

DIRECCIÓN DE SLOTS DE LA AGENCIA FEDERAL DE AVIACIÓN CIVIL.

# EVALUACIÓN DE HORARIOS HISTÓRICOS DE ATERRIZAJE Y DESPEGUE EN LA TEMPORADA INVIERNO 2024 EN EL AEROPUERTO INTERNACIONAL "BENITO JUÁREZ" DE LA CIUDAD DE MÉXICO.

| IBE | IBERIA |      |      |        |   |   |    |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |        |            |
|-----|--------|------|------|--------|---|---|----|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--------|------------|
|     | SERIE  | HORA | FREC | SEMANA |   |   |    |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    | #SLOTS | EVALUACIÓN |
| 1   |        |      |      | 2      | 3 | 4 | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |    |        |            |
| 1   | 11:10  | 1    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 2   | 11:10  | 2    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 3   | 11:10  | 3    | L    | L      | L | L | L* | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ⚠️     | 95%        |
| 4   | 11:10  | 4    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L* | L  | L  | L  | L* | L  | L  | L  | L  | L  | 22 | ⚠️     | 91%        |
| 5   | 11:10  | 5    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 6   | 11:10  | 6    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 7   | 11:10  | 7    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 8   | 00:40  | 1    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 9   | 00:40  | 2    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 10  | 00:40  | 3    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L* | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ⚠️     | 95%        |
| 11  | 00:40  | 4    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 12  | 00:40  | 5    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 13  | 00:40  | 6    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 14  | 00:40  | 7    | -    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 21 | ✔️     | 100%       |
| 15  | 04:10  | 1    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 16  | 04:10  | 2    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 17  | 04:10  | 3    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 18  | 04:10  | 4    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 19  | 04:10  | 5    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 20  | 04:10  | 6    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 21  | 04:10  | 7    | L    | L      | L | L | L  | L | L | L | L | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | L  | 22 | ✔️     | 100%       |
| 22  | 18:50  | 1    | S    | S      | S | S | S  | S | S | S | S | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | 22 | ✔️     | 100%       |
| 23  | 18:50  | 2    | S    | S      | S | S | S  | S | S | S | S | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | 22 | ✔️     | 100%       |
| 24  | 18:50  | 3    | S    | S      | S | S | S  | S | S | S | S | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | 22 | ✔️     | 100%       |
| 25  | 18:50  | 4    | S    | S      | S | S | S  | S | S | S | S | S  | S  | S  | S  | S  | S  | S  | S* | S  | S  | S  | S  | S  | 22 | ⚠️     | 95%        |
| 26  | 18:50  | 5    | S    | S      | S | S | S  | S | S | S | S | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | 22 | ✔️     | 100%       |
| 27  | 18:50  | 6    | S    | S      | S | S | S  | S | S | S | S | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | 22 | ✔️     | 100%       |

|       |       |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |    |    |      |     |
|-------|-------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|----|------|-----|
| 28    | 18:50 | 7 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 29    | 02:30 | 1 | S  | S  | S  | S* | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ⚠  | 95%  |     |
| 30    | 02:30 | 2 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S*  | 22 | ⚠  | 95%  |     |
| 31    | 02:30 | 3 | S  | S  | S  | S  | S  | S* | S  | S  | S  | S  | S  | S  | S* | S  | S  | S  | S  | S  | S  | S* | S   | S  | 22 | ⚠    | 86% |
| 32    | 02:30 | 4 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 33    | 02:30 | 5 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 34    | 02:30 | 6 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 35    | 02:30 | 7 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 36    | 06:05 | 1 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 37    | 06:05 | 2 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S* | S  | S   | 22 | ⚠  | 95%  |     |
| 38    | 06:05 | 3 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 39    | 06:05 | 4 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 40    | 06:05 | 5 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S* | S   | 22 | ⚠  | 95%  |     |
| 41    | 06:05 | 6 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| 42    | 06:05 | 7 | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S  | S   | 22 | ✔  | 100% |     |
| TOTAL |       |   | 41 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 923 |    |    |      |     |

Nota: Aquellos horarios identificados en el reporte previo, son horarios que el transportista aéreo no ocupó y tuvo demoras por razones imputables al mismo, conforme a las resoluciones del Subcomité de Demoras, con el criterio de ocupación y puntualidad mínima del 85% durante la temporada. Una operación cancelada posteriormente a la asignación inicial, será considerada como no ocupada, para efectos de contabilización del porcentaje de ocupación, con excepción de las cancelaciones que se realicen por causas no imputables al transportista aéreo.

Horarios UTC. Evaluación contemplada hasta el 31 de marzo de 2025.

