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DIVISIÓN DE INFORMACIÓN AERONÁUTICA

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28022 Madrid (ESPAÑA)

SUP 111/26

AIRAC 28-MAY-26

EFFECTIVE DATE WEF 09-JUL-26

AD

SUP 111/26

09JUL26/09JUL27EST

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

VIGO AD (LEVX).- Upgrade of visual aids to LED technology.

Until 9 July 2027 (estimated), works to change the visual aid systems to LED technology at Vigo Airport will be underway.

The purpose of these works is make the different lighting systems compliant with LED technology including the installation of new regulators, works for compliance of the SMP-B and the low voltage continuity panel. Civil engineering and earthworks required to implement the different actions will also be carried out.

The works will be conducted in 5 phases.

Phase 1 may be activated together with the other phases. Phases 2, 3, 4 and 5 cannot be activated at the same time. It is possible to advance from Phase 2 to Phase 4 without having completed Phase 3, provided Phases 2 and 4 are completed prior to commencing Phase 5. Phase 3 may be carried out independently.

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

All work zones will be duly marked and lit. Caution is recommended due to the presence of staff and machinery.

Depending on the phase, the works may be carried out during operational or non-operational hours, or during both.

In case of operational flights outside the airport's operational hours, the necessary coordination will be made according to local airport procedure, ensuring the operational status of one of the virtual FATO at all times.

The following sections describe the project phases and the associated operational impacts.

PHASE 1.

- Actions: Works will be carried out to expand the low voltage continuity panel, and make the SMP-B compliant. Civil engineering and earthworks will be carried out on the airfield.

- Operational restrictions: no operational restrictions.

- Schedule: the works will be carried out in both operational and non-operational hours.
- Estimated duration: 108 days.

PHASE 2.

- Actions: the following systems will be changed to LED technology:
 - Runway centre line.
 - Runway edge.
 - Touchdown.
 - Thresholds.
 - End lights.
 - Taxiway edges.
 - Runway guard lights.
 - Threshold identification lights.
 - Vertical marking lights.

Only one circuit of a single visual aid system shall be worked on, to avoid out of service status, and the works shall be completed before moving on to the next circuit.

- Operational Restrictions: The circuits of the visual aid systems will be downgraded. The corresponding NOTAM will be issued.
- Schedule: non-operational hours. The works may commence after the last scheduled commercial flight, subject to airport clearance, and until 0600 LT.
- Estimated duration: 40 days.

PHASE 3.

- Actions: change of lighting to LED, secondary wiring, transformers and regulators of the approach system.
- Operational restrictions: downgrading of approach systems. The corresponding NOTAM will be issued.
- Schedule: operational hours (provided LVP are not in force) and non-operational hours.
- Estimated duration: 12 days.

PHASE 4.

- Actions: Changing the transformers of the lighting system.
- Operational restrictions: no operational restrictions.
- Schedule: non-operational hours. The works may commence after the last scheduled commercial flight, subject to airport clearance, and until 0600 LT.
- Estimated duration: 29 days.

PHASE 5.

- Actions: Installing regulators and making the lighting system circuits independent.

- Operational restrictions: no operational restrictions.
- Schedule: non-operational hours. The works may commence after the last scheduled commercial flight, subject to airport clearance, and until 0600 LT.
- Estimated duration: 23 days.

