



## PROCEDIMIENTOS DE ESPERA, APROXIMACION Y SALIDA

### 1. GENERAL

A list of the applicable rules can be consulted in section GEN 1.6. In the sections below, a descriptive summary is offered to help airspace users, although if there is any discrepancy, the Rule will prevail over the content of the AIP. The content of this AIP section does not fulfil the quality requirements.

Civil holding, approach and departure procedures are based on those contained in ICAO DOC 8168-OPS/611 (PANSOPS).

Military holding, approach and departure procedures are based on those contained in APATC-1 and ICAO DOC 8168- OPS/611 (PANS/OPS).

Some of these procedures are liable to speed adjusting; the indicated speed admits a tolerance of  $\pm 10$  kt. As soon as speed adjusting is no longer necessary aircraft will be stated: "no ATC speed restrictions".

Pilots shall comply as closely as possible with the procedures specified in AD 2 and ENR 6. These procedures are considered noise abatement preferential routings. ATC shall be informed if for any reason a procedure cannot be performed.

### READ-BACK OF CLEARANCES AND SAFETY-RELATED INFORMATION

1. The flight crew shall read back to the air traffic controller safety-related parts of air traffic control (ATC) clearances and instructions which are transmitted by voice. The following items shall always be read back:
  - i. ATC route clearances,
  - ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway;
  - iii. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and
  - iv. transition levels, whether issued by the controller or contained in ATIS broadcasts.
2. Other clearances or instructions, including conditional clearances and taxi instructions, shall be read-back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.
3. The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.
4. Voice read-back of CPDLC messages shall not be required, unless otherwise specified by the ANSP.
5. SERA.14001 shall be applied when standardized phraseology is not useful and, on that basis, it is expected that pilots, ATS personnel and other ground personnel use everyday language, which besides the clarity required by the aforementioned section of SERA, shall be as concise as possible, to a level that meets requirements of ICAO with regard to language proficiency required by the applicable legislation on personnel licenses.

### 2. ARRIVING FLIGHTS

#### TERMINAL ZONE

Area control service will clear IFR flights landing within a TMA to a specified point and will instruct them to contact with the ATS unit providing approach service.

Aircraft entering or overflying a TMA shall keep the flight paths indicated in the appropriate charts; a complete description of the pertinent arrival procedure may be obtained, on request, from the ACC. Nevertheless, the suitable ATS unit will clear aircraft to proceed on more direct routes to specific points whenever traffic permitting.

ENR 6 and AD 2 sections contain the arrival and overflying, standardized or not, specific IFR/VFR procedures of those terminal areas where they are defined.

#### CONTROL AND AERODROME TRAFFIC ZONES

**VFR CROSSING:**

VFR aircraft wishing to cross a control zone, or aerodrome traffic zone, shall proceed as follows:

- a. Contact radio with APP/TWR shall be established in the appropriate frequency, at least, 5 minutes before reaching the first VFR reporting point, and shall notify to APP/TWR of its intention to cross on VFR the corresponding CTR/ATZ.
- b. Normally, when aircraft is over the VFR reporting point, APP/TWR shall clear to cross the CTR/ATZ and shall indicate the way to follow, the altitude to maintain and, if necessary, it will provide essential traffic information during the aircraft permanence within the airspace to be crossed.
- c. Aircraft shall report to APP/TWR the entry and exit of CTR/ATZ and must maintain watch in the appropriate frequency while it is within the airspace to be crossed.

**VFR ARRIVALS:**

VFR flights entering to land within a CTR shall establish contact radio with the appropriate ATS unit over the reporting points indicated in the charts and they shall request clearance to enter in the CTR.

In certain cases, aircraft shall perform holdings in the above mentioned points before entering the CTR.

Under no circumstances runway approach areas should be crossed without prior permission from control tower.

AD 2 and ENR 6 sections contain specific visual approach procedures.

### 3. DEPARTING FLIGHTS

#### GENERAL

Flights departing from controlled aerodromes will receive initial ATC clearance from the control tower. For IFR flights, the clearance limit will normally be the aerodrome of destination and detailed instructions will be issued with regard to routes, turnings, etc. after taking-off.

#### ATC AND STARTUP CLEARANCE VIA DATA LINK (DCL)

##### A. INTRODUCTION

The DCL service provides an additional data link means of requesting and issuing ATC and startup clearance for departing aircraft, not intended to replace, but to co-exist with, voice communications.

In the event of any discrepancy, voice communications will prevail over data link.

The DCL service is compliant with the EUROCAE specification ED-85A and is available to all ACARS-equipped aircraft with a contract with the air communications service provider (ACSP) SITA and/or ARINC.

##### B. DCL MESSAGES

The following operational messages may be sent by the pilot:

- RCD: Request Clearance Departure message, which implicitly includes startup request.
- CDA: Clearance Departure Echoback message, equivalent to read back.

The following operational message may be sent by the controller:

- CLD: Clearance Departure message, including in field 9 additional information on the extent of the startup clearance or instructions for requesting it via voice.

The following system message is sent automatically by the ATC system:

- FSM: Flight System Message, a logical response that may be positive or negative.

##### C. OPERATIONAL PROCEDURE



The decision to use DCL or voice communications is entirely at the discretion of the pilot and/or controller involved, but DCL use is highly recommended to optimize voice communications and to avoid frequency congestion.

### C.1 Step 1

Pilot shall request DCL ATC and startup clearance in advance according to the startup procedures of the local regulation for the departure aerodrome (AD 2, item 20).

The RCD (Request Clearance Departure) message shall include the following data:

- Aircraft call sign, according to the filed flight plan (FPL).
- Departure aerodrome.
- Parking position.
- Destination aerodrome.
- Letter of the ATIS information received.
- ICAO designator of the aircraft type.

Free text contained in the RCD message will not be considered by ATC. Any specific request shall be transmitted by voice.

### C.2 Step 2

Pilot will receive one of the following messages:

**RCD RECEIVED REQUEST BEING PROCESSED STANDBY**

FSM automatically sent by the ATC system when an RCD message is correctly processed.

**RCD REJECTED REVERT TO VOICE PROCEDURES\***  
**RCD REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURES\***

FSM automatically sent by the ATC system when any inconsistency is detected within the RCD message.

**RCD REJECTED FLIGHT PLAN NOT HELD REVERT TO VOICE PROCEDURES\***

FSM automatically sent by the ATC system when there is any inconsistency with flight plan data.

**RCD REJECTED REQUEST TOO LATE REVERT TO VOICE PROCEDURES\***

FSM automatically sent by the ATC system when an RCD message has been sent later than the parameter time specified for the departure aerodrome.

**RCD REJECTED REQUEST TOO EARLY SEND REQUEST NN MIN BEFORE EOBT**  
**RCD REJECTED REQUEST TOO EARLY SEND REQUEST NN MIN BEFORE TOBT**

FSM automatically sent by the ATC system when an RCD message has been sent earlier than the parameter time specified for the departure aerodrome.

**RCD REJECTED REQUEST ALREADY RECEIVED STANDBY**

FSM automatically sent by the ATC system when an RCD message has been received previously and the reply by ATC is pending.

\* When a REVERT TO VOICE PROCEDURES message is received, data link communication will be terminated and the revert to voice procedure will apply (see section 4).

### C.3 Step 3

When an RCD is correctly processed, the controller may:



a. Manually reject the request, sending the following FSM:

**b. RCD RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURES\***

\* When a REVERT TO VOICE PROCEDURES message is received, data link communication will be terminated and the revert to voice procedure will apply (see section 4).

c. Accept the request, sending a CLD message with the following fields:

1. Aircraft call sign.
2. Destination aerodrome.
3. Departure runway.
4. Standard Instrument Departure (SID).
5. Note: The initial altitude will be the one specified in the SID description.
6. Mode A SSR code (SQUAWK).
7. ADT (Approved Departure Time).
8. Note: ADT=CTOT of the flight, if any.
9. Next frequency.
10. Letter of the current ATIS information.
11. Additional information, including the type of clearance issued in CLD message. Clearances requested via CLD will be granted based on time parameters from AIP local regulation of every aerodrome (AD 2, item 20).

**STARTUP APPROVED**

Startup approved and ATC clearance issued.

**TSAT HHMM STAND BY ON XXX.XX FOR STARTUP**

ATC clearance issued, TSAT information (CDM) and startup pending via voice.

**TSAT HHMM READY MESSAGE SENT STAND BY ON XXX.XXX FOR STARTUP**

ATC clearance issued (in the range TOBT±5'), READY message sent, TSAT (CDM) and startup information pending via voice.

**CONTACT READY AT TOBT ON XXX.XXX**

ATC clearance issued and startup request pending via voice according to TOBT (CDM).

**STAND BY ON XXX.XXX FOR STARTUP**

ATC clearance issued and startup pending via voice (no CDM).

**CONTACT READY ACCORDING EOBT/CTOT ON XXX.XXX**

ATC clearance issued and startup pending via voice according to EOBT/CTOT (n CDM).

**C.4 Step 4**

When a CLD message is received, pilot shall:

- a. Revert to voice to request a new clearance if any inconsistency is detected in the received message (see section 4).
- b. Respond via data link with a CDA (Departure Clearance Echoback) message if the clearance of the CLD message is considered correct.

If no CDA message is received within the time-out parameter, the CDA message is inconsistent with the previous CLD message, or an incorrect CDA message is received, data link communication will be terminated and one of the following FSM, respectively, will be received by the pilot:

**RCD RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURES\***

**CDA REJECTED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURES\***

**CDA REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURES\***

\* When a REVERT TO VOICE PROCEDURES message is received, data link communication will be terminated and the revert to voice procedure will apply (see section 4).

**C.5 Step 5**

When a correct CDA message is received, the ATC system will send the following FSM to the aircraft and terminate the data link communication:

**CDA RECEIVED CLEARANCE CONFIRMED**

**D. REVERT TO VOICE PROCEDURE**

Upon receiving a: "REVERT TO VOICE PROCEDURES" type of message, or if there is any inconsistency in the received clearance, the pilot shall contact the controller by voice to request a new clearance.

**STANDARD INSTRUMENT DEPARTURES**

The regulated departure procedures indicates, in an abbreviated way, the departure routes and the phraseology used by ATC in the initial clearances, in order to:

- a. simplify phraseology,
- b. give the pilot, prior take-off, the departure description in a written form.

The crossing flight levels/altitudes indicated in every clearance are the minimum at which each specific point must be crossed according to the route to be flown.

In order to provide vertical separation between aircraft, ATC may include in the initial clearance an specified flight level/altitude to be maintained up to a fixed point or time, that shall never be lower than those minimum ones above indicated.

A complete description of the pertinent departure procedure may be obtained by pilots when requested to the control tower prior to take-off.

The minimum climb gradient required for every SID is specified up to a flight level/altitude from which a minimum gradient of 3.3% must be maintained till the aircraft reaches the minimum altitude/flight level of the route to be flown.

A detailed description of these procedures is shown in ENR 6 and AD 2 sections.

**4. OTHER RELEVANT INFORMATION AND PROCEDURES**

**4.1. HOLDINGS**

Holding and approach procedures in use are based on the values and factors contained in Part II of the PANS-OPS.

Unless different conditions have been established for a specific procedure, the holding patterns shall be entered and flown as indicated below:

SPEED (Standard conditions)	
Up to FL140	170 kt (CAT A, B y H)
Up to FL140	230 kt
Above FL140 a FL200 inclusive	240 kt
Above FL200 a FL340 inclusive	265 kt
Above FL340	0.83 Mach

OUTBOUND TIME AND DISTANCE	
Up to FL140 inclusive	1 min
Above FL140	1 min 30 sec

DME distance is specified in the outbound leg where DME is available.

## HOLDING PATTERN INCOMPATIBILITIES IN TERMINAL AREAS

### COMPATIBILITY CRITERIA:

- Incompatibility has been considered up to FL240 (inclusive).
- The highest flight level or altitude on which both holding patterns are still compatible is indicated in the boxes.
- Empty boxes indicate that incompatibility does not occur up to the flight level considered.
- Headings in holding patterns are inbound.
- NC: Not compatible.

## TMA ASTURIAS

CIRCUITO DE ESPERA // HOLDING PATTERN ON		ASTURIAS RWY 11		
		DVOR/DME VES	KUTIX	TUXAL
ASTURIAS RWY 11	DVOR/DME VES		NC	NC
	KUTIX	NC		FL120
	TUXAL	NC	FL120	

CIRCUITO DE ESPERA // HOLDING PATTERN ON		ASTURIAS RWY 29				
		NDB AV	DVOR/DME VES	LASIT	ROMIL	DORAR
ASTURIAS RWY 29	NDB AV		NC	NC	NC	NC
	DVOR/DME VES	NC		NC	NC	NC
	LASIT	NC	NC		FL070	-
	ROMIL	NC	NC	FL070		FL140
	DORAR	NC	NC	-	FL140	

**NOTA // NOTE [TMA ASTURIAS]:**

La incompatibilidad se ha considerado hasta FL155 (inclusive). // Incompatibility has been considered up to FL155 (inclusive).

En el caso de existir esperas RNAV y convencionales sobre un mismo waypoint, se ha considerado la más restrictiva. // In the case of RNAV and conventional waits on the same waypoint, it has been considered the most restrictive.

# TMA ALMERÍA

CIRCUITO DE ESPERA // HOLDING PATTERN ON		ALMERÍA-LEAM									
		ROBIP	MAXET	NDB L AM 074°	VOR/DME AMR 285°	RIXAL	NIDON	MOLUV (RNAV)	ASNEP (RNAV)	NIDON (RNAV)	RIXAL (RNAV)
ALMERÍA- LEAM	ROBIP		FL100	NC	FL080	-	-	NC	-	-	-
	MAXET	FL100		FL090	NC	5000	-	NC	-	-	6000
	NDB L AM 074°	NC	FL090		NC	NC	NC	NC	NC (1)	NC	NC
	VOR/DME AMR 285°	FL080	NC	NC		NC	FL070	6000	NC (1)	NC	NC
	RIXAL	-	5000	NC	NC		-	-	-	-	NC
	NIDON	-	-	NC	FL070	-		-	NC (1)	NC	-
	MOLUV (RNAV)	NC	NC	NC	6000	-	-		FL100	-	-
	ASNEP (RNAV)	-	-	NC (1)	NC (1)	-	NC (1)	FL100		NC (1)	-
	NIDON (RNAV)	-	-	NC	NC	-	NC	-	NC (1)		FL130
	RIXAL (RNAV)	-	6000	NC	NC	NC	-	-	-	FL130	

**NOTA // NOTE [TMA ALMERÍA]:**

La espera ASNEP está restringida a nivel de vuelo mínimo FL090 sujeta a la actividad LER63, LER156 y LED36, y nivel de vuelo mínimo FL110 sujeta a la actividad LER63 y LED36. // ASNEP holding pattern is restricted to FL090 minimum subject to LER63, LER156 and LED36, and to FL110 minimum subject to LER63 and LED36.



# TMA BARCELONA: CONFIGURACIÓN ESTE // EAST CONFIGURATION

CIRCUITO DE ESPERA // HOLDING PATTERN (CN)		BARCELONA/Asesp Tarradellas Barcelona-EI Prat																GIRONA					REUS					LLEIDA/Alguairé			ANDORRA/ La Seu D'Urgell							
		CONFIGURACIÓN ESTE // EAST CONFIGURATION																RWY					RWY					RWY			RWY							
		BGR	BOLGE	UTHAN	SLL	SLL Fallo	KANWU	KOSIT	YUTHU	OSTUR	VIBIM	RUBOT	PAPOS	PLUJH	NEPAL	VLA	LRD	RES	DVOR CLE	OKETA	DVOR GIR 184°	DVOR GIR 014°	BANDL	NDB GRN	KERIP	DISET	VOR RES	DVOR VLA	NDB RUS 070°	NDB RUS 256°	VOR LLE	NDB LRD	ROVAP	UPISA				
BARCELONA/Asesp Tarradellas Barcelona-EI Prat	CONFIGURACIÓN ESTE	BGR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL200	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-				
		BOLGE	-	-	FL180	NC	NC	-	NC	-	-	-	-	-	-	-	-	-	-	FL200	-	-	-	-	-	-	-	FL200	NC	-	-	FL200	-	-	-	FL140	NC	
		UTHAN	FL160	FL180	NC	NC	-	NC	-	-	-	-	-	-	-	-	-	-	-	NC	FL170	NC	NC	FL120	NC	-	-	-	FL210	-	-	-	-	-	-	-	-	
		SLL	-	NC	NC	NC	-	NC	-	NC	-	FL220	-	-	-	-	FL190	-	-	-	NC	-	FL220	FL140	-	-	-	FL200	FL090	-	FL220	-	-	-	-	-	-	
		SLL Fallo	-	NC	NC	NC	-	NC	-	-	-	FL230	-	-	-	-	FL160	-	-	-	NC	-	FL200	FL140	-	-	-	-	-	FL110	-	-	-	-	-	-	-	
		KANWU	-	-	-	-	-	-	-	-	-	NC	NC	NC	NC	-	-	-	-	NC	-	-	-	-	-	-	NC	-	FL180	-	NC	FL180	-	-	-	-	-	
		KOSIT	-	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	FL140	-	FL200	FL200	-	-	FL230	-	-	FL180	-	-	-	-	-	-	-	
		YUTHU	-	-	-	-	-	-	-	-	NC	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		OSTUR	-	-	-	-	-	-	-	NC	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		VIBIM	-	-	-	FL220	FL230	-	-	FL200	NC	-	FL180	-	-	NC	-	-	-	-	FL210	-	-	-	-	-	-	-	-	FL230	-	-	-	-	-	-	-	-
		RUBOT	-	-	-	-	-	NC	-	-	-	FL180	-	NC	FL200	NC	FL170	-	FL100	-	-	-	-	-	-	-	FL130	-	6000	FL130	FL140	6000	-	-	-	-	-	
		PAPOS	-	-	-	-	-	NC	-	-	-	NC	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	FL160	-	FL210	-	-	FL200	-	-	-	-	-	
		PLUJH	-	-	-	-	-	NC	-	-	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	-	NC	NC	FL180	NC	-	-	-	
		NEPAL	-	-	-	-	-	-	-	-	FL210	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	FL220	-	-	FL220	-	-	-	-	-	
		VLA	-	NC	-	FL190	FL150	-	-	-	-	-	-	-	-	FL190	-	-	-	-	FL200	NC	FL230	-	-	-	-	FL200	FL140	NC	NC	NC	NC	FL190	FL160	FL120	FL140	
		LRD	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	FL200	NC	-	-	-	-	-	-	-	NC	-	FL200	-	NC	NC	NC	-	
RES	-	-	-	-	-	NC	-	-	-	-	-	-	-	FL100	-	NC	NC	-	-	-	-	-	-	-	NC	NC	NC	FL100	NC	NC	FL150	FL080	FL140	-	-			
GIRONA	RWY	01	DVOR CLE	FL200	FL200	NC	NC	NC	-	FL140	-	FL210	-	-	-	-	-	-	FL230	-	-	NC	FL090	NC	FL210	FL160	-	-	FL160	-	-	-	-	-	-			
		01	OKETA	NC	-	FL170	-	-	-	-	FL210	-	-	-	-	-	-	-	-	-	NC	-	NC	NC	FL160	FL080	-	-	-	-	-	-	-	-	-	-		
		01	DVOR GIR 184°	NC	-	NC	FL220	FL200	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		19	DVOR GIR 014°	NC	-	NC	FL140	FL140	-	FL200	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		19	BANDL	NC	-	FL120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL210	FL160	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	
19	NDB GRN	NC	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
REUS	RWY	07	KERIP	-	-	-	-	NC	-	-	-	FL130	FL160	NC	-	-	-	-	FL200	-	NC	-	-	-	-	-	NC	NC	FL180	NC	NC	-	FL130	-	-			
		07	DISET	-	-	-	-	-	-	-	-	-	-	NC	-	FL140	NC	NC	-	-	-	-	-	-	-	NC	-	NC	-	NC	NC	FL110	NC	FL080	-			
		0725	VOR RES	-	FL200	-	FL200	-	FL180	-	-	-	FL230	6000	FL210	NC	FL230	NC	-	NC	-	-	-	-	-	-	-	NC	NC	NC	NC	NC	NC	FL210	FL140	FL170		
		25	DVOR VLA	-	NC	FL210	FL090	FL110	-	FL180	-	-	FL130	-	-	-	NC	-	FL100	FL160	-	-	-	-	-	-	-	FL180	-	NC	-	FL110	NC	-	-	FL180	FL170	
		25	NDB RUS 070°	-	-	-	-	-	NC	-	-	-	FL140	-	-	NC	-	NC	FL200	NC	-	-	-	-	-	-	-	NC	NC	NC	FL110	-	NC	FL170	FL120	FL200		
0725	NDB RUS 256°	-	FL200	-	FL220	-	FL180	-	-	-	-	6000	FL200	NC	FL230	NC	-	NC	-	-	-	-	-	-	-	NC	NC	NC	NC	NC	NC	FL200	FL140	FL190	FL190			
LLEIDA/Alguairé	RWY	1301	VOR LLE	-	-	-	-	-	-	-	-	-	-	-	FL180	-	FL190	NC	FL150	-	-	-	-	-	-	-	FL110	FL210	-	FL170	FL200	-	NC	NC	FL140			
		31	NDB LRD	-	-	-	-	-	-	-	-	-	-	-	NC	-	FL160	NC	FL090	-	-	-	-	-	-	-	FL130	NC	FL140	-	FL120	FL140	NC	NC	FL210			
		31	ROVAP	-	FL140	-	-	-	-	-	-	-	-	-	-	-	FL120	NC	FL140	-	-	-	-	-	-	-	-	FL080	FL170	FL180	FL200	FL190	NC	NC	NC			
ANDORRA/ La Seu D'Urgell	RWY	03	UPISA	-	NC	-	-	-	-	-	-	-	-	-	FL140	-	-	-	-	-	-	-	-	-	-	-	FL170	-	FL190	FL140	FL210	NC	-	-				

NOTA // NOTE [TMA BARCELONA: CONFIGURACIÓN ESTE // EAST CONFIGURATION]:

En el caso de existir esperas RNAV y convencionales sobre un mismo waypoint, se ha considerado la más restrictiva. // In the case of RNAV and conventional waits on the same waypoint, it has been considered the most restrictive.



# TMA BARCELONA: CONFIGURACIÓN OESTE // WEST CONFIGURATION

GRUPO DE ESPERA // HOLDING PATTERN ON		BARCELONA/Usap Tenedillas Barcelona El Prat																	GIRONA								REUS								LLEDA/Riguiera			ANDORRA/ La Seu D'Urgell			
		CONFIGURACIÓN OESTE																	RWY								RWY								RWY			RWY			
		BGR	CLE	CUTNE	ELLH	SL	TIRGO	PEKIS	PULH	SADEM	KANWU	KOSIT	LESBA	MEDUH	OSTUR	RULOS	NEPAL	USSOF	UTHAN	VLA	01	01	01	19	19	19	07	07	07/25	25	25	07/25	13/01	31	31	03					
																			DVOR CLE	OKETA	DVOR GIR 194°	DVOR GIR 054°	BANOL	NDB GRN	KERP	DISET	VOR RES	DVOR VLA	NDB RUS 07°	NDB RUS 258°	VOR LLE	NDB LR0	ROVAP	UPSA							
BARCELONA/Usap Tenedillas Barcelona El Prat	CONFIGURACIÓN OESTE	BGR		NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL160	FL200	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-			
		CLE	NC		FL140	FL150	FL160	-	-	-	-	-	-	FL180	FL190	-	-	-	-	FL200	NC	NC	NC	NC	NC	FL140	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	
		CUTNE	NC	FL140		FL200	-	-	-	-	-	-	-	FL200	-	-	-	-	-	FL180	NC	-	-	-	-	FL200	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	
		ELLH	-	FL180	FL200		-	-	-	-	-	-	NC	-	-	-	-	-	-	NC	-	FL200	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		SL	-	FL160	-		-	-	-	-	-	-	NC	FL140	FL180	-	-	-	-	FL140	FL100	NC	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		TIRGO	-	-	-		FL200	NC	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		PEKIS	-	-	-		FL200	NC	-	-	-	-	-	NC	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		PULH	-	-	-		-	-	-	FL200	-	NC	-	-	NC	-	-	-	-	-	NC	-	-	-	-	-	-	-	NC	NC	NC	-	NC	NC	FL180	NC	FL200	-	-		
		SADEM	-	-	-		-	-	-	-	-	-	-	NC	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		KANWU	-	-	-		-	-	-	-	-	NC	-	-	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		KOSIT	-	FL180	NC	NC		-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	FL200	FL200	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	
		LESBA	-	FL100	-		FL140	-	-	-	-	NC	-	-	-	NC	NC	-	-	-	NC	-	FL090	FL180	-	-	FL180	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		MEDUH	-	FL100	-		FL180	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	
		OSTUR	-	-	-		-	-	-	-	FL200	-	-	-	NC	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		RULOS	-	FL200	-		FL140	-	-	-	-	-	-	NC	-	FL200	NC	-	-	-	FL200	FL140	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NEPAL	-	-	-		-	-	-	-	-	-	FL200	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		USSOF	NC	NC	FL180		-	-	-	-	FL200	-	-	NC	-	-	-	-	-	-	FL180	-	NC	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	
UTHAN	FL160	NC	NC	NC		FL140	-	-	-	-	NC	-	-	-	-	-	-	FL180	NC	NC	FL170	NC	NC	FL150	NC	-	-	-	-	-	-	-	-	-	-	-	-	-			
VLA	-	-	-		-	-	-	-	FL100	NC	-	-	FL210	-	NC	-	-	-	FL220	-	-	-	-	-	-	-	-	FL140	FL140	NC	NC	NC	NC	NC	FL230	FL180	FL160	-			
GIRONA	RWY	01	DVOR CLE	FL200	NC	-	FL230	NC	-	-	-	-	FL140	FL090	-	-	-	-	FL140	NC	NC	FL230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		01	OKETA	NC	NC	FL200	-	-	-	-	FL210	-	-	FL180	-	-	-	-	NC	FL170	-	NC	NC	NC	FL180	FL080	-	-	-	-	-	-	-	-	-	-	-	-			
		01	DVOR GIR 194°	NC	NC	NC	FL200	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	-	FL090	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
		19	DVOR GIR 054°	NC	NC	NC	-	-	-	-	-	-	-	FL200	FL180	-	-	-	-	FL220	-	NC	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-		
		19	BANOL	NC	FL140	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	FL120	-	FL210	FL180	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-		
REUS	RWY	07	KERP	-	-	-	-	-	-	NC	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		07	DISET	-	-	-	-	-	FL200	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	-	-	-	-	-	-	-	-				
		07/25	VOR RES	-	-	-	-	FL150	-	FL180	NC	-	-	-	NC	-	-	-	-	NC	-	-	-	-	-	-	-	NC	NC	NC	NC	NC	NC	FL210	FL140	FL170	-				
		25	DVOR VLA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	-	-	-	-	-	-	FL180	-	NC	FL110	NC	-	-	-	-				
		25	NDB RUS 07°	-	-	-	-	-	-	-	-	-	NC	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	FL110	NC	NC	FL170	FL150	FL200	-				
LLEDA/Riguiera	RWY	07/25	NDB RUS 258°	-	-	-	-	-	-	FL170	-	FL200	NC	-	FL180	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	NC	NC	NC	FL200	FL140	FL190	FL190				
		13/01	VOR LLE	-	-	-	-	-	NC	NC	FL180	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
		31	NDB LR0	-	-	-	-	-	NC	NC	NC	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	FL130	NC	FL140	-	FL120	FL140	NC	NC	FL210	-				
ANDORRA/ La Seu D'Urgell	RWY	31	ROVAP	-	-	-	-	-	FL200	NC	NC	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		03	UPSA	-	-	-	-	-	FL180	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

NOTA // NOTE [TMA BARCELONA: CONFIGURACIÓN OESTE // WEST CONFIGURATION]:

En el caso de existir esperas RNAV y convencionales sobre un mismo waypoint, se ha considerado la más restrictiva. // In the case of RNAV and conventional waits on the same waypoint, it has been considered the most restrictive.



# TMA BILBAO, CTA LOGROÑO, CTA PAMPLONA, CTA SAN SEBASTIÁN, TMA SANTANDER, CTA VITORIA

SÍMBOLO DE ESPERA / HOLDING PATTERN (EN)	TMA BILBAO				CTA LOGROÑO				CTA PAMPLONA				CTA SAN SEBASTIÁN				TMA SANTANDER				CTA VITORIA													
	SARNA	ALBIZ	DVOR/DME BUR 234°	ROSDO	SUNER	DVOR/DME LPA 072°	DVOR/DME DGO 110°	VABUS	BAPPS NDBS EAG 081°	DGO (PRAV)	VABUS (PRAV)	PPN (PRAV)	DVOR/DME PPN R-201 (R)	DVOR/DME PPN R-026 (R)	L PP 356° (R)	DVOR/DME SON 034°	OSGOT (PRAV)	YESIO (PRAV)	YESIO (PRAV)	RESA	SOPELO	DVOR/DME SWR 112°	NORSA	NDB SA 111°	NDB SA 201°	ARBIN	ARBIN (PRAV)	LOPNA	LOPNA (PRAV)	DVOR/DME VFD 036°	VFD (PRAV)	VOR/DME BUR 219°	BUR (PRAV)	
TMA BILBAO	SARNA	ALBIZ	DVOR/DME BUR 234°	ROSDO	SUNER	DVOR/DME LPA 072°	DVOR/DME DGO 110°	VABUS	BAPPS NDBS EAG 081°	DGO (PRAV)	VABUS (PRAV)	PPN (PRAV)	DVOR/DME PPN R-201 (R)	DVOR/DME PPN R-026 (R)	L PP 356° (R)	DVOR/DME SON 034°	OSGOT (PRAV)	YESIO (PRAV)	YESIO (PRAV)	RESA	SOPELO	DVOR/DME SWR 112°	NORSA	NDB SA 111°	NDB SA 201°	ARBIN	ARBIN (PRAV)	LOPNA	LOPNA (PRAV)	DVOR/DME VFD 036°	VFD (PRAV)	VOR/DME BUR 219°	BUR (PRAV)	
	SARNA	ALBIZ	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ALBIZ	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DVOR/DME BUR 234°	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROSDO	-	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SUNER	-	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTA LOGROÑO	DVOR/DME LPA 072°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DVOR/DME DGO 110°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	VABUS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	BAPPS NDBS EAG 081°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DGO (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	VABUS (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTA PAMPLONA	PPN (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DVOR/DME PPN R-201 (R)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DVOR/DME PPN R-026 (R)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	L PP 356° (R)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTA SAN SEBASTIÁN	DVOR/DME SON 034°	FL130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	OSGOT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	OSGOT (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	YESIO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	YESIO (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TMA SANTANDER	RESA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SOPELO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DVOR/DME SWR 112°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NORSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NDB SA 111°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NDB SA 201°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CTA VITORIA	ARBIN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ARBIN (PRAV)	FL130	FL140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOPNA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOPNA (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	DVOR/DME VFD 036°	FL080	FL130	FL080	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	VFD (PRAV)	FL080	FL130	FL070	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	VOR/DME BUR 219°	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	BUR (PRAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NOTA // NOTE [TMA BILBAO, CTA LOGROÑO, CTA PAMPLONA, CTA SAN SEBASTIÁN, TMA SANTANDER, CTA VITORIA]:

La incompatibilidad se ha considerado hasta FL145 (inclusive). // Incompatibility has been considered up to FL145 (inclusive).

En el caso de existir esperas RNAV y convencionales sobre un mismo waypoint y con los mismos parámetros, se ha considerado la más restrictiva. // In cases where both RNAV and conventional holding patterns exist over the same waypoint with identical parameters, the most restrictive one has been considered.

(1) El circuito de espera en DVOR/DME PPN R-202 tiene las mismas incompatibilidades que el circuito de espera en DVOR/DME PPN R-201. // The holding pattern over DVOR/DME PPN R-202 presents the same incompatibilities as the holding pattern over DVOR/DME PPN R-201.

(2) El circuito de espera en DVOR/DME PPN R-026 tiene las mismas incompatibilidades que el circuito de espera en DVOR/DME PPN R-027. // The holding pattern over DVOR/DME PPN R-206 presents the same incompatibilities as the holding pattern over DVOR/DME PPN R-207.

(3) El circuito de espera en frustrada sobre L PP 355° tiene las mismas incompatibilidades que las del IAF L PP 356°. // The go-around holding pattern over L PP 355° has the same incompatibilities as for IAF L PP 356°.

(4) Se requiere IAS MAX 230 kt en la espera sobre ARBIN. // MAX IAS 230 kt required holding over ARBIN.

# TMA CANARIAS: ESTE

CIRCUITOS DE ESPASA / HOLDING POSITION ON		FUERTEVENTURA													LANZAROTE/César Marrique Lanzarote											
FUERTEVENTURA	RWY 01	RWY 01													RWY 03										RWY 21	
		NDB FV	SIRPU 043704P	DURCO 247	SOTAD (RNAV/RNP)	DURCO RNAV	TENDA 198*	TENDA 246*	TENDA (RNP)	KEMEV	DURCO (RNAV)	KEMEV (RNP)	DURCO 247*	TENDA 237*	TENDA 246*	BAMKU (RNAV/RNP)	MAPED	ROCAZ (RNAV)	DIVORDME LTE 197*	TICKE (RNAV)	ALEDU (RNAV)	BAPAL (RNAV)	LUNOS	LUNOS (RNAV)	DIVORDME LTE 029*	INSER (RNAV)
		NC	-	-	7000	-	NC	NC	NC	NC	-	NC	NC	8000	-	-	FL230	-	-	FL200	-	-	FL170	-	-	
		NC	-	-	NC	-	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NC	-	-	NC	FL100	-	FL130	-	NC	-	NC	-	-	-	NC	-	-	NC	NC	-	-	-	FL110	-	
		7000	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		7000	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		NC	-	-	NC	-	-	NC	-	NC	-	NC	-	-	-	NC	-	-	NC	NC	-	-	-	-	-	
		NC	-	-	FL100	-	-	NC	NC	NC	NC	NC	NC	NC	NC	-	-	FL110	-	NC	NC	-	-	NC	-	
		NC	-	-	-	-	-	NC	NC	NC	FL140	-	FL150	-	NC	NC	NC	-	-	FL130	-	FL170	NC	-	NC	
		NC	-	-	FL130	-	-	NC	NC	NC	5000	NC	FL100	FL130	NC	NC	6000	-	-	FL100	-	7000	NC	-	FL220	
		NC	-	-	-	-	-	NC	FL140	6000	-	NC	-	-	FL140	6000	6000	-	-	FL210	-	-	-	-	FL110	
		NC	-	-	NC	-	-	NC	NC	-	-	NC	-	-	-	-	NC	-	-	NC	NC	-	-	-	NC	
		NC	FL200	-	-	-	-	NC	FL150	FL100	NC	-	-	FL130	FL150	9000	7000	-	-	FL160	-	-	FL230	-	6000	
		-	-	-	NC	-	-	NC	FL100	-	FL130	-	NC	-	-	-	NC	-	-	NC	NC	-	-	-	FL110	
		NC	-	-	-	-	-	NC	NC	NC	NC	-	FL130	-	-	-	-	-	FL130	-	FL150	NC	-	NC	-	
		NC	-	-	-	-	-	NC	NC	NC	FL140	-	FL150	-	NC	NC	-	-	FL130	-	FL170	NC	-	NC	-	
		6000	-	-	FL170	-	NC	NC	6000	6000	-	9000	-	-	NC	-	-	-	-	-	6000	-	-	-	FL140	
		MAPED	-	-	-	-	-	-	-	6000	-	7000	-	-	-	-	-	-	-	FL230	-	-	-	FL190	NC	
		ROCAZ (RNAV)	-	-	NC	-	-	-	-	NC	-	NC	-	-	-	-	-	-	-	-	NC	NC	-	-	NC	
		DIVORDME LTE 197*	FL230	-	-	-	-	FL110	FL130	FL100	FL210	-	FL160	-	FL130	FL130	-	-	FL230	-	-	NC	NC	NC	NC	
		TICKE (RNAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	
		ALEDU (RNAV)	-	-	NC	-	NC	NC	FL170	7000	-	NC	-	NC	FL150	FL170	-	-	NC	NC	-	-	NC	FL180	FL190	
		BAPAL (RNAV)	FL200	-	NC	-	NC	NC	NC	NC	-	NC	FL230	NC	NC	NC	6000	-	NC	NC	-	NC	-	-	NC	
		LUNOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL190	-	NC	-	FL160	-	
		LUNOS (RNAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	FL190	-	NC	FL080	
		DIVORDME LTE 029*	FL170	-	-	-	-	NC	NC	NC	FL110	-	6000	-	NC	NC	FL140	-	-	FL150	-	NC	NC	FL080	NC	
		INSER (RNAV)	-	-	FL110	-	NC	-	-	-	NC	-	FL110	-	-	-	-	-	NC	NC	-	-	-	-	NC	
		NAVIM (RNAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	FL120	NC	-	FL210	FL170	
		GAMM (RNAV)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL190	NC	-	-	-	-	





# TMA GALICIA

CIRCUITO DE ESPERA // HOLDING PATTERN ON	A CORUÑA								SANTIAGO					VIGO				
	DVOR/DME LRA 214°	DVOR/DME LRA 217°	MISTE	ENONU	IDOTU	L SO 167°	DVOR/DME STG 168°	DVOR/DME STG 347°	NOLMU	XEBIK	NDB VON 014°	DVOR/DME VGO 193°	GESPU	BEKIN	OBOTI	PIVON		
A CORUÑA																		
DVOR/DME LRA 214°		NC	NC	NC	NC	FL090	FL110	-	-	-	-	-	-	-	-	-	-	
DVOR/DME LRA 217°		NC	NC	NC	NC	FL080	FL100	-	-	-	-	-	-	-	-	-	-	
MISTE		NC	NC	NC	-	FL140	FL140	-	-	-	-	-	-	-	-	-	-	
ENONU		NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IDOTU		NC	NC	-	-	NC	FL070	-	-	-	-	-	-	-	-	-	-	
SANTIAGO	L SO 167°	FL090	FL080	FL140	-	NC	NC	NC	FL140	-	-	-	-	-	-	-	FL100	
DVOR/DME STG 168°	FL110	FL100	FL140	-	FL070	NC	NC	NC	FL100	FL140	-	FL140	-	-	-	-	6000 ft	
DVOR/DME STG 347°	-	-	-	-	-	NC	NC	NC	NC	NC	-	FL110	-	FL130	-	NC	-	
NOLMU	-	-	-	-	-	FL140	FL100	NC	NC	FL140	NC	-	NC	FL120	NC	-	-	
XEBIK	-	-	-	-	-	FL140	NC	NC	FL140	NC	-	-	-	-	-	-	FL140	
VIGO	NDB VON 014°	-	-	-	-	-	-	-	FL140	-	NC	NC	NC	NC	NC	NC	FL070	
DVOR/DME VGO 193°	-	-	-	-	-	-	FL140	FL110	NC	-	NC	-	6000 ft	NC	NC	NC	-	
GESPU	-	-	-	-	-	-	-	-	-	NC	-	6000 ft	FL140	NC	NC	-	-	
BEKIN	-	-	-	-	-	-	-	FL130	NC	-	NC	NC	FL140	8000 ft	8000 ft	NC	-	
OBOTI	-	-	-	-	-	-	-	-	FL120	-	NC	NC	NC	8000 ft	8000 ft	-	FL170	
PIVON	-	-	-	-	-	FL100	6000 ft	NC	NC	FL140	FL070	NC	-	NC	FL170	-	-	

**NOTA // NOTE [TMA GALICIA]:**

La incompatibilidad se ha considerado hasta FL150 (inclusive). // Incompatibility has been considered up to FL150 (inclusive).

En el caso que existan esperas RNAV y convencionales, se ha considerado la más restrictiva entre las dos. // If there are RNAV and conventional holding patterns, it is considered the most restricted holding pattern of both.

# MADRID TMA: CONFIGURACIÓN SUR // SOUTH CONFIGURATION

DESIGNACIÓN ESPERA (PUBLISHING/AVISERON ON)	NOTA	ORIGEN RWY	ORIGEN CONV (STAR LETO)	PCDDO	SECCION CONV	USAR	SECCO	INVS RWY	INVS DIVORGENE CONV (STAR LETO)	TLD RWY	TLD DIVORGENE CONV (STAR LETO)	BUREN CONV (STAR LETO)	LUSER	VENUK	BAN	NOGRO RWY	NOGRO CONV (STAR LETO)	CAN RWY	CAN DIVORGENE CONV (STAR LETO)	CAN DIVORGENE CONV (STAR LETO)	ADZAR	FRANCO	TERSA	SIRGU CONV (STAR LETO)	DUAKE CONV (STAR LETO)	VYS DIVORGENE CONV (STAR LETO)	SE NER CONV (STAR LETO)	BOPN FRUSTRADA INC LEND RWY HELR	
NOTU		NC	NC		NC																								
ORIG RWY		NC	NC		NC		10000																						
ORIG CONV (STAR LETO)		NC	NC		NC																								
PCDDO		NC	NC	NC			FL200																						
FRUSTR		NC																											
SE DIVORGENE CONV		NC	10000	NC	FL200	NC																							
USAR			NC	NC																									
SECCO								NC	NC		FL100																	FL100	
INVS RWY								NC	NC		FL100																	NC	
INVS DIVORGENE CONV (STAR LETO)							FL200	NC	NC																			10000	
TLD RWY									NC		NC																	NC	
TLD DIVORGENE CONV (STAR LETO)								FL100	NC	NC																		10000	
BUREN CONV (STAR LETO)																												10000	
LUSER																													
VENUK																NC	FL200	FL100											
BAN																													
NOGRO RWY																													
NOGRO CONV (STAR LETO)																													
CAN RWY																													
CAN DIVORGENE CONV (STAR LETO)																													
CAN DIVORGENE CONV (STAR LETO)																													
ADZAR																													
FRANCO																													
TERSA																													
SIRGU CONV (STAR LETO)																													
DUAKE CONV (STAR LETO)																													
VYS DIVORGENE CONV (STAR LETO)																													
SE NER CONV (STAR LETO)								FL200	NC	10000																		FL200	
BOPN FRUSTRADA INC LEND RWY HELR																													NC

NOTA // NOTE [MADRID TMA: CONFIGURACIÓN SUR // SOUTH CONFIGURATION]:

De manera general, en los puntos donde existen definidas diferentes esperas para esta configuración del TMA, los valores corresponden a la interacción más restrictiva. Adicionalmente, en algunos casos particulares se incluye información segregada para diferentes esperas en un mismo punto. // As a general rule, for the points where different holdings are defined for this TMA configuration, the figures correspond to the most restrictive interaction. In addition, in specific cases segregated information on different holdings for the same point is provided.

# MADRID TMA: CONFIGURACIÓN NORTE // NORTH CONFIGURATION

RESULTADO DE ESPERA // HOLDING PATTERN ON	BUPEX	TLD	DAGSE	AVILA	ORIBIS	FATEG	SIRGU	ADUJO	TERSA	PRADO	NOGSKO	BAN	RUBIBI	VTB DVOROMÉ CONV. (STAR LETO)	CJN DVOROMÉ CONV. (224°-144°) (STAR LETO)	CJN DVOROMÉ CONV. (242°-80°) (STAR LETO)	NIS DVOROMÉ CONV. (STAR LETO)	TOBEX CONV. (STAR LETO)	ASBIN CONV. (STAR LETO)	GE NBR (STAR LETO)	DUKKE CONV. (STAR LETO)	PROFX FRUSTRADA IAC LEMO RWY 25LR	POT DVOROMÉ CONV.	
BUPEX	NC	FL190	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-
TLD	NC	NC	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	-
DAGSE	FL190	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	-
AVILA	-	FL200	NC	FL210	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	-
ORIBIS	-	-	-	FL210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FATEG	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	NC	NC	-	-	NC	-	NC
SIRGU	-	-	-	-	-	NC	FL180	NC	FL160	-	NC	-	-	-	NC	-	-	-	NC	-	NC	-	-	-
ADUJO	-	-	-	-	-	NC	NC	NC	FL170	-	-	-	-	-	NC	-	-	-	-	-	-	FL190	-	-
TERSA	-	-	-	-	-	FL190	NC	-	NC	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	-
PRADO	-	-	-	-	-	NC	NC	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	-
NOGSKO	-	-	-	-	-	FL190	FL170	NC	-	-	FL190 12000	-	-	-	NC	-	-	-	-	-	-	NC	-	-
BAN	-	-	-	-	-	-	-	-	FL190	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-
RUBIBI	-	-	-	-	NC	NC	-	-	12000	-	-	-	-	-	NC	-	NC	NC	-	-	-	NC	-	NC
VTB DVOROMÉ CONV. (STAR LETO)	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CJN DVOROMÉ CONV. (224°-144°) (STAR LETO)	-	-	-	-	-	NC	NC	FL200	NC	NC	-	NC	-	-	-	-	-	-	-	-	NC	-	-	-
CJN DVOROMÉ CONV. (242°-80°) (STAR LETO)	-	-	-	-	-	NC	NC	NC	NC	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-
NIS DVOROMÉ CONV. (STAR LETO)	-	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOBEX CONV. (STAR LETO)	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-	-	-	-	NC	-	-	NC	-	NC
ASBIN CONV. (STAR LETO)	-	-	-	-	-	NC	NC	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	NC
GE NBR (STAR LETO)	NC	NC	NC	-	-	NC	-	-	-	-	-	-	-	NC	-	-	-	-	-	-	-	NC	-	-
DUKKE CONV. (STAR LETO)	-	-	-	-	-	NC	FL190	FL190	-	NC	FL200	NC	-	-	NC	-	-	-	-	-	-	-	-	-
PROFX FRUSTRADA IAC LEMO RWY 25LR	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POT DVOROMÉ CONV.	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-	-	-	NC	NC	-	-	-	-	-

NOTA // NOTE [MADRID TMA: CONFIGURACIÓN NORTE // NORTH CONFIGURATION]:

De manera general, en los puntos donde existen definidas diferentes esperas para esta configuración del TMA, los valores corresponden a la interacción más restrictiva. Adicionalmente, en algunos casos particulares se incluye información segregada para diferentes esperas en un mismo punto. // As a general rule, for the points where different holdings are defined for this TMA configuration, the figures correspond to the most restrictive interaction. In addition, in specific cases segregated information on different holdings for the same point is provided.



# PALMA TMA

CIRCUITOS DE ESPERA (HOLDING PATTERNS)	PALMA DE MALLORCA														IBIZA										MENORCA										
	NDB A0X 123°	DVOR/DME POS 150°	DVOR/DME CDP 273°	POGBA	RURIT	MUROS	DVOR/DME MJV 052°	DVOR/DME MJV 261°	TAKUS	INPUS	BAVUM	IBVU	TUTOT	DEMEV	NELUX	NEGRE	KDKES	VOR/DME IBA 242°	SISDU	OLPAM	VOR/DME IBA 063°	XEMDU	GISLU	NDB IZA 242°	DONAV	DVOR/DME MHN 189°	DVOR/DME MHN 007°	DVOR/DME MHN 006°	BALIO	NDB MN 007°					
PALMA DE MALLORCA	NDB A0X 123°	-	-	-	NC	-	NC	6000	FL150	FL220	-	FL200	-	-	FL220	FL140	-	-	-	-	-	-	FL210	-	-	-	-	-	-	-	-	-	-		
	DVOR/DME POS 150°	-	-	-	NC	-	NC	FL200	FL160	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	DVOR/DME CDP 273°	-	FL100	-	-	NC	FL230	FL140	FL080	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL220	FL150	FL140	FL140	FL150	FL140			
	POGBA	-	NC	-	-	FL220	-	-	FL120	NC	FL200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	RURIT	NC	-	-	-	-	FL150	-	-	-	-	FL200	FL210	-	FL170	NC	-	FL170	-	FL180	-	-	-	5000	FL150	-	-	-	-	-	-	-	-		
	MUROS	-	NC	NC	-	FL220	-	5000	NC	FL220	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	DVOR/DME MJV 052°	NC	FL200	FL220	-	FL150	FL150	NC	NC	-	FL140	NC	-	-	FL160	FL170	-	-	-	-	-	-	-	-	-	-	FL180	FL220	-	-	-	-	-		
	DVOR/DME MJV 261°	6000	FL160	FL140	-	5000	NC	NC	-	NC	FL080	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	TAKUS	FL150	NC	FL080	FL120	-	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	INPUS	FL220	NC	-	NC	-	FL220	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	BAVUM	-	NC	NC	FL200	-	NC	FL140	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	IBVU	FL200	-	-	-	FL220	-	FL080	-	-	-	-	-	-	4000	FL140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
IBIZA	TUTOT	-	-	-	-	FL210	-	-	-	-	-	-	-	NC	FL180	FL140	NC	NC	NC	NC	NC	NC	FL110	NC	-	-	-	-	-	-	-	-	-	-	
	DEMEV	-	-	-	-	-	-	-	-	-	-	NC	-	-	NC	-	-	NC	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	NELUX	FL220	-	-	-	FL170	-	FL160	-	-	-	4000	FL190	-	FL070	FL140	FL080	-	FL190	FL190	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-
	NEGRE	FL140	-	-	-	NC	-	FL170	-	-	-	FL140	FL140	-	FL070	-	FL190	FL090	-	NC	FL190	FL200	NC	NC	-	-	-	-	-	-	-	-	-	-	
	KDKES	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	FL140	FL190	-	FL090	NC	NC	NC	FL130	NC	-	-	-	-	-	-	-	-	-	
	VOR/DME IBA 242°	-	-	-	-	FL170	-	-	-	-	-	NC	-	FL080	FL080	NC	-	FL090	NC	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	
	SISDU	-	-	-	-	-	-	-	-	-	NC	NC	-	-	FL090	FL090	-	-	5000	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	OLPAM	-	-	-	-	FL180	-	-	-	-	-	-	-	NC	NC	FL190	NC	NC	5000	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	
	VOR/DME IBA 063°	-	-	-	-	-	-	-	-	-	NC	NC	FL190	FL190	NC	NC	NC	NC	NC	NC	NC	NC	FL100	NC	-	-	-	-	-	-	-	-	-	-	
	XEMDU	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	FL200	NC	NC	-	NC	NC	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	
	GISLU	FL210	-	-	-	5000	-	FL180	-	-	-	FL140	FL110	-	NC	NC	FL130	NC	-	NC	FL190	NC	NC	-	-	-	-	-	-	-	-	-	-	-	
	NDB IZA 242°	-	-	-	-	FL150	-	FL220	-	-	-	FL190	NC	-	NC	NC	NC	NC	-	NC	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	
MENORCA	DONAV	-	-	-	-	FL220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	-	-	-	-	-	3000		
	DVOR/DME MHN 189°	-	-	-	-	FL150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	
	DVOR/DME MHN 007°	-	-	-	-	FL140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	
	DVOR/DME MHN 006°	-	-	-	-	FL140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	
	BALIO	-	-	-	-	FL150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	
	NDB MN 007°	-	-	-	-	FL140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	

NOTA // NOTE [PALMA TMA]:

La incompatibilidad se ha considerado hasta FL240 (inclusive). // Incompatibility has been considered up to FL240 (inclusive).

En los recuadros se indica el nivel de vuelo o altitud superior en el que ambas esperas son aún compatibles. // The highest flight level or altitude on which both holding patterns are still compatible is indicated in the boxes.

Los recuadros en blanco indican que no se produce incompatibilidad hasta el nivel de vuelo considerado. // Empty boxes indicate that incompatibility does not occur up to the flight level considered.

Los rumbos en las esperas son de acercamiento. // Headings in holding patterns are inbound.

En el caso que existan esperas RNAV y convencionales, se ha considerado la más restrictiva entre las dos. // If there are RNAV and conventional holding patterns, it is considered the most restricted holding pattern of both.

NC: No compatibles. // NC: Not compatible.



# TMA VALENCIA

CIRCUITO DE ESPERA // HOLDING PATTERN ON			ALICANTE									CASTELLÓN					VALENCIA				
			RWY10			RWY28			RWY28			RWY06			RWY24		RWY12				
			VILNA	VOR/DME ALT (278°)	MAGAL (307°)	MAGAL (307°)	MAGAL RNAV	VOR/DME ALT (100°)	BESOR	BESOR RNAV	DVOR/DME V.L.C 370 DME R-188	SAURA	NIBEN	IQDEP	DVOR/DME CTN	OSPES	OPERA	DVOR/DME CLS	URIAS	DVOR/DME V.L.C (118°)	DVOR/DME V.L.C (298°)
ALICANTE	RWY10	VILNA	FL120	-	-	-	NC	-	-	FL200	-	-	INFO NO AVBL	-	-	-	-	-	-		
		VOR/DME ALT (278°)	FL120	NC	NC	NC	NC	NC	NC	-	-	-	INFO NO AVBL	-	-	-	-	-	-		
	RWY28	MAGAL (307°)	-	NC	NC	NC	FL110	FL100	FL100	-	-	-	INFO NO AVBL	-	-	-	-	-	-		
		MAGAL RNAV	-	NC	NC	NC	NC	FL100	FL100	-	-	-	INFO NO AVBL	-	-	-	-	-	-		
		VOR/DME ALT (100°)	NC	NC	FL110	FL100	NC	FL120	NC	-	-	-	INFO NO AVBL	-	-	-	-	-	-		
		BESOR	-	NC	FL100	FL100	FL100	FL120	NC	FL200	-	-	INFO NO AVBL	-	-	-	-	-	-		
		BESOR RNAV	-	NC	FL100	FL100	FL100	NC	NC	FL180	-	-	INFO NO AVBL	-	-	-	-	-	-		
		DVOR/DME V.L.C 370 DME R-188	FL200	-	-	-	-	FL200	FL180	-	-	-	INFO NO AVBL	-	-	-	NC	FL200	FL140		
CASTELLÓN	RWY06	SAURA	-	-	-	-	-	-	-	-	-	NC	INFO NO AVBL	-	-	-	-	-	-		
		NIBEN	-	-	-	-	-	-	-	-	NC	-	INFO NO AVBL	-	-	-	-	-	-		
		IQDEP	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL		
	RWY24	OSPES	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	-			
VALENCIA	RWY12	OPERA	-	-	-	-	-	-	-	-	-	-	INFO NO AVBL	-	-	NC	-	NC	NC		
		DVOR/DME CLS	-	-	-	-	-	-	-	-	-	-	INFO NO AVBL	-	-	NC	-	NC	FL180		
		URIAS	-	-	-	-	-	-	-	NC	-	-	INFO NO AVBL	-	-	-	-	NC	NC		
		DVOR/DME V.L.C (118°)	-	-	-	-	-	-	-	FL200	-	-	INFO NO AVBL	-	NC	NC	NC	NC	NC		
	RWY30	DVOR/DME V.L.C (298°)	-	-	-	-	-	-	-	FL140	-	-	INFO NO AVBL	-	NC	FL180	NC	NC	NC		



## 4.2. PROCEDURES AT AFIS AERODROMES

### GENERAL

The AFIS unit shall issue information to aircraft in its area of responsibility to achieve a safe, orderly and expeditious flow of air traffic. AFIS officers (AFISO) shall maintain a continuous watch by visual observation of all flight operations on and in the vicinity of an aerodrome, as well as vehicles and personnel on the manoeuvring area.

An Apron Management Service is provided by AFIS to regulate the activities and movement of aircraft on the apron.

Aircraft at AFIS aerodromes and within their associated FIZ shall operate in accordance with a flight plan and must be equipped for two way radio communications.

The pilot shall establish and maintain two way communications with the AFIS unit, and he/she shall notify his position, altitude, and any significant manoeuvres and intentions to this unit.

In general, the pilot shall provide all information requested by the AFIS unit for the fulfillment of its duties.

Whilst operating at the airport or in its vicinity, the pilot shall, based on the information provided by the AFIS unit and his/her own knowledge and observations, decide on the actions to take in order to ensure its separation from aircraft, land vehicles and obstacles.

AFIS shall stick to duly report essential traffic information, with which the pilot shall decide on the appropriate trajectory or manoeuvre to follow. Regardless of any pilot action, the

AFIS officer shall report, adequately and without delay, information with regard to any perceived dangerous situation in his area of responsibility.

Flight plans shall be submitted according to ENR 1.10, nevertheless, where an AFIS aerodrome has no associated air traffic reporting office, flight plans may be submitted or closed by means of a report to the AFIS unit of the aerodrome. The service provided by the AFIS unit in that case is comparable to that of an air traffic reporting office.

### OPERATIONS IN THE FLIGHT INFORMATION ZONE

#### *ARRIVALS*

IFR traffic bound for an AFIS aerodrome, shall contact with the AFIS unit, notify their intentions and enter the FIZ following the procedures established in the approach charts.

VFR traffic bound for an AFIS aerodrome, shall contact the AFIS unit and notify their intentions prior to reaching the reporting points indicated in the Visual Approach Chart.

VFR traffic shall enter the FIZ via the designated points, proceeding on the indicated magnetic tracks to join the visual circuit maintaining the maximum altitude published in the Visual Approach Chart.

As soon as possible, after the aircraft have established contact with the AFIS unit and before the aircraft joins the traffic circuit, the following information shall be provided, except that known to have been already received by the pilot:

- a. the preferential runway and direction of the traffic circuit;
- b. up to date meteorological information; and
- c. essential traffic information and aerodrome conditions, when appropriate.

The AFIS officer shall not provide any instructions with regard to joining the traffic circuit, nor shall he/she establish a landing order.

The pilot will report joining the circuit, on base and on final.

Once the landing has been completed, the pilot shall report his/her taxi intentions, he/she shall request permission to enter the apron and he/she shall notify when the flight plan has been terminated.


As soon as possible aircraft shall report missed approaches and their intentions, if it is the case.

#### *DEPARTURES*

IFR traffic departing from an AFIS aerodrome shall contact with the AFIS unit and notify their intentions. Before take-off, the AFIS unit shall relay the appropriate ATC clearance (CTOT included when subject to ATFM measures) provided to enter in controlled airspace, the traffic information and the assigned transponder code.

VFR traffic intending to leave the FIZ, shall do so via the designated points and they shall notify their intentions to the AFIS unit,

including the reporting point to be used.

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The VFR flight shall report the AFIS leaving the FIZ over the relevant reporting point.

***COMMUNICATIONS FAILURE***

The communications failure procedure is detailed in the Visual Approach Chart.