# Enclosure 3

(Ref. Technical Letter F063-L08-040)

MITRE

**Center for Advanced**
**Aviation System Development**

# Master Data Request

The data described herein are requested by **Monday 28 July 2008**. Electronic transmission is preferred and should be e-mailed to rkleinha@mitre.org (Ing. Robert W. Kleinhans, Project Leader). If mail is preferred the information should be shipped via FedEx. Please include with the delivery a Table of Contents that references in a clear manner the various parts of this request. Likewise, please describe in detail any differences, if any, between the request and what is being delivered, as well as the original source of each item.

Please contact Ing. Kleinhans no later than **Monday 30 June 2008** if there are any issues or concerns with providing the requested data on time, as MITRE needs to allocate staff in a most efficient manner.

**Prepared for**

**Dirección General de Aeronáutica Civil**
**Secretaría de Comunicaciones y Transportes**

**6 June 2008**

# 1.0 Introduction

As part of MITRE's support of Mexico's Dirección General de Aeronáutica Civil (DGAC), MITRE is to request information required to conduct detailed analyses pertaining to the Texcoco Initiative and other tasks. The data being requested herein are particularly important in the analysis of the Texcoco area for the development of a large metropolitan airport to serve the Mexico City basin.

The data requirements described in this document are necessary to perform many of the early Texcoco-related tasks. Furthermore, note that many tasks are interrelated and, therefore, delays to one task may create a cumulative effect that could impact follow-up tasks. Additional data request documents will be submitted, as necessary, at the appropriate time later on in the project.

**The data described herein are requested by Monday 28 July 2008. Please see the note concerning other deadlines in the front cover of this document.**

All inquiries concerning this data request should be addressed to Ing. Robert W. Kleinhans, Project Leader, at rkleinha@mitre.org explaining in detail, and in English, the inquiry in question. The above Internet address should also be the one utilized for the transmission of data. In case Ing. Kleinhans is out of town or if the inquiry must be in Spanish or it requires further contractual interpretation, questions can be addressed to Dr. Bernard Lisker at bernard@mitre.org or, if data needs to be shipped (please via FedEx), send it to the following address:

Ing. Robert W. Kleinhans
The MITRE Corporation
7515 Colshire Drive
McLean, VA 22102
U.S.A.

# 2.0 Data Request

This section lists and, if necessary, describes the initial data required to conduct early tasks pertaining to the aeronautical analysis of the Texcoco area. The list should <u>not</u> be construed as being all-inclusive, as additional information will be requested throughout the project. Figures, tables, and information of a mainly numerical nature can be sent to MITRE in Spanish. Other data, particularly lengthy conceptual texts, are required in English. If in doubt, or if such information is lengthy please consult MITRE before spending time in translating the information.

*To the extent possible, the information should be sent in electronic format (e.g., Excel, Word, AutoCAD, etc.). While paper format is acceptable, it should be a last option. In*

*the case of AutoCAD, where appropriate, three-dimensional (3D) values (that is, z-values) should be provided (e.g., building elevations). In the case of elevations, these should be provided in meters above Mean Sea Level (MSL). All maps, boundaries, runway thresholds, and in general, all coordinates that are to be provided to MITRE should be based on the Universal Transverse Mercator (UTM)/World Geodetic System 1984 (WGS 84) coordinate system. If for any reason any data sent to MITRE does not use WGS 84, the DGAC should clearly specify the coordinate system being used. In the absence of such annotation, MITRE will assume that the coordinate system is WGS 84.*

*It is important to note that MITRE plans to use as a primary source of information the most recent version (as of this date) of Mexico's Aeronautical Information Publication (AIP). This is the official, publicly available civil aviation authority publication of Mexico regarding principal aeronautical data. Therefore, MITRE cannot take responsibility for errors, discrepancies, or inconsistencies thereof.*

ALL THE INFORMATION REQUESTED THROUGHOUT THE REST OF THIS DOCUMENT SHOULD TAKE INTO ACCOUNT THE CONSIDERATIONS MENTIONED ABOVE.

**Airport Layouts and Similar Information**

The following is a list of information concerning airport layouts and similar data that are being requested:

- Existing survey information for the Texcoco area, including such information as roads, buildings, canals, water holding basins, and contour lines.

  The information expected will be considered as preliminary as a new survey will be required in order for MITRE to site new runways, evaluate instrument approach and departure procedures, and support other tasks, such as the analysis of noise impact. Therefore, MITRE has prepared, under separate cover, a document entitled "Specifications for the Survey of the Texcoco Area and its Surroundings" (it is being sent along with this document) to assist the DGAC in the development of a survey that meets MITRE's analytical requirements. **The data mentioned above (and described under separate cover) is requested by Friday 28 November 2008.**

- Plans showing the preliminary boundaries, including coordinates, within which MITRE may consider for the location of runways with their associated safety areas in the Texcoco area. MITRE has received some information regarding possible boundaries for the new airport site in the Texcoco area from Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM). This information was contained in a document titled "Preliminary Design of Feasibility Airspace for the New Mexico City Airport Project", dated December 2007 (see Figure 1 in

Enclosure 4 to Ref. F063-L08-040, dated 6 June 2008, delivered at the same time as this paper). If that information is definitive, MITRE needs confirmation of it.

- List of all issues regarding potential impediments to airport construction within the above-mentioned boundaries. Examples of potential impediments include soil/subsoil composition, flooding, existing infrastructure, environmental and archeological concerns, and any other potentially disruptive conditions. The information pertaining to the DGAC's investigation should be sent to MITRE.

- Existing weather information for the Texcoco area, as well as other key airports in the Mexico City basin.

  Reliable weather information is important to the project. In accordance with the contract, MITRE requires that an automated meteorological observation system be installed in the Texcoco area. MITRE has prepared, under separate cover, a document entitled "Specifications for an Automated Meteorological Observation System for the Texcoco Area" (it is being sent along with this document) in order to assist the DGAC in obtaining such a system. In the meantime, please provide any reliable historical weather data (up to five years) for the Texcoco area from appropriate sources (e.g., local weather stations and/or equipment) that could help MITRE in better understanding weather characteristics. Historical data from Mexico City International Airport (AICM) would also be of some assistance.

  The historical weather data requested above should include information on wind direction and speed (including gusts), ceiling, visibility, and temperature in a manner as specific as possible regarding frequency of occurrences. The units of measurement must be provided and data should be delivered electronically in Microsoft Excel.

- Suggested orientation (preferably a range of orientations) for the Texcoco parallel runways (based on True North).

  *This is due to the lack of on-site weather data provided by an automated weather observation system. The appropriateness of the runway orientation will be confirmed after MITRE receives and analyzes at least one year of reliable on-site weather data collected by an automated weather observation system. Note that MITRE can use a DGAC runway orientation recommendation without receiving automated weather observation system data as long as MITRE is relieved of this responsibility.*

- Length of new runways for the Texcoco site to be used by MITRE. The DGAC's recommendations may be provided on the basis of feedback from air carriers operating at AICM and known restrictions regarding aircraft types, payloads and range, as well as future critical aircraft requirements. Note that it may be

necessary to provide a range of runway lengths (i.e., maximum and minimum) in order to allow for flexibility in siting runways within the boundaries. For example, lack of available land in the southeast portion of the Texcoco area may limit runway length.

- Future critical aircraft (e.g., A380). In the case of the future critical aircraft, state its year of introduction.

- Mexican standards regarding minimum distance from runways to bodies of water.

- Conceptual airport layout of a new airport in the Texcoco area, if available. Include coordinates and threshold elevations of any proposed new runways.

- Existing information on bird surveys conducted of the Texcoco area. Information on bird activity is important to determining the suitability of a site for an airport. As per the contract, appropriate bird surveys will be performed by the DGAC in order for MITRE to conduct an assessment of the impact and mitigation of birds on aircraft operations in the Texcoco area. The development of this survey will be required during the upcoming stages of the project and will involve close coordination with MITRE and other appropriate experts. In the meantime, any existing bird survey data that could give MITRE a better understanding of bird activity in order to better locate runways early on would be helpful.

**Land use, Obstacle, Topography, and Imagery Information**

The following is a list of information concerning land use, obstacles, topography and imagery that are being requested:

- Existing land use maps (residential, commercial, environmental, transmission lines, etc.) of the Texcoco area and its surroundings.

- Location of areas that MITRE should consider as noise sensitive.

- Existing aerial and/or satellite imagery (the most current available) of the Texcoco area and its surroundings, if available. The images should preferably be in color and should be geo-registered (e.g., Geo-TIFF files) for insertion into AutoCAD.

- International Civil Aviation Organization (ICAO) Aerodrome Operating Charts, or equivalent, Types A, B and C for AICM and Toluca. These types of charts contain obstacle data that may prove useful in the analysis of instrument procedures.

- Readily available Geographic Information System (GIS) data for the Texcoco and Mexico City area. These data should encompass an area within a 40-km radius

around coordinate 19 30 00N/98 59 30W (based on WGS 84), which is located roughly in the center of the Texcoco area. Information on the coordinates and elevation of terrain and other obstacles (e.g., buildings, towers, antennas, etc.), residential, commercial and industrial areas, highways and roads, lakes, rivers, canals, and other land use items should be included. The preferred format is ESRI Shape files.

- Readily available information on obstacles (e.g., buildings, towers, antennas, etc.) within a 40-km radius around coordinate 19 30 00N/98 59 30W (based on WGS 84), which is located roughly in the center of the Texcoco area. Information on the coordinates and elevation of the obstacles should be included. These data may be available as a result of recent surveys, engineering drawings, or other development projects recently conducted in the Texcoco area.

    - Tips: AICM air traffic controllers may be aware of tall structures that could be an obstacle to air navigation. Utility drawings may also contain helpful information on power lines, utility poles, antennas, etc. Another option is to look for obvious tall structures using binoculars and mark their approximate location on a map (e.g., road atlas) or accurately identify the structure using a hand-held Global Positioning System (GPS) device. This information will help MITRE locate runways and conduct procedure design work early on in the project prior to receiving more detailed photogrammetric and obstacle survey data.

- Topographic maps.

The MITRE team has been examining in as much detail as possible, given readily available information, the terrain around the Texcoco area in association with potential operations once the new airport is constructed. As a result of this work, the team determined the location of the most relevant areas for which topographic information is required. Despite the DGAC's responsibility in the purchase and delivery of maps encompassing these areas (significantly large), in the interest of time MITRE took the initiative to contact several map providers in Mexico and the U.S. and ordered the maps. Nevertheless, the information that is required is being listed below for two reasons:

1. To make the DGAC aware of this requirement in case MITRE does not receive the entire order;

2. To inform the DGAC that the map collection being purchased by MITRE originated from Mexico's Instituto Nacional de Estadística Geografía e Informática (INEGI). Therefore, MITRE requests a one-line statement from the DGAC approving MITRE's use of such information. This request is due to the fact that MITRE has encountered in the past some discrepancies in INEGI information, and also given that MITRE is aware

that some states of Mexico have institutions that do similar work and may be preferred.

- MITRE requires (and has ordered) the following:
    - One electronic geo-referenced (e.g., Geo-TIFF) file of the 1:50,000 scale topographic maps (72 maps in total) shown in Figure 1 (which is based on the nomenclature system of Mexico's INEGI).

| 100° 20' | 100° 00' | 99° 40' | 99° 20' | 99° 00' | 98° 40' | 98° 20' | 98° 00' | 97° 40' | |
|---|---|---|---|---|---|---|---|---|---|
| F14C66 | F14C67 | F14C68 | F14C69 | F14D61 | F14D62 | F14D63 | F14D64 | | 20° 45' |
| F14C76 | F14C77 | F14C78 | F14C79 | F14D71 | F14D72 | F14D73 | F14D74 | | 20° 30' |
| F14C86 | F14C87 | F14C88 | F14C89 | F14D81 | F14D82 | F14D83 | F14D84 | | 20° 15' |
| E14A16 | E14A17 | E14A18 | E14A19 | E14B11 | E14B12 | E14B13 | E14B14 | | 20° 00' |
| E14A26 | E14A27 | E14A28 | E14A29 | E14B21 | E14B22 | E14B23 | E14B24 | | 19° 45' |
| E14A36 | E14A37 | E14A38 | E14A39 | E14B31 | E14B32 | E14B33 | E14B34 | | 19° 30' |
| E14A46 | E14A47 | E14A48 | E14A49 | E14B41 | E14B42 | E14B43 | E14B44 | | 19° 15' |
| E14A56 | E14A57 | E14A58 | E14A59 | E14B51 | E14B52 | E14B53 | E14B54 | | 19° 00' |
| E14A66 | E14A67 | E14A68 | E14A69 | E14B61 | E14B62 | E14B63 | E14B64 | | 18° 45' |
| | | | | | | | | | 18° 30' |

Note: map numbers may have changed. If there are any discrepancies, please use the coordinate information shown above.

**Figure 1. 1:50,000 Scale Topographic Maps**

- One electronic geo-referenced (e.g., Geo-TIFF) file of the 1:250,000 scale topographic maps (9 maps in total) shown in Figure 2 (which is based on the nomenclature system of Mexico's INEGI).

| 102° 00' | 100° 00' | 98° 00' | 96° 00' |
|---|---|---|---|
| F14 10 | F14 11 | F14 12 | 21°00' |
| E14 01 | E14 02 | E14 03 | 20°00' |
| E14 04 | E14 05 | E14 06 | 19°00' |
| | | | 18°00' |

Note: map numbers may have changed. If there are any discrepancies, please use the coordinate information shown above.

**Figure 2. 1:250,000 Scale Topographic Maps**

**Operational Statistics**

The following is a list of information concerning aircraft operational statistics that are being requested. All data should be provided in Microsoft Excel.

- Operational information of AICM. *It is important to note that Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) has already provided MITRE (in December 2007) with AICM hourly operations data (arrivals and departures) for the peak days of each month for 2006 through October 2007. All that is being requested here is the complement to complete 2007 and as many months as possible of 2008.*

    - Total number of annual operations ("movements") from 1996 to the present. Earlier data, if available, would also be helpful.

    - Total number of monthly operations for 2007 and through the latest available month in 2008.

    - Total number of daily operations (arrivals and departures separately) for the peak-day of the peak-traffic month of 2007. Ensure that the selected day was not a high-volume day due to unusual circumstances (e.g., a major international political event).

    - Hourly operations (arrivals and departures separately) for the peak-day of the peak-traffic month of 2007 (this is essentially one 24-line table). Confirm whether the times are local or Coordinated Universal Time (UTC). Ensure that the selected hour was not a high-volume hour due to unusual circumstances (e.g., a very high traffic hour due to an unexpected runway closing during the previous hour).

    - Seven days of detailed daily operations data for AICM for any week considered by the DGAC as a relatively high-volume peak week (Sunday through Saturday) in 2007 or 2008. Please choose a week during which both directions of the main runways (Runway 05 and Runway 23) are being used. For a sample of what is expected, see Figure A-1 in the Appendix to this document.

      The information being requested should include:

      - Date
      - Scheduled departure (STD) or arrival (STA) time. Indicate whether the time is local or UTC.
      - Actual arrival or departure time. Indicate whether the time is local or UTC.

        - Operator name (airline). If not a commercial operation, indicate whether it is General Aviation, military, or governmental.
        - Operator flight number
        - Aircraft type (model and sub-model, for example, Boeing 777-200)
        - Tail (or registration) number
        - Type of operation (arrival or departure)
        - Origin airport (for arrivals) or destination airport (for departures)
        - Runway used (Runway 11 or Runway 29)
        - Route name (Standard Instrument Departure [SID], instrument approach procedure or departure/entry fix) utilized for that specific departure or arrival

- Operational information of Santa Lucía Military Base.

    - Type of aircraft operating at the base.

    - Annual operations ("movements") from 2007. Earlier data, if available, would also be helpful.

    - Monthly and hourly operational statistics for 2007 (earlier data, if available, would also be helpful), as well as through the latest available month in 2008.

- Provide radar data for the same seven days previously mentioned above with sufficient information to be able to cross reference aircraft identification with a particular radar track. The radar data should include information on operations at AICM and all other key airports in the Mexico City basin (i.e., Toluca, Puebla, Querétaro, and Cuernavaca), including Santa Lucía Military Base. The information should include:

    - Aircraft position data - format needs to include either:

        - Known origin (usually the radar antenna) in latitude/longitude and then displacement coordinates from the known origin, or
        - Latitude/longitude and altitude of each aircraft position.

    - Time data for each position to the nearest second.

- Provide video maps that depict extended runway centerlines, airports, significant fixes, holding patterns, airspace boundaries, sector boundaries, etc. of AICM and all other key airports in the Mexico City basin (i.e., Toluca, Puebla, Querétaro, and Cuernavaca), including Santa Lucía Military Base.

# Appendix

Figure A-1 below shows a sample of the operations data MITRE requires. (Note that the data sample comes from a 2001 survey of AICM operations.) These data should be provided electronically in Microsoft Excel.

Operational Data - Sample Only

Date:
Wind Speed and Direction:

| No. | Date | STD/STA (hour:minute) | Actual Time of Arrival/Departure (hour:minute:second) | Operator | Flight Number | Aircraft Type | Tail Number | Type of Operation | Origin/Destination | Runway | Route Name |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10-Aug-01 | 23:45 | 000145 | KLM | 685 | B744 | PHBFE | LLEGADA | EHAM | 5 R | |
| 2 | 10-Aug-01 | 23:20 | 000350 | AMX | 229 | MD82 | XASXJ | LLEGADA | MMGL | 5 R | CISNE-MATEO6 |
| 3 | 10-Aug-01 | 23:20 | 000551 | MXA | 626 | F100 | XASGF | LLEGADA | MMVR | 5 R | |
| 4 | 10-Aug-01 | 23:40 | 001255 | SER | 706 | DC9 | XARRY | SALIDA | MMDO | 5 L | ARCOS1 |
| 5 | 10-Aug-01 | 3:45 | 002146 | TAO | 317 | AT43 | XATLN | LLEGADA | MMPA | 5 R | |
| 6 | 10-Aug-01 | 23:50 | 002328 | AMX | 160 | DC93 | N1003P | SALIDA | MMGL | 5 L | LEONA1 |
| 7 | 10-Aug-01 | 0:15 | 002518 | AFR | 438 | B772 | FGSPL | LLEGADA | LFPG | 5 R | |
| 8 | 10-Aug-01 | 23:05 | 003525 | AMX | 6365 | DC9 | XAAMC | SALIDA | MMZH | 5 L | LEONA1 |
| 9 | 10-Aug-01 | 21:40 | 003405 | AMX | 2 | B762 | XATNS | LLEGADA | LEMD | 5 R | |
| 10 | 10-Aug-01 | 22:00 | 003645 | AMX | 935 | MD82 | N945AS | LLEGADA | MMMY | 5 R | |
| 11 | 10-Aug-01 | 0:05 | 002725 | TAO | 148 | AT500 | XATAI | SALIDA | MMDO | 5 R | ARCOS1 |
| 12 | 10-Aug-01 | 1:05 | 004959 | AMX | 495 | B752 | N802AM | LLEGADA | KLAX | 5 R | CISNE-MATEO6 |
| 13 | 10-Aug-01 | 1:00 | 005200 | MXA | 901 | A320 | N405MX | LLEGADA | KLAX | 5 R | CISNE-MATEO6 |
| 14 | 10-Aug-01 | 22:50 | 004359 | SER | 404 | DC9 | XALAC | SALIDA | MMAS | 5 L | ARCOS1 |
| 15 | 10-Aug-01 | 1:40 | 010419 | CHP | 232 | DC9 | XATIM | LLEGADA | MMTP | 5 R | PAVON-MATEO6 |
| 16 | 10-Aug-01 | 23:20 | 010203 | AMX | 936 | MD82 | N583MD | SALIDA | MMMY | 5 L | ARCOS1 |
| 17 | 10-Aug-01 | 22:30 | 010357 | MXA | 522 | A320 | FOHMI | LLEGADA | MMAA | 5 R | PAVON-MATEO6 |
| 18 | 10-Aug-01 | 1:35 | 011723 | COA | 1840 | B737 | N77303 | SALIDA | KIAH | 5 L | VISOS1 |
| 19 | 10-Aug-01 | 1:30 | 012021 | UPS | 6095 | B752 | N407UP | SALIDA | KEFD | 5 L | VISOS1 |
| 20 | 10-Aug-01 | 1:20 | 012951 | MXA | 887 | A320 | N291MX | LLEGADA | CYYZ | 5 R | TEPAS-MATEO6 |
| 21 | 10-Aug-01 | 1:05 | 013510 | MXA | 745 | B722 | XAMEJ | LLEGADA | MMTM | 5 R | TEPAS-MATEO6 |
| 22 | 10-Aug-01 | 0:40 | 014615 | MXA | 542 | A320 | N369MX | LLEGADA | MMZH | 5 R | PAVON-MATEO6 |
| 23 | 10-Aug-01 | 1:00 | 014121 | CHP | 315 | DC9 | XATJS | SALIDA | MMVA | 5 L | APAN2 |
| 24 | 10-Aug-01 | 1:50 | 014738 | SER | 900 | DC9 | XAADK | SALIDA | MMCV | 5 L | VISOS1 |
| 25 | 10-Aug-01 | 2:50 | 021523 | AMX | 592 | DC9 | XADEL | LLEGADA | MMUN | 5 R | PAVON-MATEO6 |
| 26 | 10-Aug-01 | 20:40 | 021758 | AMX | 509 | DC93 | XAAMD | SALIDA | MMVA | 5 L | APAN2 |
| 27 | 10-Aug-01 | 22:00 | 020803 | MXA | 346 | A320 | N361DA | LLEGADA | MMUN | 5 R | PAVON-MATEO6 |
| 28 | 10-Aug-01 | 2:15 | 022432 | MXA | 19 | B722 | XAMXD | SALIDA | MMMY | 5 L | ARCOS1 |
| 29 | 10-Aug-01 | 2:50 | 023601 | MXA | 908 | B752 | N764MX | SALIDA | KLAX | 5 R | ARCOS1 |
| 30 | 10-Aug-01 | 3:15 | 024731 | TAO | 351 | AT43 | XARXC | LLEGADA | MMSP | 5 R | CISNE-MATEO6 |
| 31 | 10-Aug-01 | 0:25 | 031545 | AAL | 2115 | B738 | N926AN | LLEGADA | KMIA | 5 R | TEPAS-MATEO6 |
| 32 | 10-Aug-01 | 2:30 | 033001 | AAL | 2148 | A30B | N59081 | SALIDA | KMIA | 5 L | APAN2 |
| 33 | 10-Aug-01 | 3:25 | 040522 | AMX | 117 | MD82 | XASXJ | LLEGADA | MMGL | 5 R | CISNE-MATEO6 |
| 34 | 10-Aug-01 | 3:50 | 041930 | SER | 421 | DC9 | XASYQ | LLEGADA | MMMY | 5 R | TEPAS-MATEO6 |
| 35 | 10-Aug-01 | 4:20 | 042139 | AMX | 597 | MD87 | N205AM | SALIDA | MMUN | 5 L | APAN2 |
| 36 | 10-Aug-01 | 4:25 | 042329 | CHP | 243 | B722 | XASJE | SALIDA | MMMD | 5 L | APAN2 |
| 37 | 10-Aug-01 | 2:30 | 042701 | AMX | 151 | DC93 | XAJEC | LLEGADA | MMDO | 5 R | CISNE-MATEO6 |
| 38 | 10-Aug-01 | 21:00 | 041320 | MXA | 712 | F100 | PHLXG | SALIDA | MMIO | 5 L | ARCOS1 |
| 39 | 10-Aug-01 | 2:35 | 043156 | TAO | 760 | AT43 | XATIC | SALIDA | MMZC | 5 R | ARCOS1 |
| 40 | 10-Aug-01 | 3:35 | 044017 | CHP | 214 | B732 | XASIX | LLEGADA | MMTB | 5 R | PAVON-MATEO6 |
| 41 | 10-Aug-01 | 22:00 | 045345 | TAO | 42 | AT43 | XASYH | SALIDA | MMPB | 5 R | APAN2 |
| 42 | 10-Aug-01 | 4:40 | 051615 | MXA | 401 | B722 | XAHOH | LLEGADA | MMGL | 5 R | CISNE-MATEO6 |
| 43 | 10-Aug-01 | 5:50 | 052424 | TAO | 344 | AT500 | XATPR | SALIDA | MMSP | 5 R | ARCOS1 |
| 44 | 10-Aug-01 | 5:30 | 053552 | COA | 1841 | B733 | N14384 | LLEGADA | KIAH | 5 R | TEPAS-MATEO6 |
| 45 | 10-Aug-01 | 7:10 | 054950 | AMX | 938 | MD82 | N168PL | SALIDA | MMMY | 5 L | ARCOS1 |
| 46 | 10-Aug-01 | 6:25 | 060151 | CHP | 362 | B732 | XANAK | SALIDA | MMGL | 5 L | LEONA1 |
| 47 | 10-Aug-01 | 7:10 | 062129 | GMT | 739 | B732 | XAMAC | SALIDA | MMBT | 5 L | AUTLA1 |
| 48 | 10-Aug-01 | 8:20 | 064845 | AMX | 433 | MD82 | XATLH | LLEGADA | MMAA | 5 R | PAVON-MATEO6 |
| 49 | 10-Aug-01 | 6:25 | 065709 | AMX | 438 | MD82 | XAAMU | SALIDA | MMGL | 5 L | LEONA1 |
| 50 | 10-Aug-01 | 6:45 | 065621 | AIN | 221 | B722 | XATQT | LLEGADA | MMAS | 5 R | CISNE-MATEO6 |
| 51 | 10-Aug-01 | 6:45 | 065713 | AMX | 682 | MD82 | EIBTX | LLEGADA | MMLO | 5 R | CISNE-MATEO6 |
| 52 | 10-Aug-01 | 8:15 | 070311 | MXA | 2253 | A320 | FOHMH | SALIDA | MMBT | 5 L | AUTLA1 |
| 53 | 10-Aug-01 | 6:35 | 065055 | SER | 711 | DC9 | XARKT | LLEGADA | MMTC | 5 R | CISNE-MATEO6 |
| 54 | 10-Aug-01 | 6:45 | 070220 | AMX | 426 | MD87 | N753RA | SALIDA | KIAH | 5 L | VISOS1 |
| 55 | 10-Aug-01 | 6:50 | 070035 | MXA | 433 | B722 | XAMEL | LLEGADA | MMGL | 5 R | CISNE-MATEO6 |
| 56 | 10-Aug-01 | 7:50 | 071541 | MXA | 665 | F100 | XASHI | SALIDA | MMVA | 5 L | APAN2 |
| 57 | 10-Aug-01 | 7:00 | 071629 | MXA | 384 | F100 | XASHJ | LLEGADA | MGGT | 5 R | PAVON-MATEO6 |
| 58 | 10-Aug-01 | 7:15 | 070532 | AMX | 177 | B752 | N801AM | LLEGADA | MMTJ | 5 R | CISNE-MATEO6 |
| 59 | 10-Aug-01 | 7:35 | 072119 | MXA | 686 | F100 | XATCG | LLEGADA | MMCE | 5 R | PAVON-MATEO6 |
| 60 | 10-Aug-01 | 6:50 | 071032 | AMX | 163 | MD82 | XAAMP | LLEGADA | MMCL | 5 R | CISNE-MATEO6 |

STD = scheduled time of departure
STA = scheduled time of arrival

**Figure A-1. Sample of Operations Data**