



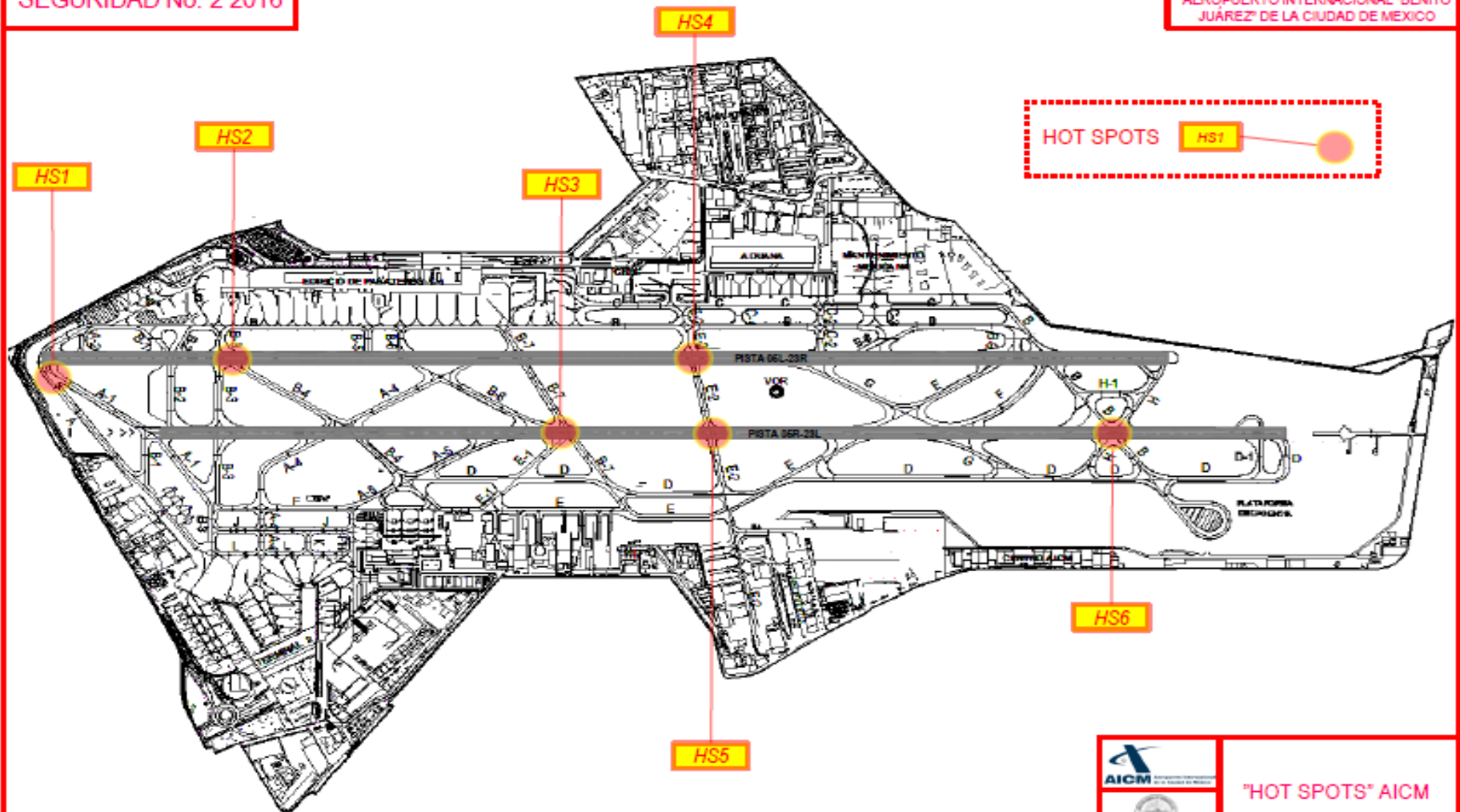
Subcomité de Seguridad Operacional en Pista del AICM

Análisis para la Determinación de los Hotspot.

Hotspot

BOLETÍN TÉCNICO DE SEGURIDAD No. 2 2016

CIUDAD DE MÉXICO
AEROPUERTO INTERNACIONAL "BENITO JUÁREZ" DE LA CIUDAD DE MÉXICO



18 - 03 - 2016

	"HOT SPOTS" AICM
UBICACIÓN	FIGURA No. 1

Hotspot

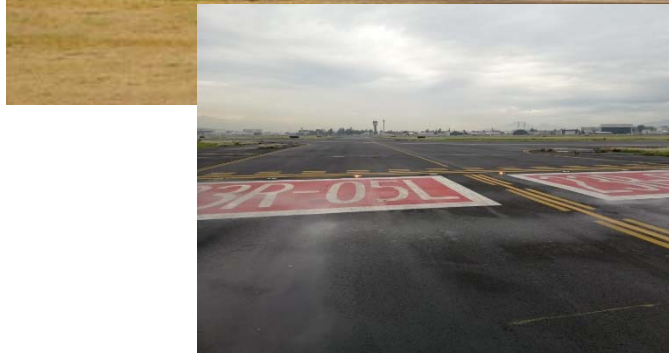


MMMX	HotSpot	Description
México Aeropuerto Internacional Benito Juárez de la Ciudad de México	HS1	To the aircraft that are assigned to leave runway 05R by taxiway "A1", from taxiway "B", at the time of crossing the runway 05L, in Sometimes the pilots are confused with the taxiway "A" due to their closeness.
	HS2	To the aircraft at the moment of leaving of runway 23R, in the taxiway "B4", in Occasionally the crew accidentally misdirected the instruction, using the "B3" taxiway for the angle and distance between the taxiway.
	HS3	To the aircraft at moment of evacuating runway 23L, you can make the mistake authorized taxiway, due to the proximity of the taxiway "A5", "B6", "B7" and "E1".
	HS4	At the time of taxiway by "E2" to cross the Runway 05L / 23R will extreme precautions, so, keep maintain the runway holding points
	HS5	At the time of rolling via "E2" to cross Runway 05R / 23L, extreme precautions, should keep the runway holding points
	hS6	To the aircraft at the moment of evacuation of runway 05R, in the taxiway "B", Occasionally the crews accidentally misdirected the instruction, using the "H" taxiway for the angle and distance between the taxiway.

Runway holding points



Runway holding points





Thank You