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ENAIRE

DIVISIÓN DE INFORMACIÓN AERONÁUTICA

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Kudos Innovation Campus Las Mercedes

28022 Madrid (ESPAÑA)

SUP 169/25

AIRAC 21-AUG-25

EFFECTIVE DATE WEF 02-OCT-25

AD

CANCEL: SUP 130/24

SUP 169/25

02OCT25/02OCT26EST

NOTE: EST SUP will only be cancelled by NOTAM, SUP or AIP amendment.

REUS AD (LERS).- Works to improve load bearing capacity on apron for PRKG 1 to 7 and on TWYT0, T1 and T2.

Until 02 October 2026 (estimated), works for resurfacing and improving the load bearing capacity will be carried out on PRKG 1 to 7 and on TWYT0, T1 and T2.

The resurfacing and markings, together with the work for compliance of affected accesses to the pedestrian path, will be carried out.

The works will be carried out in four phases with corresponding sub-phases.

The start and end dates, as well as any operational incidents that may arise, will be announced via the corresponding NOTAM.

Work zones will be duly marked with night and daytime lighting and closed to traffic 24H.

Standard taxiing may be affected, therefore ATC instructions must be followed in areas near the works.

Caution is recommended due to the presence of personnel and machinery. Taxiing must be accomplished at minimum power on diversions to prevent the impact of jet efflux in zones where personnel are working.

In the event that LVP are activated, the works will be cancelled.

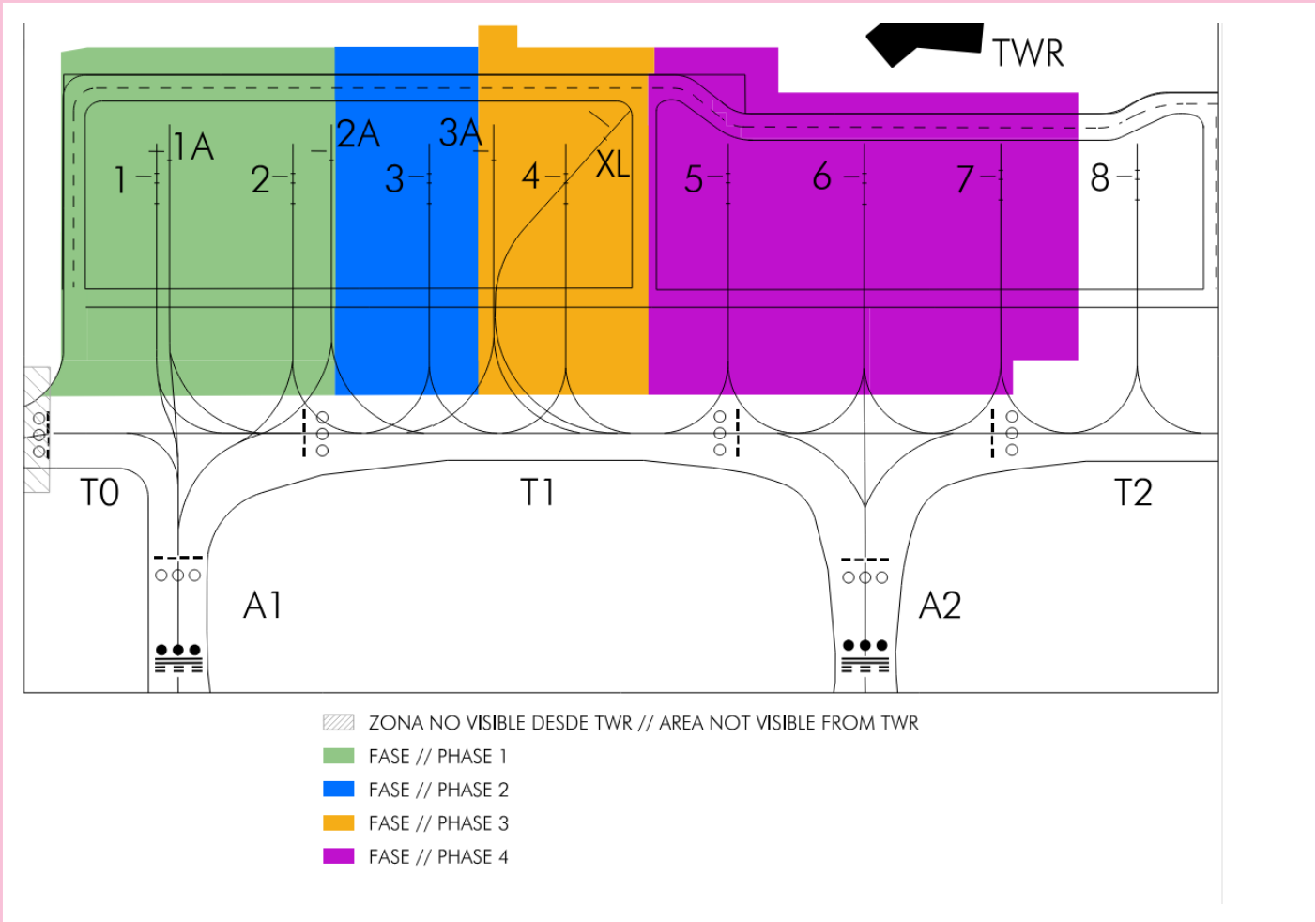
The works will be carried out during the same operational hours for all phases:

V: 0800 - 0000 LT

I: 0800 - 2200 LT.

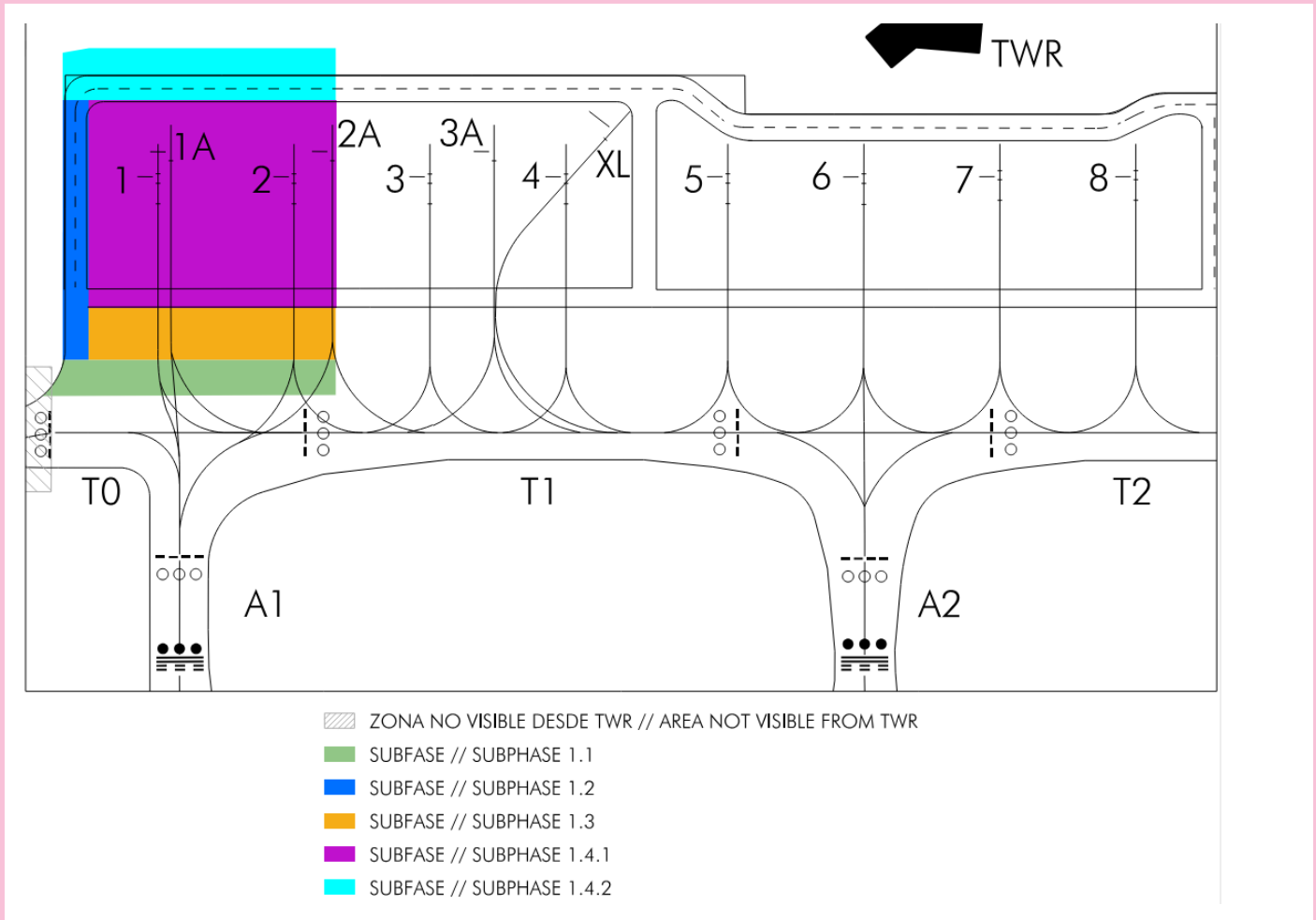
With the possibility of occasionally working at night-time outside the Airport's operational hours.

During the works, no operations of aircraft with a code letter higher than E will be permitted.



PHASE 1: Closure of PRKG 1, 1A, 2, 2A and XL.

The resurfacing and markings, together with the work for compliance of affected accesses to the pedestrian path, will be carried out. The phase is divided into four sub-phases.



Sub-phase 1.1 Works on PRKG 1, 1A, 2, 2A and XL.

TWY restrictions:

- Downgrading of TWY T0 to code letter B (MAX SPAN 20).
- Downgrading of TWY A1 to code letter B (MAX SPAN 20).
- Temporary markings of TWY centre line at T0 and T1 between PRKG 1 and 2.

Sub-phase 1.2 Works on PRKG 1, 1A, 2, 2A and XL.

TWY restrictions:

- Downgrading of TWY T0 to code letter B (MAX SPAN 20).
- Downgrading of TWY A1 to code letter B (MAX SPAN 20).
- Temporary markings of TWY centre line at T0 and T1 under PRKG 1 and 2.

Sub-phase 1.3 Works on PRKG 1, 1A, 2, 2A and XL.

TWY restrictions:

- Downgrading of TWY A1 to code letter D (MAX SPAN 38).

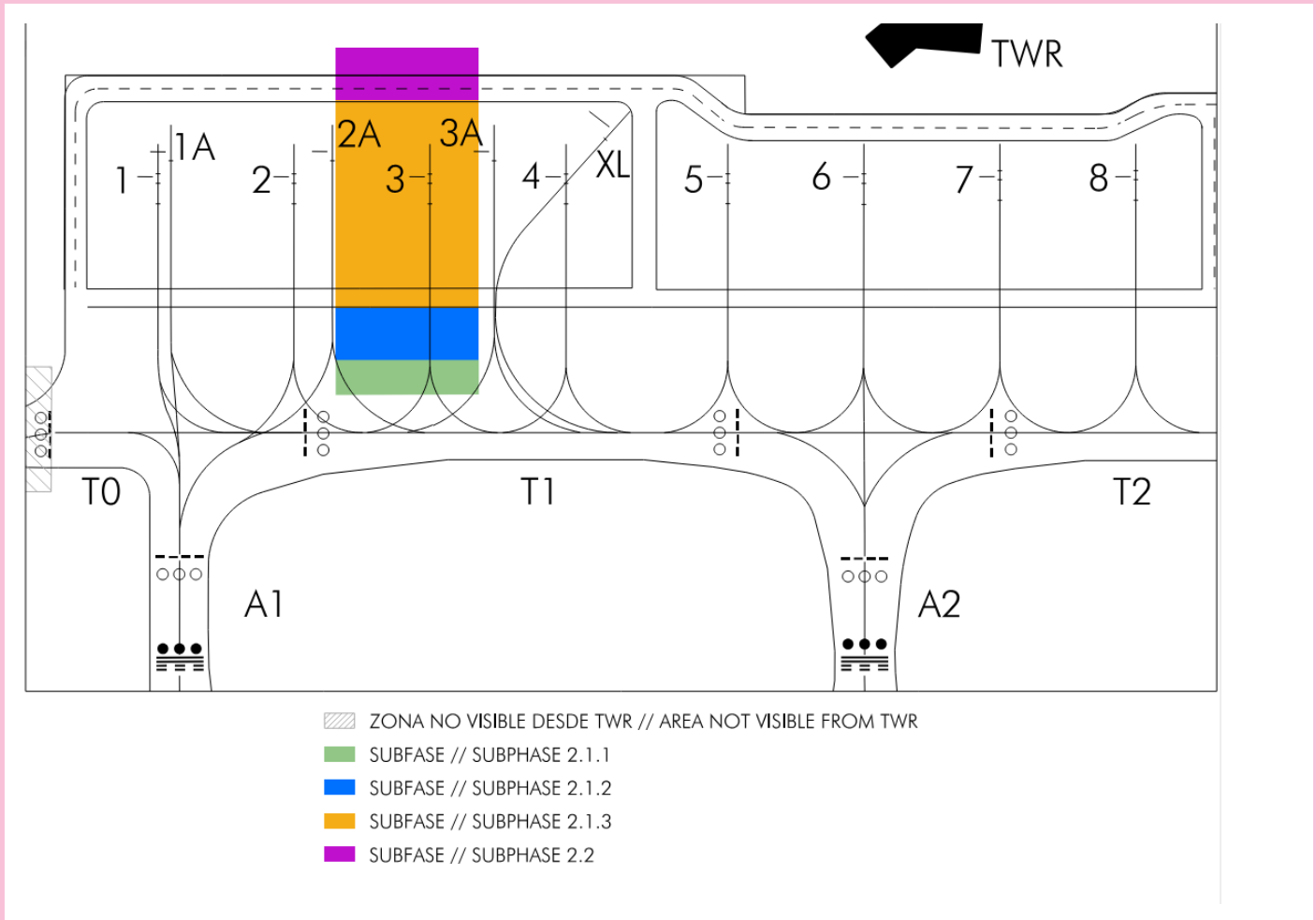
Sub-phase 1.4 Works on PRKG 1, 1A, 2, 2A and XL.

TWY restrictions:

- No downgrading of taxiway required.

PHASE 2: Closure of PRKG 2, 2A, 3, 3A and XL.

The resurfacing and markings, together with the work for compliance of affected accesses to the pedestrian path, will be carried out. The phase is divided into two sub-phases.



Sub-phases 2.1.1 and 2.1.2 Works on PRKG 2 and 3.

TWY restrictions:

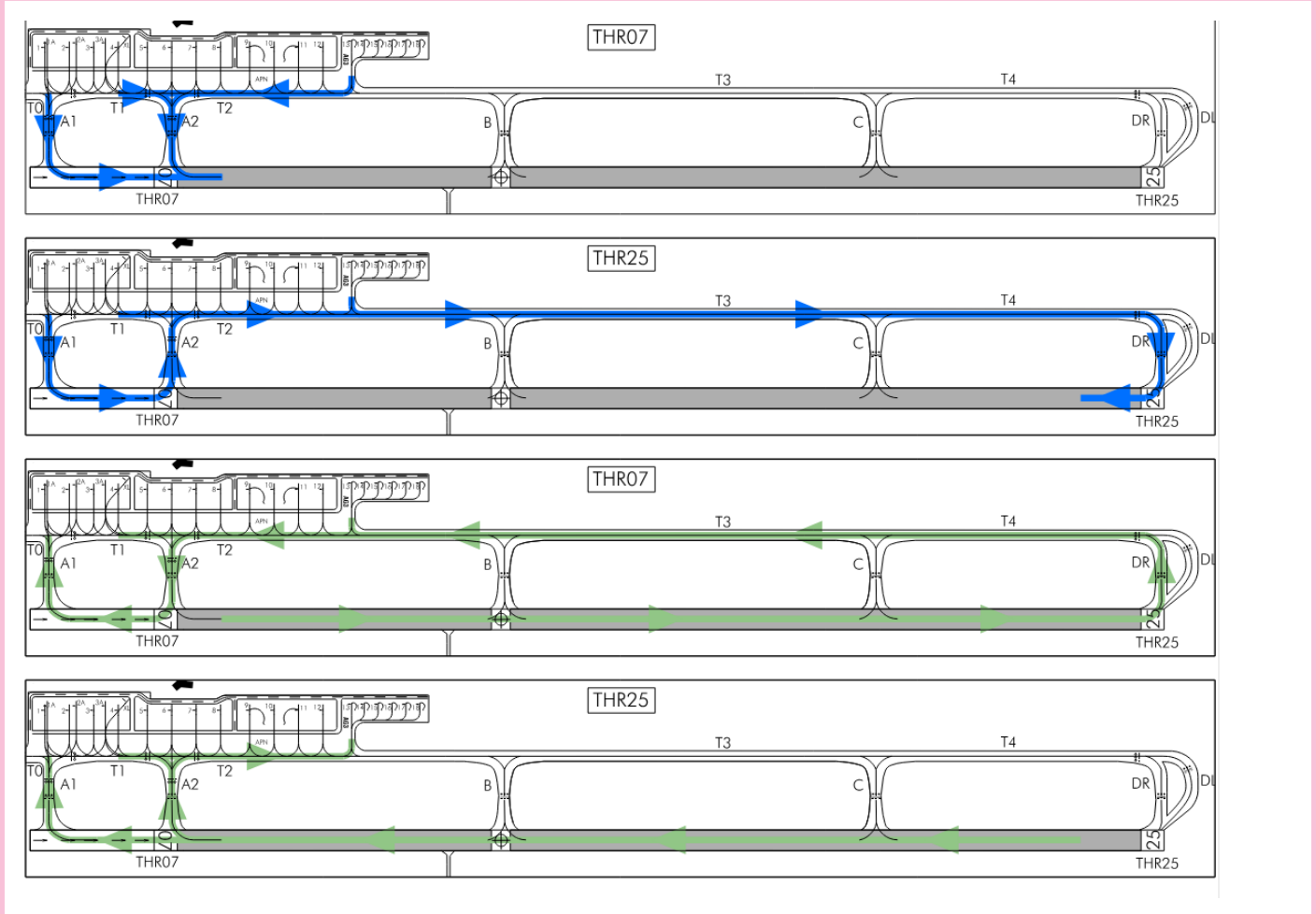
- Downgrading of TWY T1 to code letter B (MAX SPAN 20) between PRKG 2 and 3.
- Temporary markings required of TWY T1 centre line under PRKG 2 and 3.

Operational impacts:

It will affect taxiing on the runway and the following manoeuvres will be necessary:

- Departure via THR 25: Aircraft parked at PRKG 1 will be required to enter the runway via TWY A1 and re-enter via TWY A2 to continue their usual taxi route to reach THR 25. This involves taxiing along the runway for approximately 450 metres, which will increase runway occupancy time by 3 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

- Arrivals via THR 07: aircraft parking at PRKG 1 will be required to enter the runway via TWY A2 and re-enter via TWY A1 to reach the stand. This involves taxiing along the runway for approximately 450 metres, which will increase runway occupancy time by 3 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.



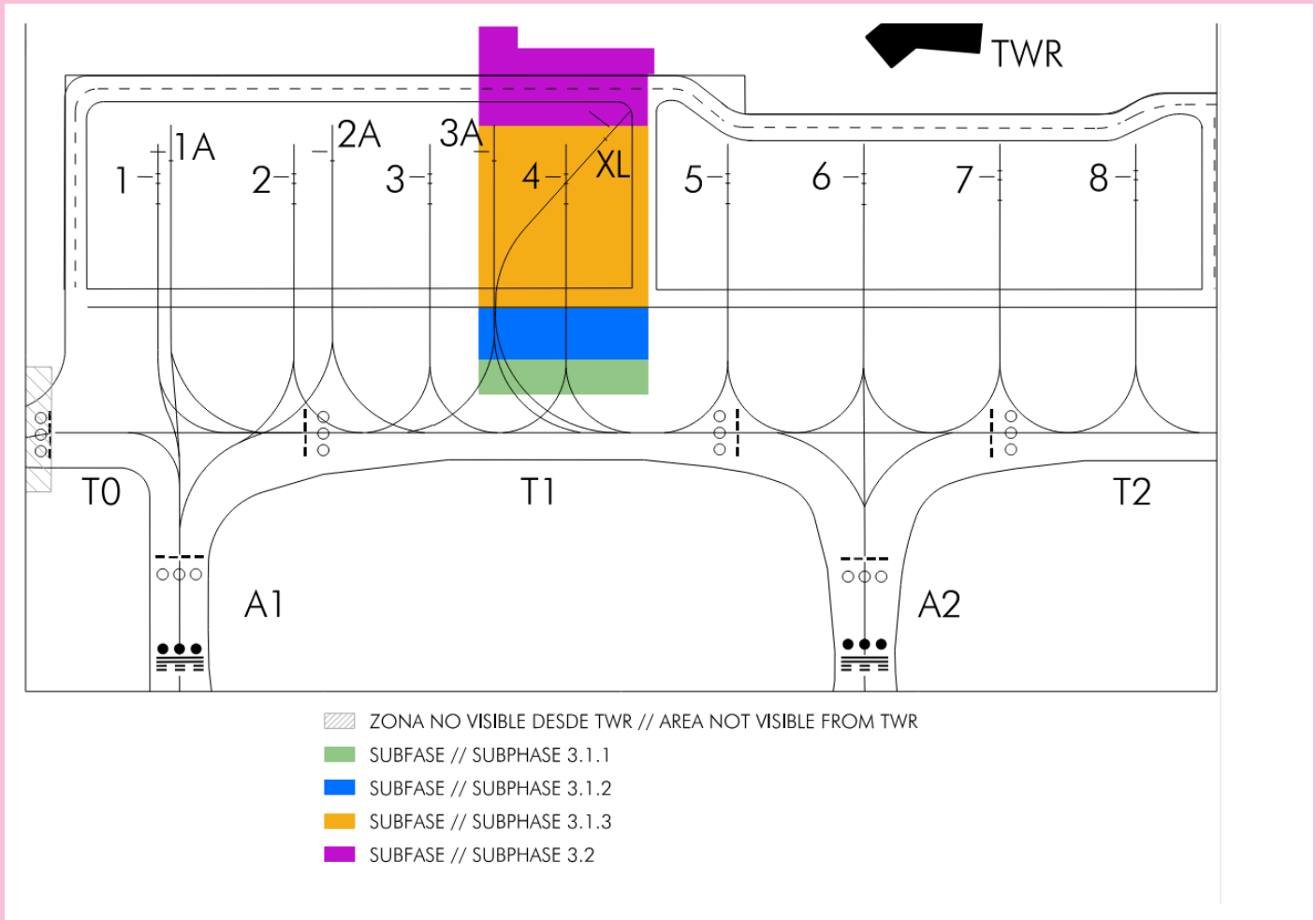
Sub-phase 2.1.3 and 2.2 Works on PRKG 2 and 3.

TWY restrictions:

- No downgrading of any taxiways is required.

PHASE 3: Closure of PRKG 3, 3A, 4 and XL.

The resurfacing and markings, together with the work for compliance of affected accesses to the pedestrian path, will be carried out. The phase is divided into two sub-phases.



Sub-phases 3.1.1 and 3.1.2 Works on PRKG 3 and 4.

TWY restrictions:

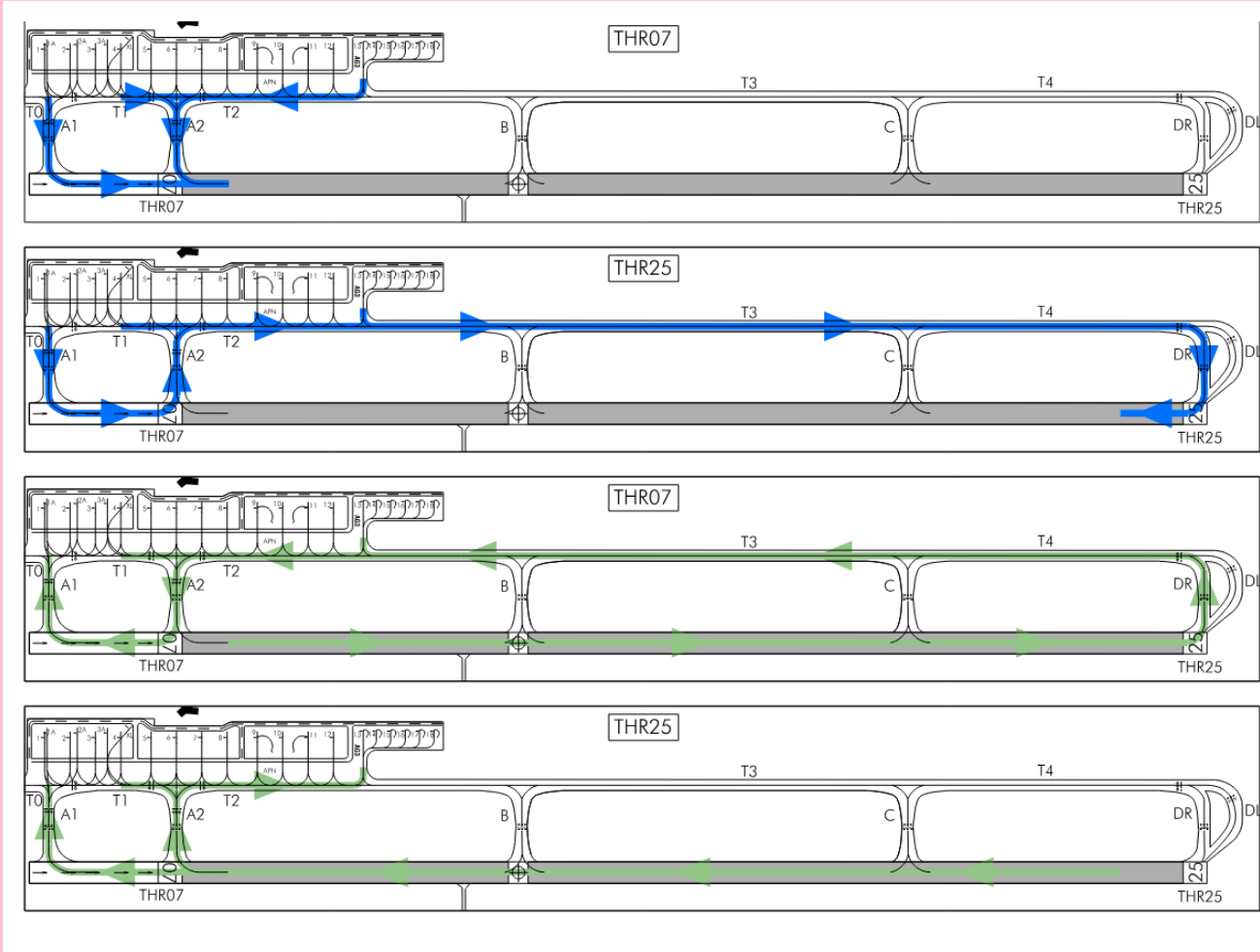
- Downgrading of TWY T1 to code letter B (MAX SPAN 20) between PRKG 3 and 4.
- Temporary markings of TWY T1 centre line under PRKG 3 and 4.

Operational impacts:

It will affect taxiing on the runway and the following manoeuvres will be necessary:

- Departure via THR 25: Aircraft parked at PRKG 1 will be required to enter the runway via TWY A1 and re-enter via TWY A2 to continue their usual taxi route to reach THR 25. This involves taxiing along the runway for approximately 450 metres, which will increase runway occupancy time by 3 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

- Arrivals via THR 07: aircraft parking at PRKG 1 will be required to enter the runway via TWY A2 and re-enter via TWY A1 to reach the stand. This involves taxiing along the runway for approximately 450 metres, which will increase runway occupancy time by 3 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.



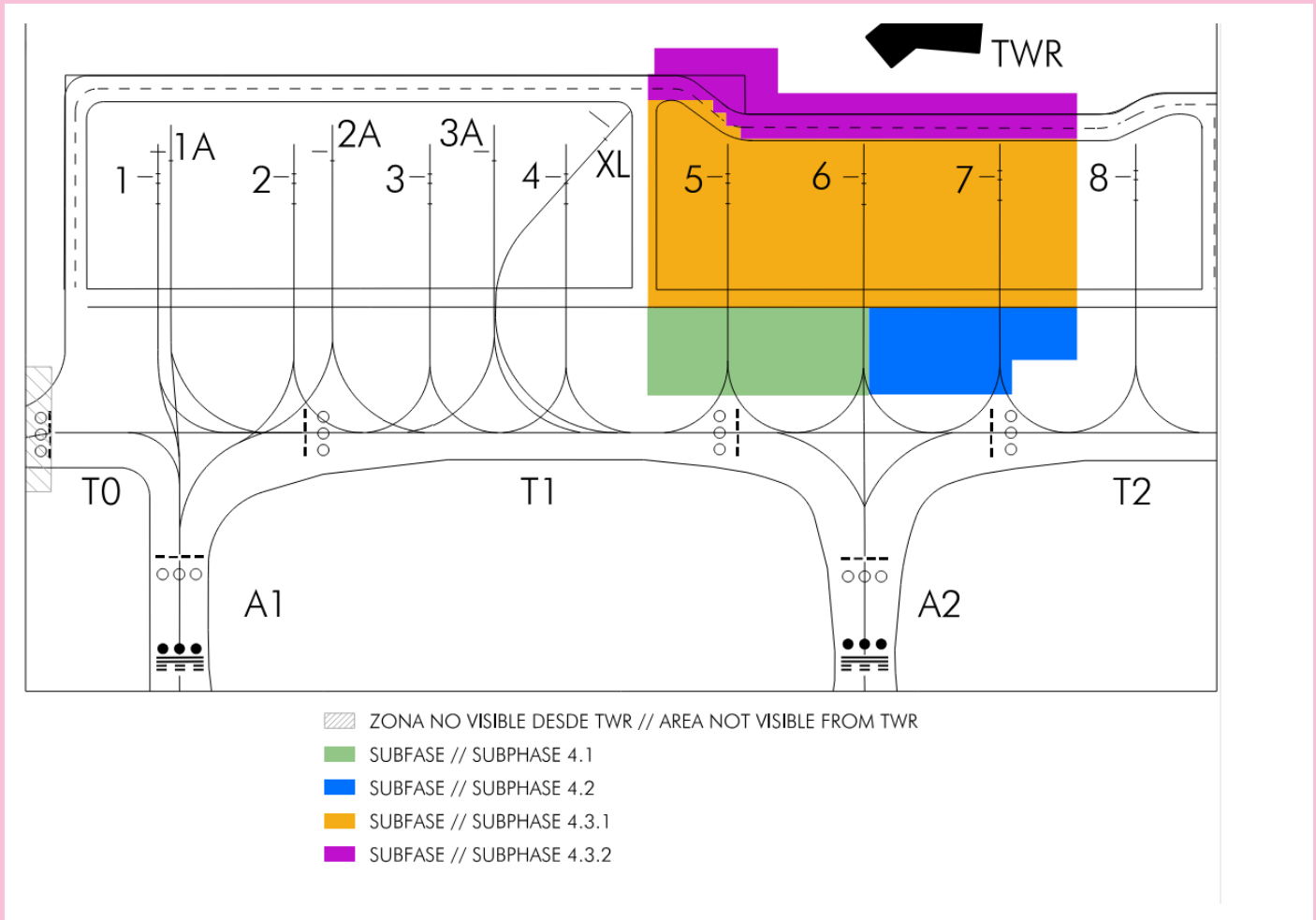
Sub-phases 3.1.3 and 3.2 Works on PRKG 3 and 4.

TWY restrictions:

- No downgrading of any taxiways is required.

PHASE 4: Closure of PRKG 5, 6 and 7.

The resurfacing and markings, together with the work for compliance of affected accesses to the pedestrian path, will be carried out. This phase is divided into three sub-phases.



Sub-phase 4.1 Works on PRKG 5, 6 and 7.

TWY restrictions:

- Downgrading of TWY T1 to code letter B (MAX SPAN 20) between PRKG 5 and 6.
- Downgrading of TWY A2 to code letter D (MAX SPAN 38).
- Temporary markings of TWY T1 centre line under PRKG 5 and 6.

Operational impacts:

- Departure via THR 25: Aircraft parked at PRKG 1A, 2A, 3A and XL will be required to enter the runway via TWY A1 and re-enter via TWY B to continue their usual taxi route to reach THR 25. This involves taxiing along the runway for approximately 1200m, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

- Departure via THR 25 (improved taxiing): aircraft parked at PRKG 1A, 2A, 3A and XL must enter the runway via:

- o TWY A1 and re-enter via TWY B to continue their usual taxiing to reach THR 25. This involves taxiing along the runway for approximately 1200m, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

o TWY A2 and re-enter via TWY B to continue their usual taxiing to reach THR 25. This involves taxiing along the runway for approximately 900m, which will increase runway occupancy time by 6 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

- Arrivals via THR 07: aircraft parking at PRKG 1, 1A, 2 and 2A must enter the runway via TWY B and re-enter via TWY A1 to access the stand. This involves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

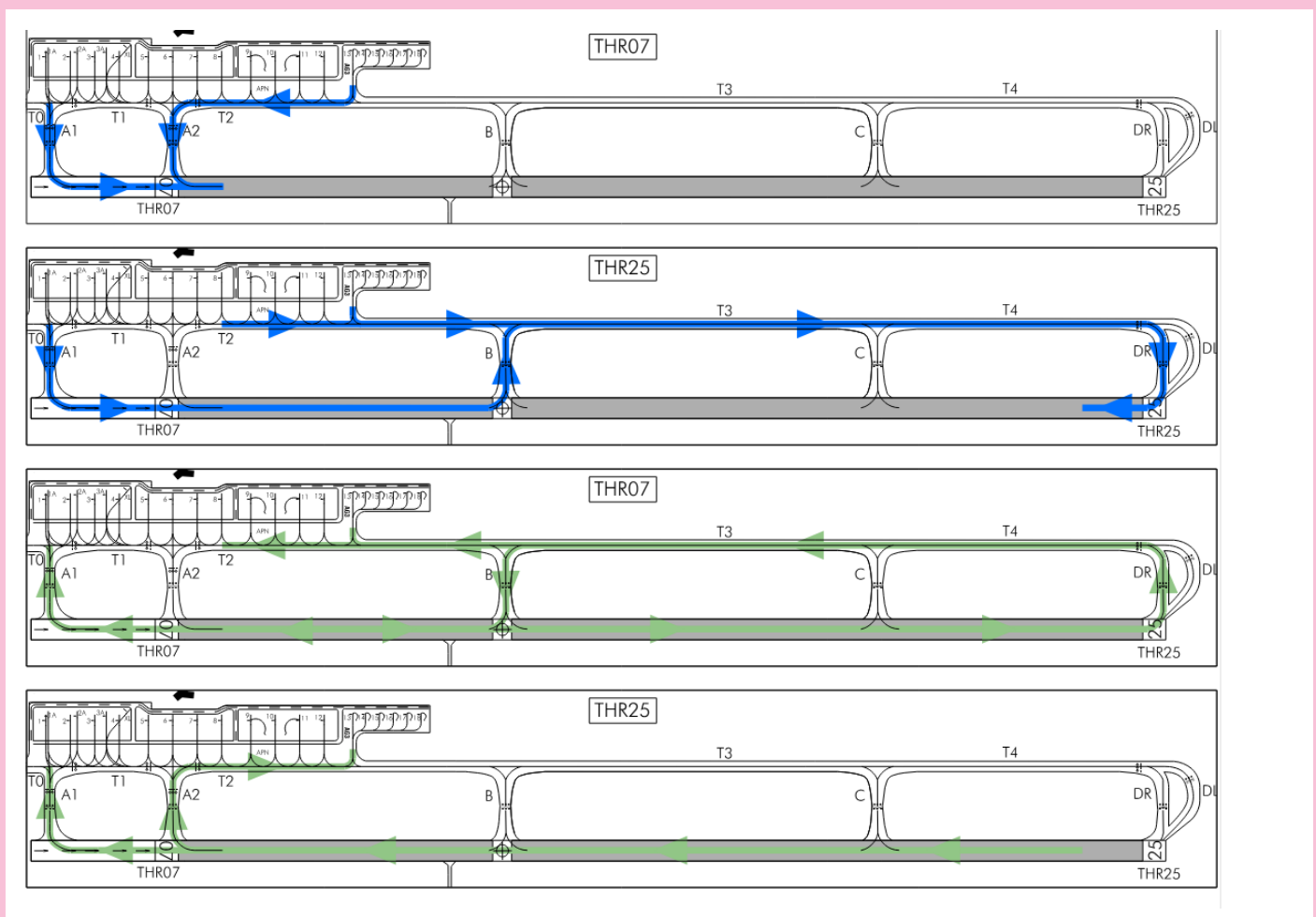
- Arrivals via THR 07 (improved taxiing): aircraft parking at PRKG 1, 1A, 2 and 2A must enter the runway via:

o TWY B and re-enter via TWY A1 to access the stand. This inv

- Arrivals via THR 25: aircraft parking at PRKG 8 must enter the runway via TWY B and re-enter via TWY C to access the stand. This involves taxiing along the runway for approximately 1000 metres, which will increase runway occupancy time by 6 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

olves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.

o TWY A2 and re-enter via TWY A1 to access the stand. This involves taxiing along the runway for approximately 450 metres, which will increase runway occupancy time by 3 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.



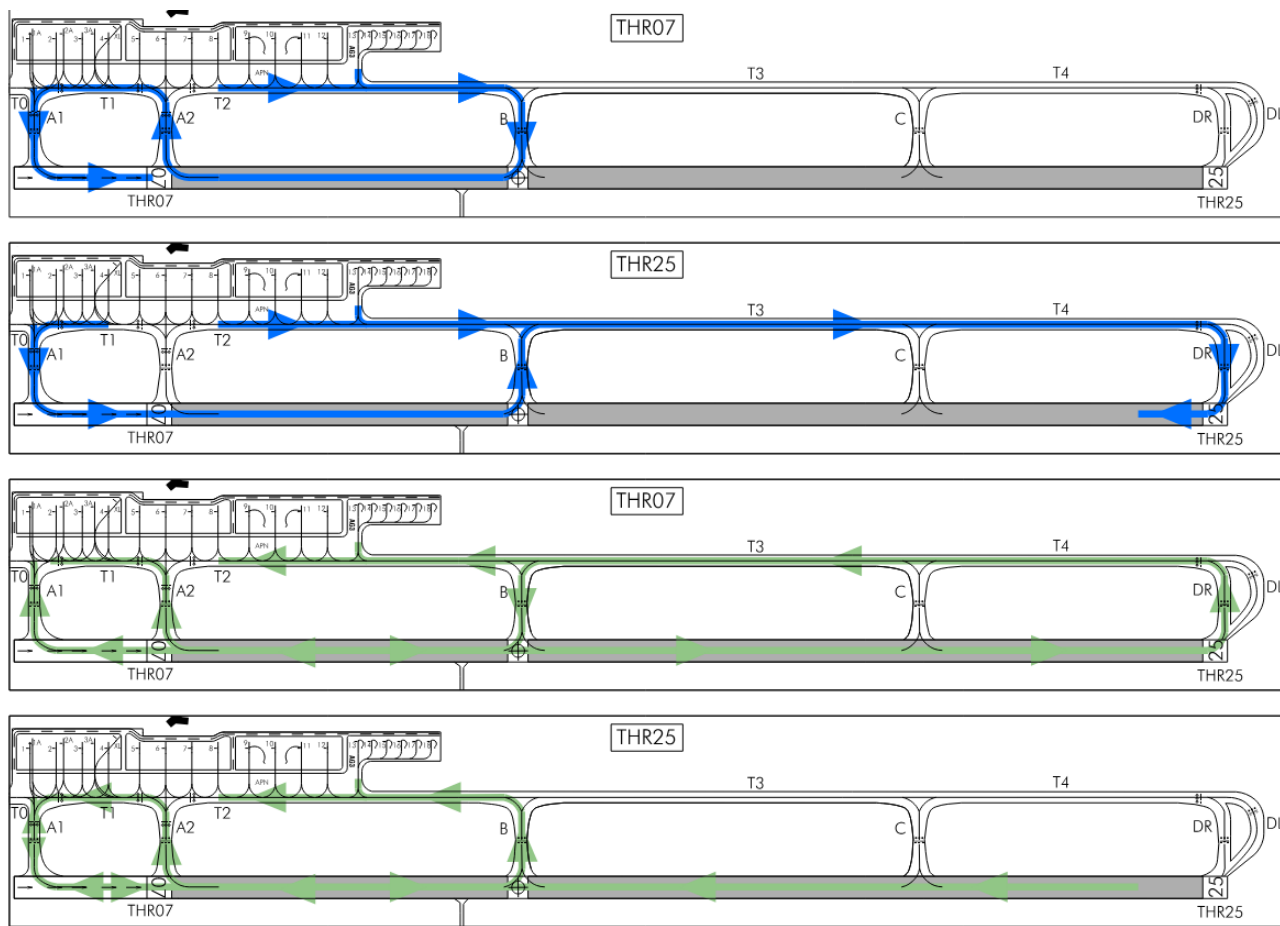
Sub-phase 4.2 Works on PRKG 5, 6 and 7.

TWY restrictions:

- Downgrading of TWY T2 to code letter B (MAX SPAN 20) between PRKG 6 and 7.
- Downgrading of TWY A2 to code letter D (MAX SPAN 38).
- Temporary markings of TWY centre line at T2 under PRKG 6 and 7.

Operational impacts:

- Departure via THR 25: Aircraft parked at PE-1, PE-1A, PE-2, PE-2A, PE-3, PE-3A, PE-4 and XL must enter the runway via TWY A1 and re-enter via TWY B to continue their usual taxiing to reach THR 25. This involves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.
- Departure via THR 25 (improved taxiing): Aircraft parked at PE-1, PE-1A, PE-2, PE-2A, PE-3, PE-3A, PE-4 and XL must enter the runway via:
 - o TWY A1 and re-enter via TWY B to continue their usual taxiing to reach THR 25. This involves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.
- Departures via THR 07: Aircraft parked from PRKG 7 onwards must enter the runway via TWY B and re-enter via TWY A2 to continue their usual taxiing to reach THR 07. This involves taxiing along the runway for approximately 900 metres, which will increase runway occupancy time by 6 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.
- Arrivals via THR 25: Aircraft parking at PRKG 7 or beyond will be required to exit the runway via TWY A2, re-enter via TWY A1, and access the stand area via TWY B. This involves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.
- Arrivals via THR 07: Aircraft parking at PRKG 1, 1A, 2, 2A, 3, 3A, 4, and XL will be required to enter the runway via TWY B and re-enter via TWY A1 to access the stand. This involves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.
- Arrivals via THR 07: (improved taxiing): Aircraft parking at PRKG 1, 1A, 2, 2A, 3, 3A, 4, and XL will be required to enter the runway via TWY B and re-enter via:
 - o TWY A1 to access the stand. This involves taxiing along the runway for approximately 1200 metres, which will increase runway occupancy time by 8 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.
 - o TWY A2 to access the stand. This involves taxiing along the runway for approximately 900 metres, which will increase runway occupancy time by 6 minutes (assuming an average speed of 10 km/h). Or as per procedure for higher category aircraft.



Sub-phase 4.3 Works on PRKG 5, 6 and 7.

TWY restrictions:

- No taxiways are downgraded.

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