

9/29/2022

FOR YOUR INFORMATION

2022-104/5-39

1926989

To: FAA (AFS-400, DFW IFO), Airport Manager, Lic Benito Juarez Intl (MMM) Mexico City, Mexico

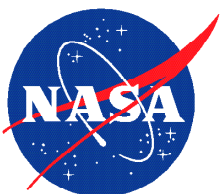
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: MMM Runway 5 Wet Braking Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1926989

DATE / TIME

Date of Occurrence	202208
Local Time Of Day	1801 to 2400

PLACE

Locale	MMM.X.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	MMM.X
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1926989

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Our operational notes for MMMX do not adequately describe the risk associated with landing on Runway 05R during heavy rain. This runway should be cautioned as "Slippery When Wet" due to it being ungrooved with excessive rubber deposits present on the runway. Runway Condition Code 2 or 3 should be used in the landing app when heavy rain is present. After landing on 05R during heavy rain, the airplane felt like it was hydroplaning for several thousand feet with full reverse thrust providing the only ability to slow the aircraft. Max auto braking and then max manual braking provided significantly reduced ability to slow the aircraft. While runway conditions change, the enroute field report showed a RCC 6/6/6 which was completely inaccurate. These should be updated immediately as runway conditions change.

Also MMMX Tower has a tendency to clear an aircraft to land very late (sometimes as late as 2-3 hundred feet above the airport). The Tower warning for the slippery runway conditions usually accompanies this late landing clearance providing minimal time for decision making on whether the runway condition is safe to land. Ungrooved runway, excessive rubber deposits present. Insufficient warning of the risk in the airport pages. Add a CAUTION statement on airport page, which states "Runways 05L/05R Slippery When Wet. Both are ungrooved and contain excessive rubber deposits. Runway Condition Code 2 or 3 should be used in the landing app depending on the amount of rain present."

SYNOPSIS

Air Carrier Captain reported the aircraft began hydroplaning on Runway 5R at MMMX during heavy rain. Captain suggests some type of notation on the airport charts warning that 5R is not grooved and is slick when wet and for Tower to advise aircraft regarding the runway conditions sooner during the final approach.