MITRE is assisting Aeropuertos y Servicios Auxiliares (ASA) in collaboration with the Office of the Governor of the State of Hidalgo in identifying a feasible site for developing a new, one-runway airport in Hidalgo. The figures contained in this document show the dimensions and coordinates of the areas being considered for the development of an airport, including the location of a runway and its approach lighting systems. The information is preliminary and subject to change, and is only being provided to assist officials of the State of Hidalgo in conducting preliminary non-aeronautical investigations of potential issues that could impede airport construction. Examples of potential impediments include soil/subsoil composition, flooding, existing infrastructure, environmental and archeological concerns, and any other potentially disruptive conditions. The State of Hidalgo should also examine whether the potential airport sites are appropriate from a social, political, land acquisition, and environmental point of view.
The magenta shade on both sides of the runway represents potential areas for taxiways, terminals, and other facilities.

Note: Use this information carefully, as it is preliminary and subject to change.

Figure 1. Tulancingo
Source: Google Earth

The magenta shade on both sides of the runway represents potential areas for taxiways, terminals, and other facilities.

Note: Use this information carefully, as it is preliminary and subject to change.

Figure 2. Tepeji del Río: Option 1
The magenta shade on both sides of the runway represents potential areas for taxiways, terminals, and other facilities.

Note: Use this information carefully, as it is preliminary and subject to change.

Figure 3. Tepeji del Río: Option 2
The magenta shade on both sides of the runway represents potential areas for taxiways, terminals, and other facilities.

Note: Use this information carefully, as it is preliminary and subject to change.

Figure 4. Zempoala
The magenta shade on both sides of the runway represents potential areas for taxiways, terminals, and other facilities.  
Note: Use this information carefully, as it is preliminary and subject to change.

Figure 5. Apan