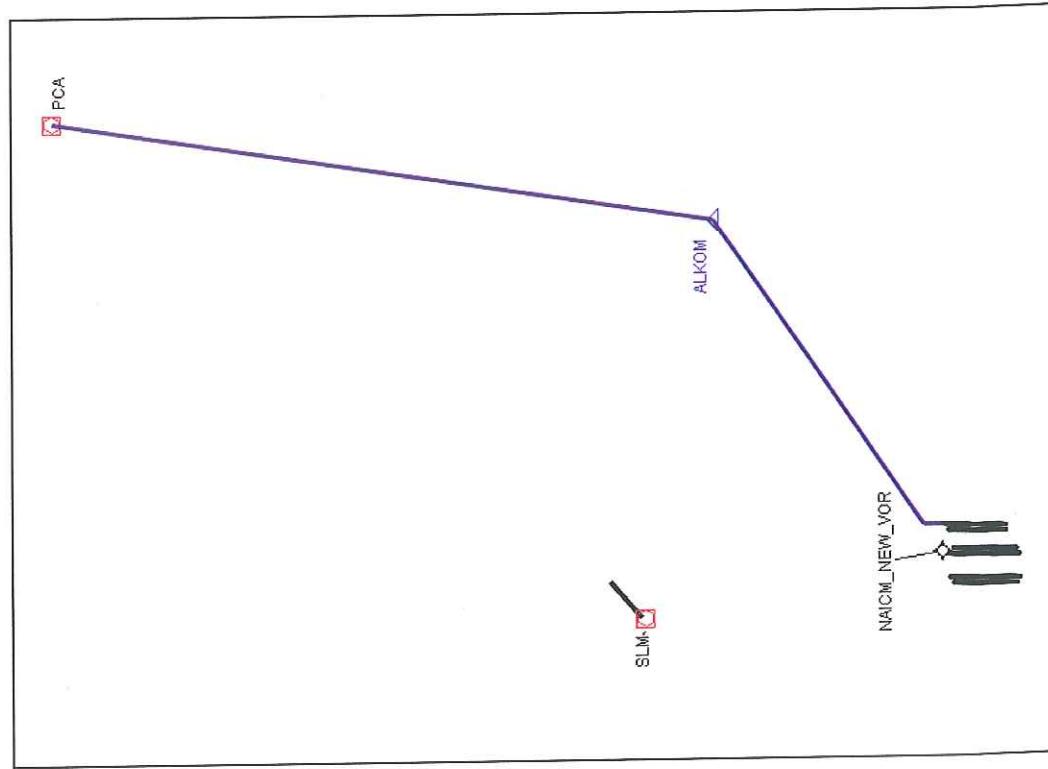


Figure A-73. NAICM Conventional SID: Runway 6 Land North (NAICM_CONV_SID_NE_PCA_Land_North_R6)

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INTENDED TO BE USED AS WORKING NOTES

NAICM_CONV_SID_E_APN_Land_North_R6

Departing Runway 6, intercept the NAICM New VOR R-050 outbound to ALKOM intersection and intercept the APAN VOR (APN) R-274 inbound to APN.

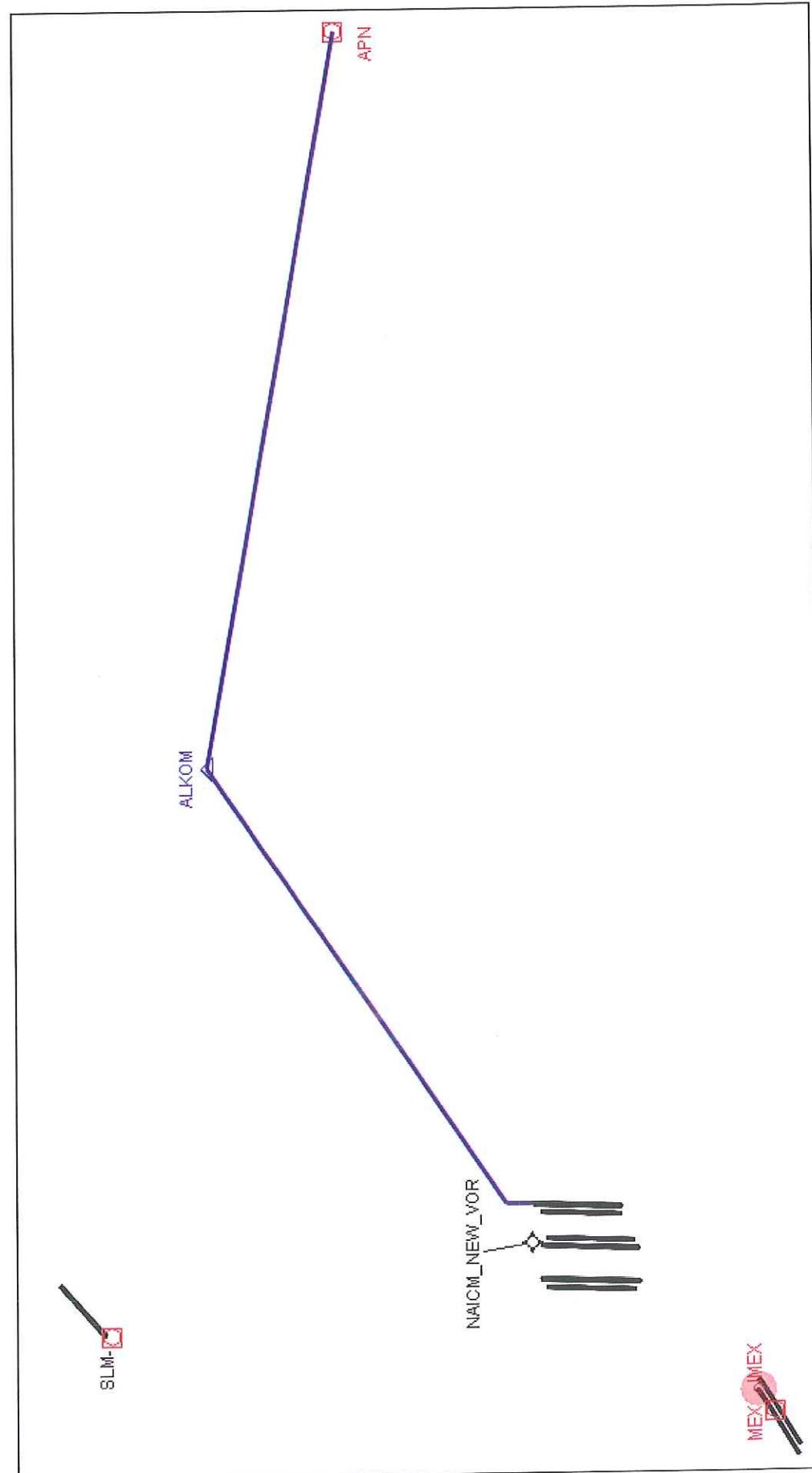
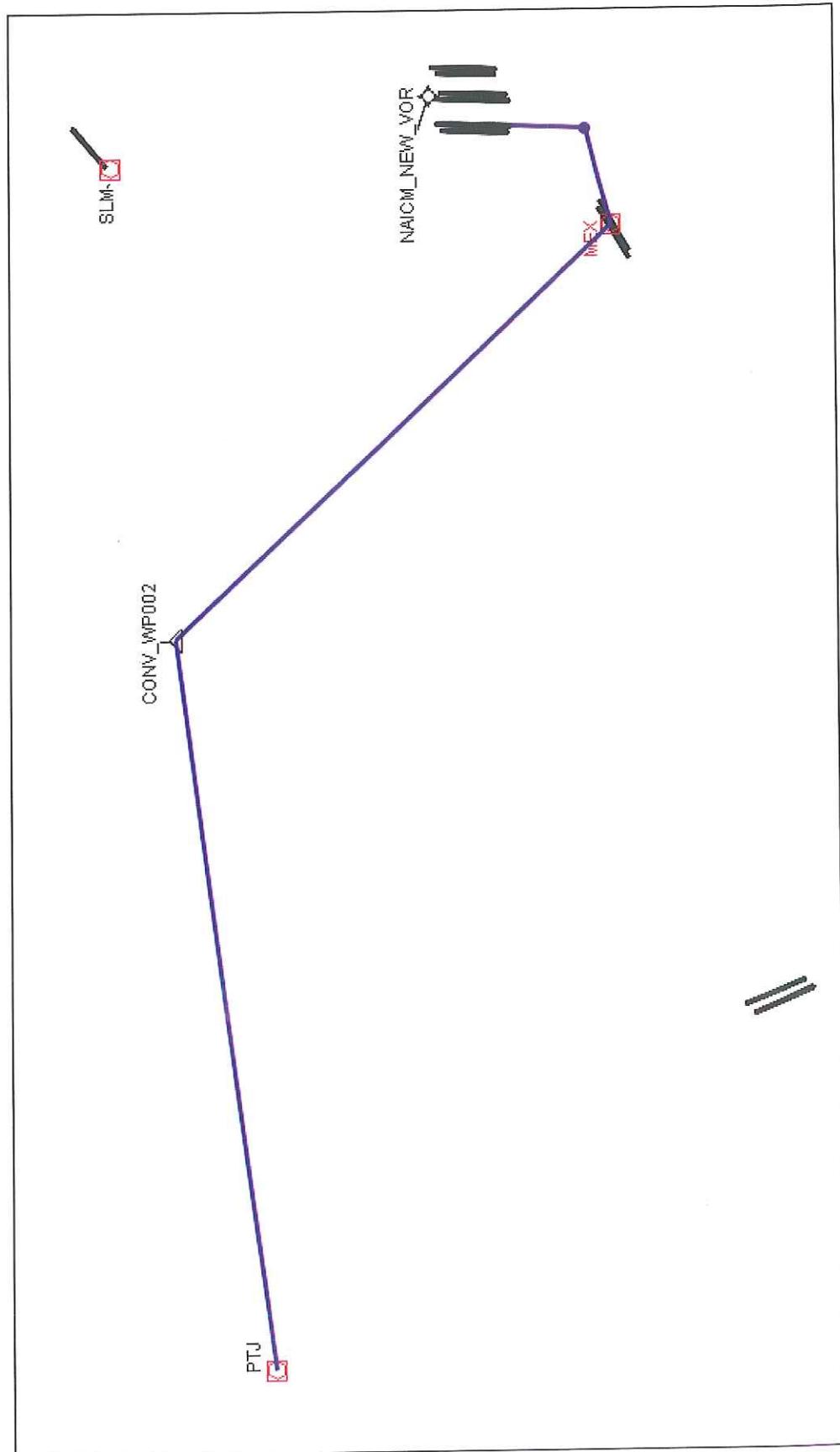


Figure A-74. NAICM Conventional SID: Runway 6 Land North (NAICM_CONV_SID_E_APN_Land_North_R6)

INTENDED TO BE USED AS WORKING NOTES**NAICM_CONV_SID_W_PTJ_Land_South_R2**

Departing Runway 2, turn right direct to MEX and proceed outbound on the MEX R-311 to CONV_FIX002 (N19° 42' 18.11"/Long W099° 19' 54.12") and intercept the PTJ R-075 inbound to PTJ.

**Figure A-75. NAICM Conventional SID: Runway 2 Land South (NAICM_CONV_SID_W_PTJ_Land_South_R2)**

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Enclosure 2
Ref. F500-L16-039
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NAICM_CONV_SID_S_CUA_Land_South_R3

Departing Runway 3, intercept the NAICM New VOR R-177 outbound to CONV_FIX004 (N19° 07' 50.85"/W099° 00' 31.92") and intercept the Cualta VOR (CUA) R-337 inbound to CUA.

INTENDED TO BE USED AS WORKING NOTES

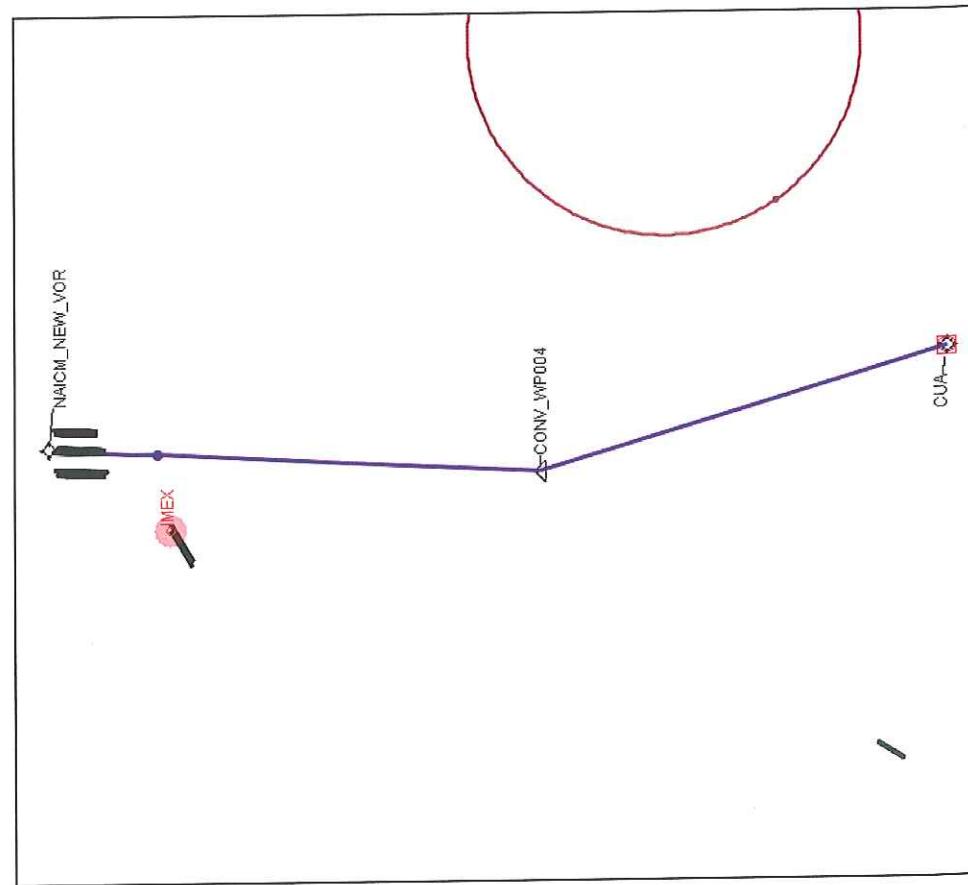


Figure A-76. NAICM Conventional SID: Runway 3 Land South (NAICM_CONV_SID_S_CUA_Land_South_R3)

NAICM_CONV_SID_S_TEQ_Land_South_R3

Departing Runway 3, intercept the NAICM New VOR R-177 outbound to CONV_FIX004 (N19° 07' 50.85"/W099° 00' 31.92") and intercept the Tequesquitengo VOR (TEQ) R-021 inbound to TEQ.

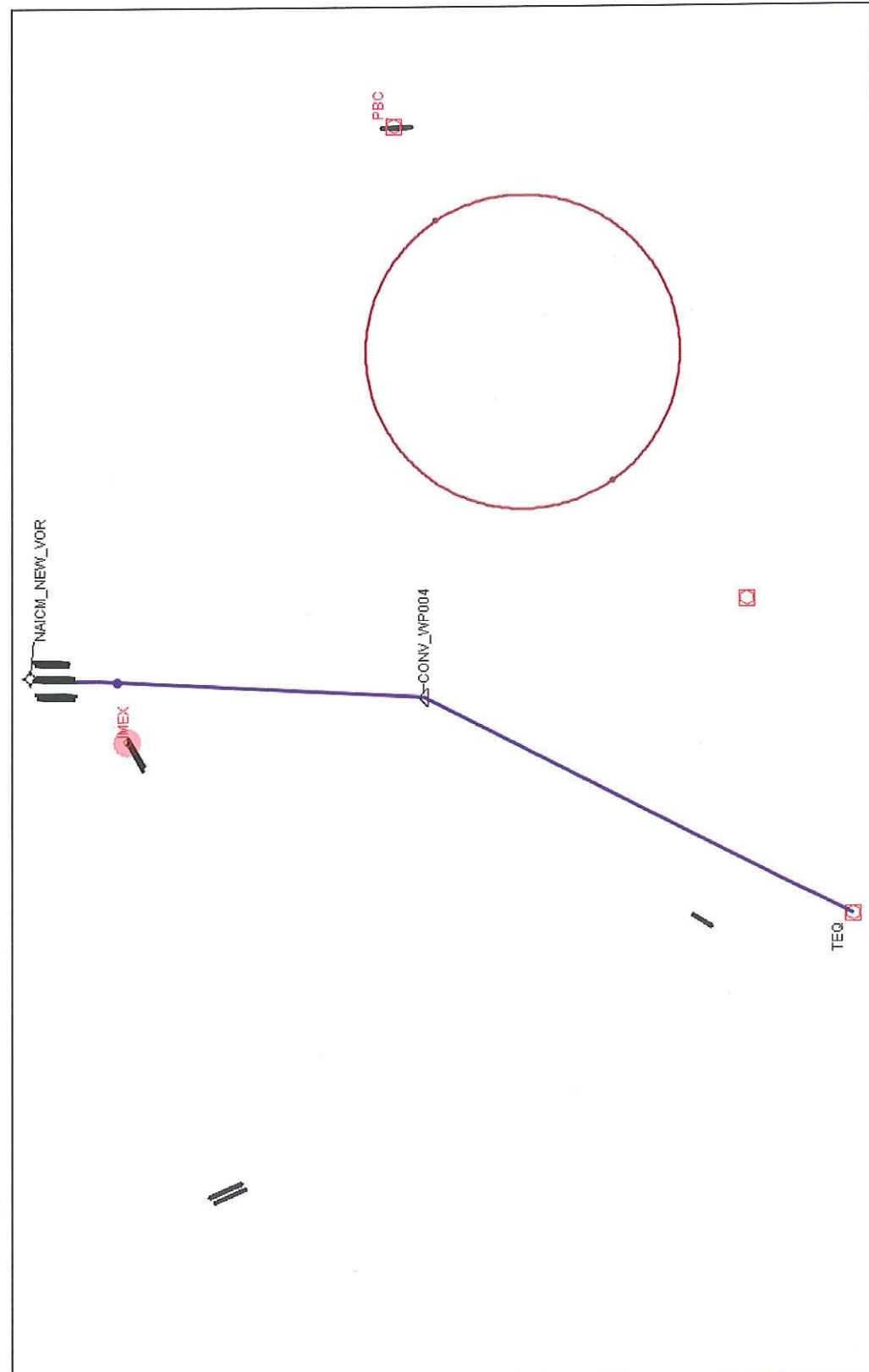


Figure A-77. NAICM Conventional SID: Runway 3 Land South (NAICM_CONV_SID_S_TEQ_Land_South_R3)

MITRE

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Enclosure 2
Ref. F500-L16-039
30 June 2016

INTENDED TO BE USED AS WORKING NOTES

NAICM_CONV_SID_E_APN_Land_South_R6

Departing Runway 6, make a left turn to intercept the MEX R-043 outbound to ALKOM intersection and intercept the APN R-274 inbound to APN.

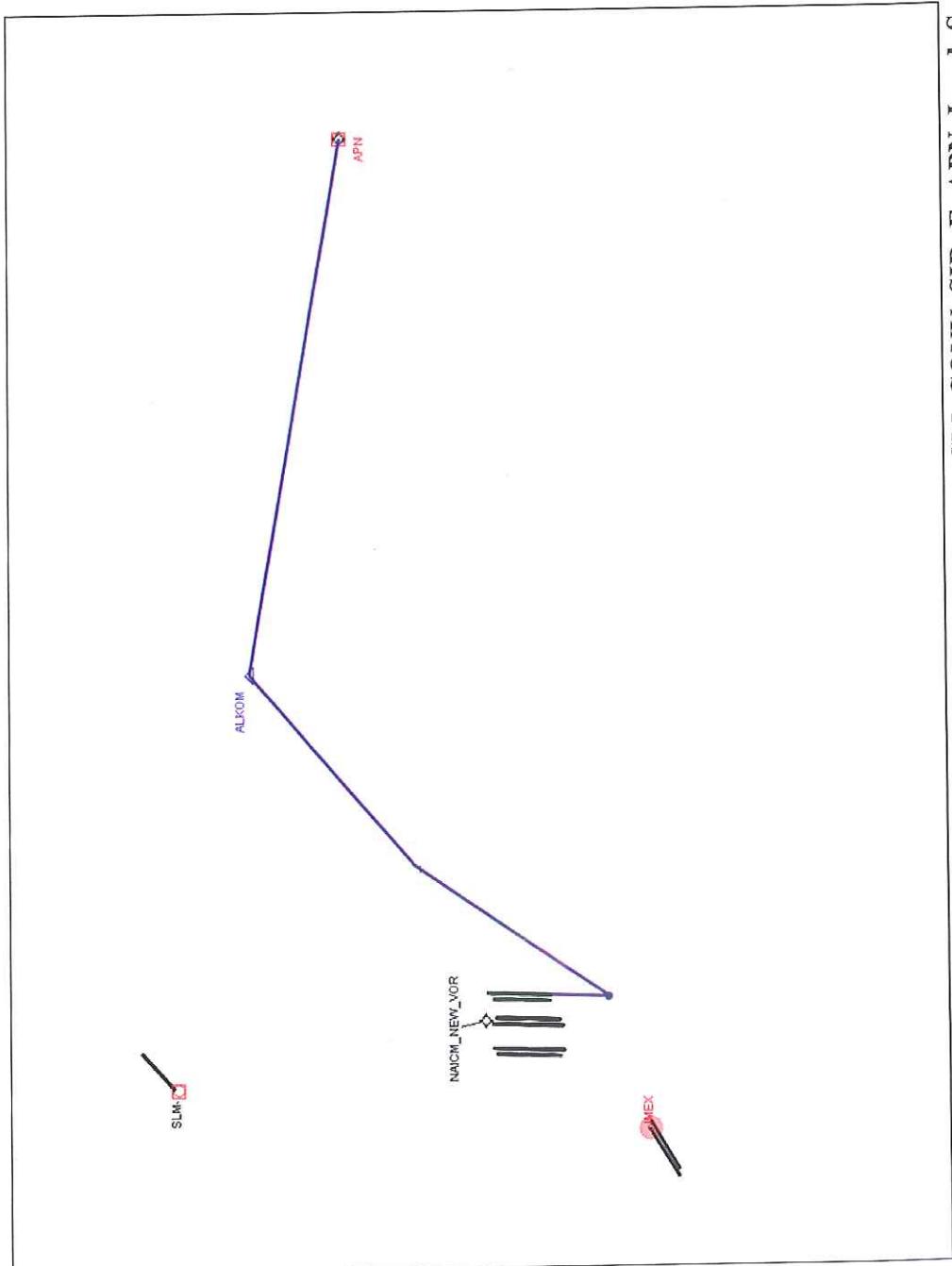


Figure A-78. NAICM Conventional SID: Runway 6 Land South (NAICM_CONV_SID_E_APN_Land_South_R6)

MITRE

DRAFT

Enclosure 2
Ref. F500-L16-039
30 June 2016

NAICM_CONV_SID_NE_PCA_Land_South_R6

Departing Runway 6, make a left turn to intercept the MEX R-043 outbound to ALKOM intersection and intercept the PCA R-189 inbound to PCA.

INTENDED TO BE USED AS WORKING NOTES

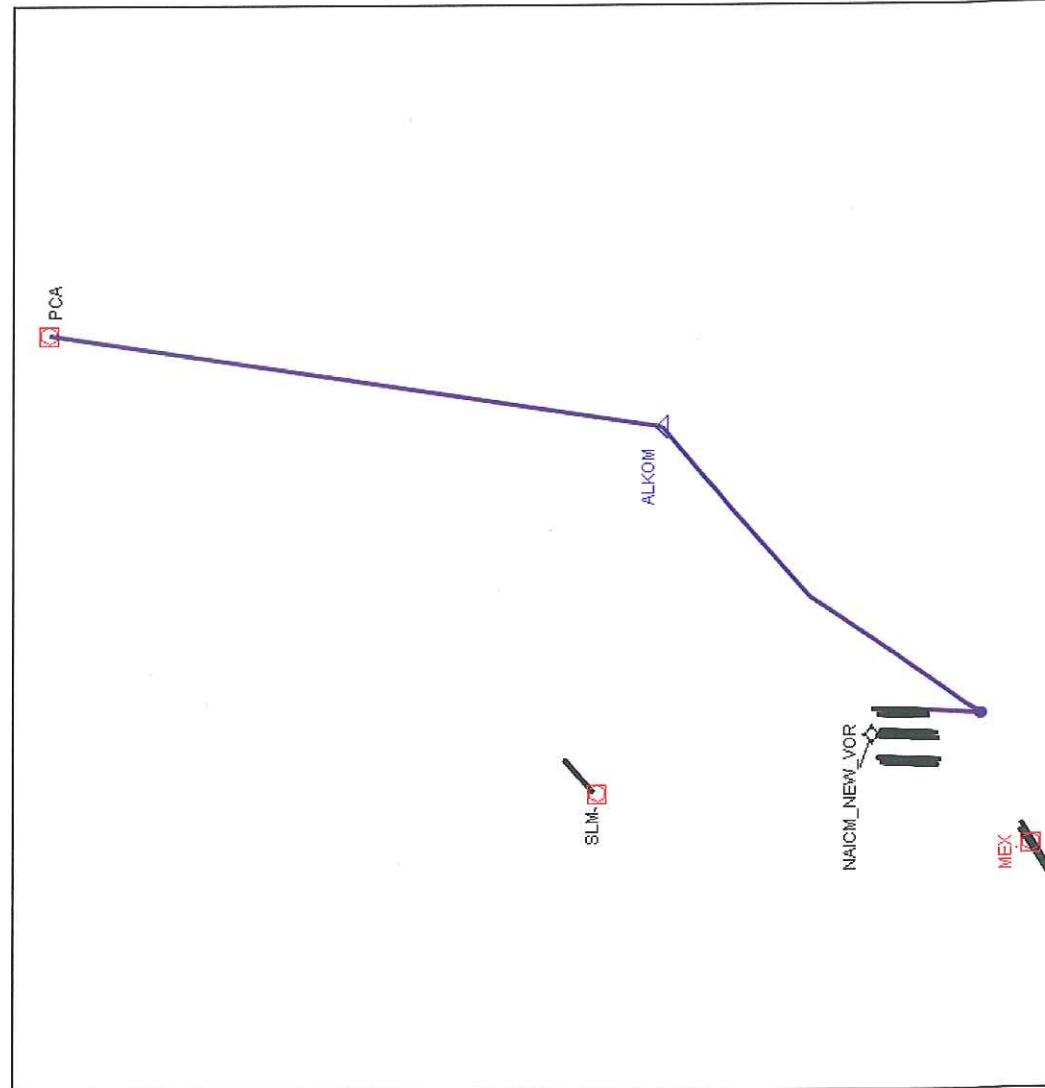


Figure A-79. NAICM Conventional SID: Runway 6 Land South (NAICM_CONV_SID_NE_PCA_Land_South_R6)