Comunicaciones
Secretaría de Infraestructura, Comunicaciones y Transportes

AFAC
AGENCIA FEDERAL DE AVIACIÓN CIVIL

**DIRECCIÓN DE SLOTS DE LA AGENCIA FEDERAL DE AVIACIÓN CIVIL.**

**EVALUACIÓN DE HORARIOS HISTÓRICOS DE ATERRIZAJE Y DESPEGUE EN LA TEMPORADA VERANO 2026 EN EL AEROPUERTO INTERNACIONAL "BENITO JUÁREZ" DE LA CIUDAD DE MÉXICO.**

**IBE IBERIA, LINEAS AEREAS DE ESPAÑA S.A.**

| SERIE | HORA | FREC | VUELO | 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 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
| 1 | 09:30 | 1 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 2 | 09:30 | 2 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 3 | 09:30 | 3 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ! 97% |
| 4 | 09:30 | 4 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 5 | 09:30 | 5 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 6 | 09:30 | 6 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 7 | 09:30 | 7 | 303 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 8 | 17:25 | 1 | 304 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ 100% |
| 9 | 17:25 | 2 | 304 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ 100% |
| 10 | 17:25 | 3 | 304 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ! 97% |
| 11 | 17:25 | 4 | 304 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ 100% |
| 12 | 17:25 | 5 | 304 | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ! 97% |
| 13 | 17:25 | 6 | 304 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ 100% |
| 14 | 17:25 | 7 | 304 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ 100% |
| 15 | 22:55 | 1 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L* | L | L | L | L | L* | L | L | L | L | L | L | L | L | 30 | ! 90% |
| 16 | 22:55 | 2 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 17 | 22:55 | 3 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | 30 | ! 97% |
| 18 | 22:55 | 4 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 19 | 22:55 | 5 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ! 97% |
| 20 | 22:55 | 6 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ 100% |
| 21 | 22:55 | 7 | 307 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ! 97% |
| 22 | 01:05 | 1 | 308 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ! 97% |
| 23 | 01:05 | 2 | 308 | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S* | S | S | S | S | S* | S | S | S | S | S | S | S | S | 30 | ! 90% |
| 24 | 01:05 | 3 | 308 | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ! 97% |
| 25 | 01:05 | 4 | 308 | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | 30 | ! 93% |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **26** | **01:05** | 5 | 308 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | 30 | ! | 97% |
| **27** | **01:05** | 6 | 308 | S | S | S | S* | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | 30 | ! | 90% |
| **28** | **01:05** | 7 | 308 | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | 30 | ! | 93% |
| **29** | **04:10** | 1 | 311 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ | 100% |
| **30** | **04:10** | 2 | 311 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ | 100% |
| **31** | **04:10** | 3 | 311 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ | 100% |
| **32** | **04:10** | 4 | 311 | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ! | 97% |
| **33** | **04:10** | 5 | 311 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | 30 | ! | 97% |
| **34** | **04:10** | 6 | 311 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L* | L | L | L | L | L | L | L | L | L | L | 30 | ! | 97% |
| **35** | **04:10** | 7 | 311 | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | L | 30 | ✓ | 100% |
| **36** | **05:55** | 1 | 312 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ | 100% |
| **37** | **05:55** | 2 | 312 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ✓ | 100% |
| **38** | **05:55** | 3 | 312 | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ! | 97% |
| **39** | **05:55** | 4 | 312 | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | 30 | ! | 97% |
| **40** | **05:55** | 5 | 312 | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | 30 | ! | 93% |
| **41** | **05:55** | 6 | 312 | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | 30 | ! | 97% |
| **42** | **05:55** | 7 | 312 | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | S | S | S* | S | S | S | S | S | S | S | S | 30 | ! | 93% |
| **TOTAL** | | | | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **42** | **1260** | | |

Nota: Aquellos horarios identificados en el reporte previo, son horarios que la persona transportista aérea no cumplió con el requisito de ocupación y cumplimiento mínimo del 80% durante la temporada, conforme a las resoluciones del Subcomité de Demoras sobre la imputablidad a las personas transportistas aéreas. Una operación cancelada posteriormente a la asignación inicial por motivos imputables a la persona transportista aérea es 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 30 de septiembre de 2026