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México

Subject: Technical Letter: Summary of Work Completed or Ongoing during the Period 1 May 2018 through 30 June 2018

Dear Lic. Patiño:

This letter respectfully submits to your attention a summary of the most significant MITRE project activities conducted or being conducted during the two-month period from 1 May 2018 through 30 June 2018.

Reports

At the outset, before proceeding with a full description of activities, please find below a list of the documents included with this Technical Letter, most of which have already been delivered in advance to various Parties throughout the concluding quarter.

1. NAICM HITL-1 Simulation: Airspace and Procedure Familiarization and Scenario Objectives. See MITRE document H560-L18-040, dated 2 May 2018.
2. Memorándum: Coordinando respuesta con el SENEAM. See MITRE Memorandum H560-L18-045, dated 4 May 2018.
3. Apoyo para presentaciones sobre el proyecto aeroportuario alternativo de la Ciudad de México ante legos en la materia y periodistas. See MITRE Memorandum H560-L18-008 (revised in 4 June 2018), dated 1 Diciembre 2017.
4. A Sample of Major Airport Closures in Recent Years (Draft). See MITRE Memorandum H560-L18-050, dated 4 June 2018.

5. Enclosure to this Technical Letter (H560-L18-060): Nuevo Aeropuerto Internacional de la Ciudad de México: Analysis of Runway Visual Range Data to Determine Occurrence of CAT II/III-Related Weather Conditions, dated 29 June 2018.

The Enclosure to this Technical Letter is described in a very summary manner below:

- ***Nuevo Aeropuerto Internacional de la Ciudad de México: Analysis of Runway Visual Range Data to Determine Occurrence of CAT II/III-Related Weather Conditions.*** This document describes MITRE's analysis of the visibility conditions at the Nuevo Aeropuerto Internacional de la Ciudad de México (NAICM) site based on Runway Visual Range (RVR) data from 23 November 2017 through 31 March 2018. The objective of the document is to assist authorities in determining the need, and to what extent, of Category (CAT) III Instrument Landing System (ILS) approach capabilities at NAICM.

Activities

The following list describes the activities conducted by MITRE during this reporting period:

- 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 (Control) Area (TMA) and the Mexico Area Control Center (ACC) to support NAICM. In January 2018, SENEAM and MITRE conducted an airspace design workshop that included controllers from the Mexico City TMA, the Mexico ACC, and the Toluca TMA. The primary objective of the airspace design workshop was to review the new Mexico City TMA, the new Toluca TMA, and the new Mexico ACC procedure and airspace designs, and address any outstanding issues so that the designs could be solidified and remain unchanged for further analysis (i.e., "frozen"). As a result, as planned, during the January 2018 airspace design workshop, the airspace design, including Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and sectorization for the new Mexico City TMA, the new Toluca TMA, and the Mexico ACC were reviewed and "frozen". This was an important achievement that allowed the MITRE team to appropriately and efficiently begin preparations for upcoming NAICM Human-in-the-Loop (HITL)-1 simulation activities, which were conducted at MITRE's Air Traffic Management (ATM) Laboratory in May 2018 and June 2018 (described in more detail farther down in this document).

HITL simulations are performed to evaluate the airspace design by allowing Air Traffic Control (ATC) participants to interact with the airspace design through simulation. During the HITL simulations, the ATC participants control traffic on the new procedures that fly through the new sectorization to determine the appropriateness and workability of the proposed airspace design. To prepare the ATC participants for the NAICM HITL-1 simulations and to provide an overview of the SIDs, STARs, new Mexico City TMA and new Toluca TMA sectorization,

as well as the Mexico ACC SENEAM-proposed Performance-Based Navigation (PBN) routes and sectorization, the MITRE NAICM procedure and airspace design team prepared a document to be used by SENEAM to better understand the airspace design to support the HITL simulations. The document is intended to allow the SENEAM team to review the NAICM TMA routes considering procedural separation and ATC sectorization, as well as the HITL scenarios that were developed during the January 2018 workshop prior to the NAICM HITL-1 simulation evaluations. The document was sent to SENEAM on 2 May 2018 and is being sent along with this Technical Letter as a reference (see MITRE document H560-L18-040).

- MITRE was informed in the summer of 2017 by the Dirección General de Aeronáutica Civil (DGAC) that all the previously proposed locations for the *Centro de Gestión de Residuos Sólidos en el Bordo Poniente* have been discarded. Afterwards, the Comisión Nacional del Agua (CONAGUA) informed MITRE that a new location (“Option 6.2”) was being considered and that CONAGUA would like MITRE to express its aeronautical opinion on the appropriateness of that location.

Therefore, MITRE prepared a technical letter that provided MITRE’s overall opinion on the appropriateness of locating the facility at Option 6.2 (and Option 6.1, since then also discarded) from an aeronautical perspective. This document was provided to the Secretaría de Comunicaciones y Transportes (SCT), CONAGUA, and DGAC in September 2017. See MITRE document F500-L17-098, dated 11 September 2017.

On 29 October 2017, MITRE was informed that CONAGUA concluded that the best site for the facility from a hydrological, legal, and property point of view was at a location denominated as “Option 8.1”. As a result, CONAGUA asked again MITRE to provide its opinion, based on its previously conducted aeronautical assessments, on what should be the maximum elevation of the facility located at Option 8.1. **Therefore, the MITRE team examined its previous results. The maximum elevation of any structure at the facility (smokestacks, towers, buildings, etc.) located at Option 8.1 should not exceed 2275 m above Mean Sea Level.**

Important: MITRE was informed by CONAGUA that the smokestacks at the facility would be higher than what was discussed in the past. MITRE had previously been informed that the highest structure at the facility would be the smokestacks, at 40-m high). Now, MITRE was informed that other areas of the facility would be higher than the smokestacks. This caused considerable confusion, clarified in the latest document.

A summary of MITRE’s opinion, including other important recommendations and considerations, was provided to SCT (specifically, to the Undersecretariat of Transportation), CONAGUA and DGAC through a memorandum. See MITRE Memorandum H560-L18-003, dated 15 November 2017.

Next, on 27 November 2017, MITRE was informed by CONAGUA of yet another potential plan (“Option 10”) that involved dividing the facility in two different locations in the Rellenos Sanitarios area. However, the Option 10 plan could not be endorsed by MITRE due to potential safety issues. This feedback was transmitted to CONAGUA via e-mail.

Finally, MITRE was asked to provide a final opinion by SENEAM, regarding the latest proposed construction of the facility located at Option 8.1. Therefore, based on its previously-conducted aeronautical analyses, MITRE reviewed the latest information on the proposed construction of the facility. MITRE then prepared a memorandum that was sent to SENEAM on 4 May 2018 that provided its final opinion regarding the construction of the facility located at Option 8.1, which remains unchanged (i.e., the maximum elevation of any structure at the facility should not exceed 2275 m above MSL). That memorandum is being sent along with this Technical Letter as a reference (See MITRE Memorandum H560-L18-045). **It is important that this memorandum be reviewed by GACM and other appropriate stakeholders so that they are fully informed of this matter.**

The above-mentioned memorandum allowed SENEAM to issue an independent opinion to the Mexico City authorities regarding the construction of the facility at Option 8.1. SENEAM’s opinions matched with MITRE’s. **MITRE recommends utmost vigilance regrading this project.**

- Under Task 11 of the GACM-MITRE agreement, MITRE is to assist the aviation authorities of Mexico, in particular SENEAM, in developing an integrated vision and preliminary plan regarding Air Traffic Flow Management (ATFM) for NAICM. Advanced ATFM should assist the Mexican aviation authorities in making decisions for deploying advanced tools to improve air navigation efficiency based on the characteristics of NAICM’s airspace and air traffic, and to the extent possible, Mexico in general.

During this reporting period, MITRE initiated coordination with SENEAM to allow MITRE to understand better ATFM needs in Mexico and prepare a visit to Mexico by MITRE experts in the field.

- GACM/SENEAM are considering the installation of ILSs with capabilities that would support CAT III approach procedures at NAICM. Overall, the desired outcome is to develop approach procedures to the lowest minima possible serving the needs of the airport users in a safe and efficient environment. Therefore, one of the important considerations in determining the need for, and the extend of, CAT III ILS-equipped runways is to estimate the frequency of low visibility conditions at the NAICM site.

After several delays, in late 2017, the RVR equipment and the Automated Weather Observing System (AWOS) were relocated within the NAICM perimeter fence and the sensors were recalibrated and synchronized. MITRE was informed that the AWOS and RVR systems were checked and calibrated on 17 and 23 November

2017, respectively. The clocks of both the RVR and AWOS systems, MITRE was informed, were also synchronized.

During this quarter, the MITRE team conducted a comprehensive examination of visibility conditions at the NAICM site based on RVR data from 23 November 2017 through 31 March 2018. In particular, MITRE estimated the frequency of ILS CAT II and CAT III visibility occurrences, as well as the time of the day those approaches would likely be required. Additionally, wind conditions using the AWOS data were examined to determine the wind environment (and its operational implications) during low visibility conditions. Refer to the Enclosure of this Technical Letter for details.

Per the Findings and Recommendations sections of the Enclosure:

- Low visibility does occur at NAICM for extended periods of time.
- There were seven days during the winter of 2017/2018 when the airport would have had to close runway operations during the important morning hours if CAT II and/or CAT III ILS approaches were not provided. Closings include important holiday periods.
- Compared to the total cost of the airport, adding a few CAT III ILSs as opposed to CAT I may not be financially consequential and may result in an airport that, unlike AICM, may virtually never close or suffer delays due to visibility issues.
- It is easy to find a sampling of major airports (shown in Appendix A of the Enclosure) that have ALL runways (both directions) equipped with CAT III ILSs: Chicago O'Hare, which operates triple independent approaches, Munich, and Frankfurt. Many others also have ALL approach runways equipped with CAT III ILSs, but not their departure-only runways. When NAICM grows further, some of its runways may be utilized almost always for departures only, but that is not the case today.
- It appears justifiable and prudent to install initially at NAICM six CAT III ILSs.

As a result of all of the above-mentioned work, **MITRE's contractual obligations concerning its assistance to authorities on the analysis of RVR data to assist authorities in determining the need for CAT II/III-equipped runways at NAICM have been completed.** MITRE, however, remains available for consultation and any presentations required by the authorities.

- The MITRE NAICM HITL simulation team worked on a variety of efforts in preparation for an NAICM HITL-1 dry run simulation conducted at MITRE's ATM Laboratory from 21 through 25 May 2018. Development of the NAICM HITL-1 dry run simulation traffic scenarios, including the incorporation and programming of aircraft on the appropriate routes, was completed. Furthermore,

the MITRE team conducted the second of two intense, one-week internal simulation traffic scenario review and testing sessions. The internal review and testing sessions are essential to ensure that the simulation traffic scenarios are appropriately developed and programmed into MITRE's ATM Laboratory software and that the controller position hardware is working properly prior to conducting the NAICM HITL-1 dry run simulations. This required a *major* MITRE effort.

- Six air traffic controllers, including CTA. Augusto Gómez, from SENEAM's NAICM airspace design team, visited MITRE's facilities in McLean, Virginia from 21 through 25 May 2018. The reason for their visit was to participate in a full week of NAICM HITL-1 dry run simulations at MITRE's ATM Laboratory.

A dry run is an essential step to ensure that all elements are appropriately prepared and ready for *actual* NAICM HITL-1 simulations, which actually occurred from 25 through 29 June 2018 (described in more detail farther down below). The objectives of the NAICM HITL-1 dry run simulation were as follows:

- Verify and validate simulation hardware/software components (e.g., displays, keyboards, communication equipment, video maps, etc.), data collection mechanisms, traffic files (e.g., demand levels, aircraft performance, etc.) and scenarios
- Review airspace and route designs during scenarios to ensure consensus on designs, and identify any adjustments that need to be made or considered
- Review appropriateness of airspace design reference information
- Ensure that questionnaires and surveys are clear and understandable

During the NAICM HITL-1 dry run simulations, the SENEAM and MITRE teams reviewed the HITL scenarios, as well as the ATC sectorization and airspace design resulting from the previous SENEAM/MITRE airspace design workshop held in Mexico City in January 2018. This allowed the SENEAM and MITRE teams to identify and discuss any changes that needed to be made prior to the actual NAICM HITL-1 simulations. A tour of MITRE's ATM Laboratory, including flight demonstrations, as well as MITRE's Final Monitor Aid (FMA) prototype, was also provided. Figure 1 shows a photograph of the SENEAM and MITRE teams at MITRE's facilities in McLean, Virginia that was taken at the end of the NAICM HITL-1 dry run simulations.

Following the dry runs, the MITRE team worked intensely for several weeks conducting numerous checks and tests to support the above-mentioned actual NAICM HITL-1 simulations in June.



Figure 1. NAICM HITL-1 Dry Run Simulations: SENEAM and MITRE Teams at MITRE's Facilities in McLean, Virginia, May 2018

- SENEAM is working on the development of an FMA to support future dual independent approach operations at Cancún, which can be used as a test-bed by SENEAM to gain experience in conducting those types of operations in order to be better prepared for the more complex dual- and triple-independent approach operations at NAICM. Technical specifications, acquisition, and installation of ATC equipment, such as an FMA, are all areas outside MITRE's area of principal expertise and outside the scope of MITRE's contract with Mexico. However, MITRE has a good understanding of the primary operational characteristics and capabilities of an FMA. Therefore, to be supportive, MITRE has been providing informal comments and feedback to SENEAM to assist with its ongoing FMA development efforts.

During the above-mentioned NAICM HITL-1 dry run simulations, MITRE provided a presentation to CTA. Gómez and CTA. Héctor Miranda on surveillance radar display requirements for independent approaches with a focus on the key characteristics of an FMA. A lengthy discussion was also conducted with former air traffic controllers who are now working at MITRE that have extensive experience with the real-world operation and usage of the FMA at Atlanta and

Denver. MITRE's FMA prototype demonstration supported and strengthened the discussion.

Next, at the request of SENEAM, MITRE is attempting to coordinate a visit for SENEAM to one or two appropriate United States (U.S.) ATC facilities that used (operationally or experimentally) an FMA. This will allow SENEAM to gain a better understanding of the FMA to assist it in its development efforts.

- Seven air traffic controllers from SENEAM visited MITRE's facilities in McLean, Virginia from 25 through 29 June 2018. The reason for their visit was to participate for a full week of actual NAICM HITL-1 simulations at MITRE's ATM Laboratory. One more, CTA. Martín García, joined the team on 28 June, completing a team of eight SENEAM air traffic controllers.

Six of the eight air traffic controllers (from Mexico City) had not been involved in the airspace redesign project. It was necessary to include controllers who had not been involved in the airspace redesign work so that unbiased opinions and feedback regarding the appropriateness of the design could be obtained.

The objectives of the actual NAICM HITL-1 simulations were as follows:

- Evaluate the new routes, procedures, altitude restrictions and sectorization associated with the airspace
- Identify issues and discuss potential modifications to the airspace design to resolve those issues
- Collect objective and subjective metrics data from HITL participants for further review and analysis
- Hold detailed discussions following each HITL scenario evaluation to obtain valuable feedback

The HITL simulations were very successful and all objectives were met. The MITRE team will now start the process of evaluating the metrics gathered during the actual NAICM HITL-1 simulations. Figure 2 shows a close-up of an arrival sector for NAICM from a display used during the latest NAICM HITL-1 simulations.

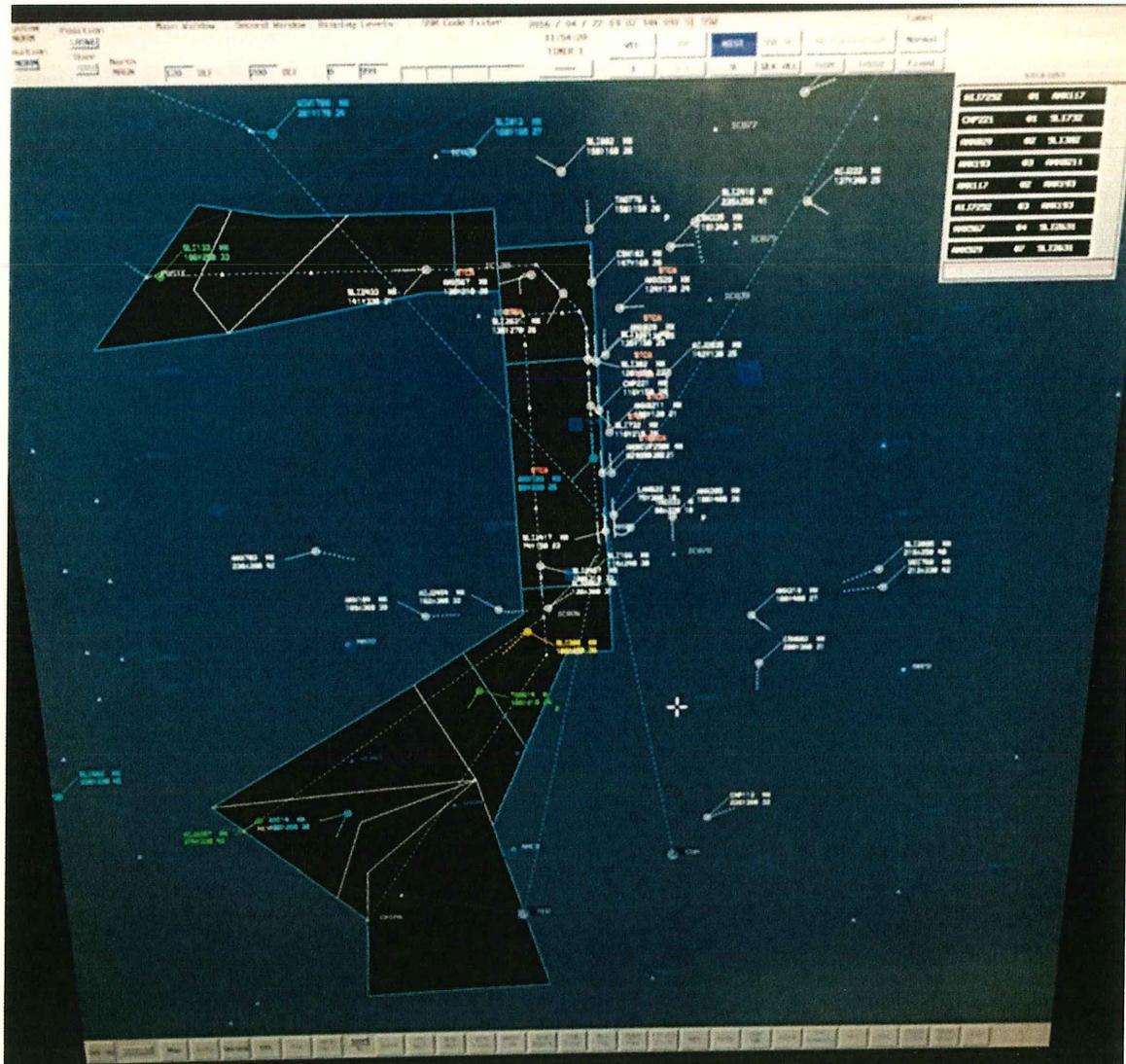


Figure 2. NAICM HITL-1 Simulations: Arrival Sector

- MITRE, at times, is contacted by people requesting information on the Plan Alternativo del NAICM being proposed by the MORENA party. In fact, the Mexican authorities have requested that MITRE talks to the press and any political parties asking questions.

Therefore, in order to provide information in an easily understandable manner and to be transparent and supportive, MITRE created two documents that contain: 1) A figure that clearly explains the issue of procedural- and airspace-interaction between commercial operations at current Mexico City International Airport (AICM) and an expanded Santa Lucía and 2) A summary of major airports that have closed in recent decades, even as recently as a few years ago, to clarify that, unlike some journalists say, major airports do close to modernize terminal areas.

The figure above-mentioned described was originally prepared based for journalists who visited MITRE on 1 December 2017 (see MITRE document H560-L18-008). Later on, in June, a revised version (enclosed with this Technical Letter) was created (see MITRE document H560-L18-008 [revised], dated 4 June 2018). The list of major airports that have closed was issued, again, to clarify matters (see MITRE document H560-L18-050, dated 4 June 2018).

- Due to the importance of the need for a new airport to serve Mexico City, during this reporting period the MITRE team continued to investigate the Plan Alterno del NAICM being proposed by the MORENA party. More specifically, the MITRE team spent a significant amount of time examining the possibility of reorienting the runways at Santa Lucía to avoid the area of interference with operations at AICM over the San Mateo Very High Frequency Omnidirectional Range (VOR) navigational aid. In the end, MITRE reached the same overall opinion that the simultaneous operation of AICM and an expanded Santa Lucía would result in a highly complex airspace environment that would not allow air traffic controllers or pilots the flexibility to conduct a safe and efficient operation while achieving maximum runway capacities at both airports to meet future traffic demand.
- Due to concerns of having to grade the Chiconautla hill, the aviation authorities of Mexico requested that MITRE investigate what actions can be taken, if any, to decrease or eliminate the need to grade it. Therefore, during this reporting period, and after finishing the above-mentioned important investigation of the Plan Alterno del NAICM, the MITRE team started its initial examination of the Chiconautla hill matter.

As part of its initial examination, MITRE revisited the proposed independent approach operational plan for NAICM to determine if an alternative solution to the Chiconautla hill matter could be identified. **As a result, MITRE identified a potential alternative solution by redesigning the ILS approach procedures to Runway 19L and Runway 19R to take advantage of lower obstacle clearance requirements while still meeting the operational needs for dual- and triple-independent approaches. The redesign may avoid having to grade the hill and even allow the antennas on top of the hill to remain.** Additionally, this potential alternative solution may avoid the need to displace the thresholds of Runway 19L and Runway 19R. (Note that the threshold of Runway 19R that MITRE is examining is located abeam the threshold of Runway 19L.)

While MITRE's initial findings appear promising, work is still underway. Also, other procedures and the overall airspace design will need to be checked to determine if and how they would be affected if the above-described solution works and the Chiconautla hill and antennas remain as is.

Because of the importance of this work, a thorough examination and review of this potential alternative solution will take additional time to complete. Also, the proposed alternative solution needs to be closely coordinated and reviewed by SENEAM. Therefore, MITRE expects to complete this work in the August 2018

timeframe. If proven feasible, the solution will represent considerable financial savings and alleviate many other concerns (e.g., legal and land acquisition matters).

- MITRE is not an expert in bird hazard and/or mitigation matters. However, MITRE has been in discussions with GACM, CONAGUA, and others, including the Subsecretaría de Transporte, regarding ideas to deal with birds in the Texcoco area. As a result, MITRE contracted the services of Environmental Resource Solutions (ERS), Inc. The objective of MITRE is to carefully survey birds on a monthly basis, while other entities in Mexico work on mitigation measures.

As mentioned in MITRE's previous quarterly Technical Letter, MITRE, with the support of SCT officials, and through ERS, Inc., will continue to conduct additional monthly avian surveys of the four lakes in the Texcoco area through early November 2018. This will ultimately allow the authorities to have an independent understanding of the bird population throughout an entire year (the bird surveys by MITRE started in early November 2017, initially including additional lakes in the periphery of Mexico City).

- As mentioned in previous quarterly Technical Letters, Aeropuertos y Servicios Auxiliares (ASA) issued a stop-work order on all of MITRE's work in the state of Hidalgo based on Fuerza Aérea Mexicana's (FAM's) preference to relocate Santa Lucía's fixed-wing, non-transport aircraft operations to Querétaro Airport. FAM's operations at Querétaro Airport, along with the establishment of Special Use Airspace (SUA) to support those operations, must be thoroughly examined to ensure that the airport is feasible and, more importantly, that FAM's operations do not interfere with future operations at NAICM. Such investigation must be conducted in close coordination with FAM and SENEAM officials.

In order to support the above-mentioned work, MITRE is responsible for the procurement of a satellite-based photogrammetric survey of Querétaro Airport and its surrounding areas. During this reporting period, the MITRE team continued to coordinate technical and contractual preparatory activities and discussions with MDA Geospatial Services Inc. (MDA), the company that will perform the survey work. More specifically, the MITRE team completed the preparation of detailed technical survey specifications and signed the contractual agreement with MDA to allow survey work to commence. **It is important to mention that appropriate satellite imagery around Querétaro Airport has now been obtained.**

The next step is for the MDA team to travel to Querétaro to conduct a site assessment visit (lasting about two weeks) and obtain Ground Control Points (GCPs) at Querétaro Airport and its surroundings to support their survey work. The MITRE team has been coordinating the site assessment trip with Ing. Ricardo Tapia of GACM, which is being planned to occur from 8 through 19 July 2018. (Note that attempts were made to conduct the visit to Querétaro from 17 through 29 June 2018, but the airport authorities were unable to accommodate a visit at that time.)

- MITRE will assist the Mexican aviation authorities in the examination of problems relating to airport expandability in Mexico so that, in the process, Mexican engineers and other analysts practice and learn how to reexamine modifications concerning NAICM airside and aeronautical matters in the future. The Mexican aviation authorities selected Guadalajara Airport for MITRE to study. Therefore, MITRE will work on a runway-related solution regarding the expandability of Guadalajara Airport.

In order to support the above-mentioned runway expandability analysis work, MITRE is responsible for the procurement of a satellite-based photogrammetric survey of Guadalajara Airport and its surrounding areas. During this reporting period, the MITRE team continued to coordinate technical and contractual preparatory activities and discussions with MDA, the company that will perform the survey work. More specifically, the MITRE team completed preparation of detailed technical survey specifications and signed the contractual agreement with MDA to allow survey work to commence. **Additionally, it is important to mention that appropriate satellite imagery around Guadalajara Airport has now been obtained.**

The next step is for the MDA team to travel to Guadalajara to conduct a site assessment visit (lasting about two weeks) and obtain GCPs at Guadalajara Airport and its surroundings to support their survey work. The MITRE team has been coordinating the site assessment trip with Ing. Tapia, which is being planned to occur from 22 July 2018 through 3 August 2018.

- MITRE would like to mention again its recommendation (this has been suggested in writing many times before, for several years) that a written document be prepared where the matter of clear and permanent closure of the runway at Santa Lucía is established and agreed-upon. While FAM considers that closure is the official position, there is still reluctance in some quarters about the major safety matter that would result from not closing that runway. Such matter was validated by an independent International Civil Aviation Organization (ICAO) study. Surely, the current Mexican government should desire to close on this matter with FAM. **As for MITRE, this is a matter of enormous concern.**
- Acquisition of a new procedure design software tool by SENEAM: MITRE was informed that SENEAM has decided to acquire a new procedure design tool (also used by MITRE) based on United States (U.S.) Federal Aviation Administration (FAA) Standard for Terminal Instrument Procedures (TERPS) criteria. This is excellent news as, once that tool is acquired, SENEAM and MITRE will be able to work efficiently together on important procedure design matters. The acquisition process by SENEAM is in its final stages and it is expected that the tool will be acquired in the early July 2018 timeframe.
- NAICM Flight Inspection/Flight Validation: As mentioned in MITRE's previous Technical Letters, while MITRE is not an expert in the field of flight inspection and flight validation, it would like to be made aware of the schedule, plan, and

process being considered by the aviation authorities of Mexico for conducting these important activities, since they relate to MITRE's instrument procedure design work. MITRE was informed through SENEAM in mid-May 2018 that flight inspection work at NAICM using the portable ILS was recently conducted by the DGAC. MITRE was also informed that the DGAC pilots had some questions regarding matters relating to signal coverage.

It would have been useful if MITRE had been made aware of the ILS flight inspection plan and process beforehand by the DGAC since this relates to MITRE's instrument procedure design work. As a result, MITRE could have explained the reasons for signal coverage requirements to support the ILS approaches at NAICM before the flight inspections were conducted. MITRE would like to reemphasize to GACM the importance of keeping MITRE informed of ILS flight inspection and flight validation planning and efforts early on in the future.

- In August 2017, during a visit to Mexico City, Dr. Lisker hand-delivered and presented to officials a MITRE-prepared document that provides a list of key pending items that should be addressed (see MITRE document F500-L17-094, dated 11 August 2017). Several copies of that document were provided to GACM, SENEAM, and DGAC. Many pending items have been fulfilled, but some important ones are still pending.

Having said that, as mentioned in MITRE's previous Technical Letters, in order to stay organized, MITRE urgently requested that GACM prepare a document with feedback regarding the status of each pending item for review by MITRE by the end of April 2018. However, no such document has been received to date.

Please do not hesitate to contact me if you need any clarification or assistance.

Sincerely,



Ing. Robert W. Kleinhans
Project Technical Coordinator

Included with this letter:

Five documents (including one Enclosure)

cc: Ing. Enrique Lavín, GACM
Ing. Ricardo Tapia, GACM
Dr. Bernardo Lisker, MITRE

This one-page return receipt (*acuse de recibo*) is to be scanned and e-mailed to Ing. R. Kleinhans as soon as possible

1 July 2018 TECHNICAL LETTER DISTRIBUTION

MITRE requests that the documents enclosed with this Technical Letter be distributed as follows:

1. NAICM HITL-1 Simulation: Airspace and Procedure Familiarization and Scenario Objectives. See MITRE document H560-L18-040, dated 2 May 2018.
 - GACM: 5 copies
 - SENEAM: 5 copies
 - DGAC: 5 copies
2. Memorandum: Coordinando respuesta con el SENEAM. See MITRE Memorandum H560-L18-045, dated 4 May 2018.
 - GACM: 5 copies
 - SENEAM: 5 copies
 - SCT (Secretaria de Transporte, Y. Mascott): 5 copies
3. Apoyo para presentaciones sobre el proyecto aeroportuario alternativo de la Ciudad de México ante legos en la materia y periodistas. See MITRE Memorandum H560-L18-008 (revised), dated 1 Diciembre 2017.
 - GACM: 5 copies
4. A Sample of Major Airport Closures in Recent Years (Draft). See MITRE Memorandum H560-L18-050, dated 4 June 2018.
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5. Enclosure to this Technical Letter (H560-L18-060): Nuevo Aeropuerto Internacional de la Ciudad de México: Analysis of Runway Visual Range Data to Determine Occurrence of CAT II/III-Related Weather Conditions, dated 29 June 2018.
 - GACM: 5 copies
 - SENEAM: 5 copies
 - DGAC: 5 copies

Distribution of the five, above-mentioned documents, was completed.

Signature of GACM Point of Contact for MITRE

Date

Name of GACM Point of Contact for MITRE