

HOLDING, APPROACH AND DEPARTURE PROCEDURES

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 ± 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 \pm 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 and H)
Up to FL140	230 kt
Above FL140 to FL200 inclusive	240 kt
Above FL200 to FL340 inclusive	265 kt
Above FL340	0.83 Mach

OUTBOUND TIME AND DISTANCE	
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.

ASTURIAS

CIRCUITO DE ESPERA EN // 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 EN // 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: 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.

ALMERÍA

Circuitos de espera en // 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: 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 CANARIAS: ESTE

CIRCUITOS DE ESPERA EN VOLADIZO PATRÓN ON		PUERTO VENTURA														LANZAROTE Casa Blanca Lanzarote													
		RWY 01							RWY 10							RWY 03							RWY 21						
PUERTO VENTURA	RWY 01	NOB.FV	SIMP.UACT/SMP	QUERCO 247*	SOTAD (RWY/RWSP)	QUERCO (RWY)	TENIDA 18F	TENIDA 24F	TENIDA (RWY)	KESEV	QUERCO (RWY)	KESEV (RWY)	QUERCO 247*	TENIDA 23F	TENIDA 24F	BARBU (RWY/RWSP)	ROCAZ	DIVOROME LITE 10F	TOCE (RWY)	ALEJU (RWY)	BARBU (RWY)	LUNCE	LUNCE (RWY)	DIVOROME LITE 03F	ROSER (RWY)	MORAN (RWY)	GAMA (RWY)		
				NOB.FV	NC	-	700	-	NC	NC	NC	NC	-	NC	-	NC	NC	8000	-	-	FL230	-	-	FL200	-	-	FL170	-	-
		SIMP.UACT/SMP	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		QUERCO 247*	-	-	-	NC	FL100	-	FL100	-	NC	-	NC	-	-	-	-	NC	-	NC	NC	-	-	-	FL170	-	-	-	
		SOTAD (RWY/RWSP)	7000	NC	-	-	-	-	-	-	-	-	-	-	-	FL170	-	-	-	-	-	-	-	-	-	-	-	-	
		QUERCO (RWY)	-	-	NC	-	-	NC	-	NC	-	NC	-	-	-	-	-	NC	-	NC	NC	-	-	-	NC	-	-	-	
		TENIDA 18F	NC	-	FL100	-	-	NC	NC	NC	NC	NC	FL100	NC	NC	NC	-	-	FL170	-	NC	NC	-	-	NC	-	-	-	
		TENIDA 24F	NC	-	-	-	-	NC	NC	FL140	-	FL200	-	NC	NC	NC	-	-	FL100	-	FL100	-	-	FL170	NC	-	-	-	
		TENIDA (RWY)	NC	-	FL100	-	-	NC	NC	NC	NC	FL200	NC	NC	NC	8000	-	-	FL100	-	7000	NC	-	-	NC	-	-	FL200	
		KESEV	NC	-	-	-	-	NC	FL140	5000	5000	NC	FL200	NC	NC	8000	-	-	FL100	-	-	-	-	-	FL170	-	-	-	
		QUERCO (RWY)	-	-	NC	-	NC	NC	-	-	-	NC	-	-	-	-	-	NC	-	NC	NC	-	-	-	NC	-	-	-	
		KESEV (RWY)	NC	FL200	-	-	-	NC	FL100	FL100	NC	-	-	FL100	FL100	8000	7000	-	FL100	-	FL200	-	-	8000	-	-	-	-	
		QUERCO 247*	-	-	NC	-	NC	FL100	-	FL100	-	NC	-	-	-	-	-	NC	-	NC	NC	-	-	-	FL170	-	-	-	
		TENIDA 23F	NC	-	-	-	-	NC	NC	NC	-	FL100	-	-	NC	-	-	FL100	-	FL100	NC	-	-	NC	-	-	-	-	
		TENIDA 24F	NC	-	-	-	-	NC	NC	NC	FL140	-	FL100	-	NC	-	-	FL100	-	FL100	NC	-	-	NC	-	-	-	-	
		BARBU (RWY/RWSP)	8000	-	-	FL170	-	NC	NC	8000	8000	-	8000	-	-	NC	-	-	-	-	8000	-	-	-	FL140	-	-	-	
		LANZAROTE Casa Blanca Lanzarote																											
		BARBU	-	-	-	-	-	-	-	8000	-	7000	-	-	-	-	-	-	FL230	-	-	-	FL100	NC	FL100	-	-	-	
		ROCAZ (RWY)	-	-	NC	-	NC	-	-	-	NC	-	NC	-	-	-	-	-	NC	NC	-	-	-	-	NC	NC	-		
		DIVOROME LITE 10F	FL230	-	-	-	-	FL170	FL100	FL100	FL270	-	FL100	-	FL100	FL100	-	FL230	-	-	NC	NC	NC	NC	NC	-	NC	FL100	
		TOCE (RWY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		ALEJU (RWY)	-	-	NC	-	NC	NC	FL170	7000	-	NC	-	NC	FL100	FL170	-	-	NC	NC	-	-	NC	FL100	FL100	NC	NC	-	
		BARBU (RWY)	FL200	-	NC	-	NC	NC	NC	-	NC	FL200	NC	NC	NC	8000	-	-	NC	NC	-	-	-	-	NC	-	-	-	
		LUNCE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL100	-	NC	-	-	FL140	-	-	-	-	-	
		LUNCE (RWY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	FL100	-	-	NC	FL100	-	-	-	-	
		DIVOROME LITE 03F	FL170	-	-	-	-	NC	NC	NC	FL170	-	8000	-	NC	NC	FL140	FL100	-	NC	-	NC	NC	FL100	NC	-	-	-	
		ROSER (RWY)	-	-	FL100	-	-	-	-	-	NC	-	FL100	-	-	-	-	-	NC	-	NC	NC	-	-	-	-	-	-	
		MORAN (RWY)	-	-	-	-	-	-	FL200	-	-	-	-	-	-	-	-	NC	NC	FL100	NC	-	-	FL100	NC	NC	-	-	
		GAMA (RWY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FL100	NC	-	-	-	-	-	-	-	-	-	

TMA GALICIA

CIRCUITO DE ESPERA EN # HOLDING PATTERN ON		A CORUÑA								SANTIAGO					VIGO				
		NDB COA 031*	DVOR/DME LRA 210*	DVOR/DME LRA 217*	MISTE	BERAX	ENONU	GALZO	IDOTU	L SO 167*	DVOR/DME STG 168*	DVOR/DME STG 347*	NOLMU	XEBIK	NDB VON 014*	DVOR/DME VGO 193*	GESPU	BEKIN	OBOTI
A CORUÑA	NDB COA 031*	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	FL090	-	-	-	-	-	-	-
	DVOR/DME LRA 210*	NC		NC	NC	NC	NC	NC	NC	FL080	FL110	-	-	-	-	-	-	-	-
	DVOR/DME LRA 217*	NC	NC		NC	NC	NC	NC	NC	FL080	FL110	-	-	-	-	-	-	-	-
	MISTE	NC	NC	NC		NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-
	BERAX	NC	NC	NC	NC	-		NC	FL110	NC	NC	FL070	-	-	-	-	-	-	-
	ENONU	NC	NC	NC	NC	-		NC	-	-	-	-	-	-	-	-	-	-	-
	GALZO	NC	NC	NC	NC	NC	NC		-	-	-	-	-	-	-	-	-	-	-
IDOTU	NC	NC	NC	-	FL110	-	-		NC	NC	-	-	-	-	-	-	-	-	
SANTIAGO	L SO 167*	NC	FL080	FL080	-	NC	-	-	NC		NC	NC	FL140	-	-	-	-	-	FL070
	DVOR/DME STG 168*	NC	FL110	FL110	-	NC	-	-	NC	NC		NC	FL110	FL140	-	FL140	-	-	NC
	DVOR/DME STG 347*	FL090	-	-	-	FL070	-	-	-	NC	NC		NC	NC	-	FL110	-	FL130	-
	NOLMU	-	-	-	-	-	-	-	-	FL140	FL110	NC		NC	-	NC	-	NC	FL120
XEBIK	-	-	-	-	-	-	-	-	-	FL140	NC	NC		-	-	-	-	-	
VIGO	NDB VON 014*	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	NC	NC	NC	NC
	DVOR/DME VGO 193*	-	-	-	-	-	-	-	-	-	FL140	FL110	NC	-	NC		NC	NC	NC
	GESPU	-	-	-	-	-	-	-	-	-	-	-	-	NC	5000 ft		-	NC	-
	BEKIN	-	-	-	-	-	-	-	-	-	-	FL130	NC	-	NC	NC		6000 ft	NC
	OBOTI	-	-	-	-	-	-	-	-	-	-	-	FL120	-	NC	NC	NC	6000 ft	6000 ft
PIVON	-	-	-	-	-	-	-	-	FL070	NC	NC	NC	-	NC	NC		NC	6000 ft	

NOTA // NOTE:

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 NORTE // NORTH CONFIGURATION

CIRCUITO DE ESPERA EN // HOLDING PATTERN ON	BUREX	TLD	DAGSE	AVILA	ORISS	PAFEG	SROUJ	ADUJO	TERSA	PRADO	NOBHO	BAN	RUBB	VTS DVORQUE COMV (STAR LEGT)	CJN DVORQUE COMV (241°-144°) (STAR LEGT)	CJN DVORQUE COMV (241°-144°) (STAR LEGT)	VYS DVORQUE COMV (STAR LETO)	TOBEK COMV (STAR LETO)	ASBN COMV (STAR LETO)	GE NOB COMV (STAR LEGT)	DURKE COMV (STAR LETO)	ROFKV FRUSTRADA AC LEND RIVY SLUR	POT DVORQUE COMV	
BUREX	NC	FL190	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-	-	
TLD	NC	FL190	NC	FL200	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	NC	-	-	-	-	
DAGSE	FL190	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	NC	-	-	-	-	
AVILA	-	FL200	NC	FL210	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	NC	-	-	-	-	
ORISS	-	-	-	FL190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PAFEG	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SROUJ	-	-	-	-	-	-	NC	FL190	NC	FL190	-	-	NC	-	NC	-	-	NC	NC	-	-	NC	NC	
ADUJO	-	-	-	-	-	-	NC	NC	NC	FL190	-	-	-	-	NC	-	-	NC	-	-	-	FL190	-	
TERSA	-	-	-	-	-	-	FL190	NC	-	NC	-	-	-	-	FL200	-	-	-	-	-	-	FL190	-	
PRADO	-	-	-	-	-	-	NC	NC	-	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	
NOBHO	-	-	-	-	-	-	FL190	FL190	NC	-	-	FL190	10000	-	NC	-	-	-	-	-	-	-	NC	-
BAN	-	-	-	-	-	-	-	-	-	FL190	-	-	-	-	-	-	-	-	-	-	-	-	FL200	-
RUBB	-	-	-	-	-	NC	NC	-	-	10000	-	-	-	-	NC	-	-	NC	NC	-	-	-	NC	-
VTS DVORQUE COMV (STAR LEGT)	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CJN DVORQUE COMV (241°-144°) (STAR LEGT)	-	-	-	-	-	-	NC	NC	FL200	NC	NC	-	NC	-	NC	-	-	-	-	-	-	-	-	
CJN DVORQUE COMV (241°-144°) (STAR LEGT)	-	-	-	-	-	-	NC	NC	NC	NC	NC	-	NC	-	NC	-	-	-	-	-	-	-	-	
VYS DVORQUE COMV (STAR LETO)	-	NC	NC	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	-	-	-	
TOBEK COMV (STAR LETO)	-	-	-	-	-	NC	-	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-	NC	
ASBN COMV (STAR LETO)	-	-	-	-	-	NC	NC	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-	NC	
GE NOB COMV (STAR LEGT)	NC	NC	NC	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NC	
DURKE COMV (STAR LETO)	-	-	-	-	-	-	NC	FL190	FL190	-	NC	FL200	NC	-	NC	-	-	-	-	-	-	-	-	
ROFKV FRUSTRADA AC LEND RIVY SLUR	-	-	-	-	-	NC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
POT DVORQUE COMV	-	-	-	-	-	NC	-	-	-	-	-	-	NC	-	-	-	-	-	NC	-	-	-	-	

NOTA // NOTE:

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 EN HOLDING PATTERN ON		PALMA DE MALLORCA														BISA														MENCORA													
PALMA DE MALLORCA		NSB ADX 12P	DVOR DME POS 12P	DVOR DME COP 21P	POGBA	RPPT	MAJROS	DVOR DME MAY 15P	DVOR DME MAY 20P	TAKUS	IMPUS	BAVUM	BBVU	TUTOT	DEWEY	HELIX	NEGRE	KOSES	VOROME BA 24P	SEDOU	CLPAM	VOROME BA 20P	VENOU	GIELU	NSB CA 24P	DONAV	DVOR DME MRA 18P	DVOR DME MRA 20P	DVOR DME MRA 22P	BAJLD	NSB MRA 20P												
NSB ADX 12P	--	--	--	--	NC	--	NC	--	NC	8800	FL150	FL200	--	FL200	--	FL200	FL140	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--											
DVOR DME POS 12P	--	FL100	FL150	NC	--	NC	FL200	FL160	NC	NC	NC	--	FL200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--											
DVOR DME COP 21P	--	FL100	--	--	NC	--	FL200	FL140	FL080	--	NC	--	FL200	--	--	--	--	--	--	--	--	--	--	--	FL200	FL150	FL140	FL140	FL150	FL140	--	--											
POGBA	--	NC	--	--	--	--	FL200	--	--	FL150	--	--	FL200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--										
RPPT	NC	--	--	--	--	--	FL150	--	--	FL150	--	--	FL200	FL210	--	FL170	NC	--	FL170	--	FL180	--	--	--	8800	FL150	--	--	--	--	--	--	--										
MAJROS	--	NC	NC	FL200	--	--	FL150	8800	NC	FL200	NC	--	FL200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--										
DVOR DME MAY 15P	NC	FL200	FL200	--	FL150	FL150	NC	NC	--	FL140	NC	--	FL180	FL170	--	--	--	--	--	--	--	--	--	--	--	FL180	FL200	--	--	--	--	--	--										
DVOR DME MAY 20P	8800	FL180	FL140	--	8800	NC	NC	--	NC	FL080	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--										
TAKUS	FL150	NC	FL080	FL100	--	NC	NC	NC	--	NC	NC	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
IMPUS	FL200	NC	--	NC	--	FL200	--	--	NC	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
BAVUM	--	NC	NC	FL080	--	NC	FL140	NC	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
BBVU	FL080	--	--	FL200	--	NC	FL080	--	--	--	--	--	--	--	4000	FL140	--	--	--	--	--	--	--	--	--	--	FL140	FL180	--	--	--	--	--	--									
TUTOT	--	--	--	FL170	--	--	--	--	--	--	--	--	NC	FL180	FL140	NC	NC	NC	NC	NC	NC	NC	NC	NC	FL150	NC	--	--	--	--	--	--	--										
DEWEY	--	--	--	--	--	--	--	--	--	--	--	--	NC	FL180	FL140	NC	NC	NC	NC	NC	NC	NC	NC	NC	FL150	NC	--	--	--	--	--	--	--										
HELIX	FL200	--	--	--	FL170	FL180	--	--	--	--	--	8800	FL140	--	FL200	FL140	FL080	--	NC	FL150	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC									
NEGRE	FL140	--	--	--	FL170	FL170	--	--	--	--	--	FL140	FL140	--	FL200	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC									
KOSES	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	FL140	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC									
VOROME BA 24P	--	--	--	--	FL170	--	--	--	--	--	--	--	NC	NC	FL140	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
SEDOU	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	FL140	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
CLPAM	--	--	--	--	FL140	--	--	--	--	--	--	--	NC	NC	FL140	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
VOROME BA 20P	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	FL140	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
VENOU	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	FL140	FL180	FL180	FL180	NC	FL080	NC	NC	NC	FL200	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
GIELU	FL210	--	--	--	8800	--	FL180	--	--	--	--	--	FL140	FL170	--	NC	NC	FL150	NC	--	NC	FL180	NC	NC	--	--	--	--	--	--	--	--	--	--									
NSB CA 24P	--	--	--	--	FL150	--	FL200	--	--	--	--	--	FL180	NC	--	NC	NC	FL150	NC	--	NC	NC	NC	NC	--	--	--	--	--	--	--	--	--	--									
DONAV	--	--	FL200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC	NC									
DVOR DME MRA 18P	--	--	FL150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
DVOR DME MRA 20P	--	--	FL140	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC								
DVOR DME MRA 22P	--	--	FL150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC							
BAJLD	--	--	FL140	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC							
NSB MRA 20P	--	--	FL140	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8800	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC							

NOTA // NOTE:

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

ALICANTE	ALICANTE										CASTELLON						VALENCIA							
	CIRCUITOS DE ESPERA EN HOLDING PATTERN ON										RWY06						RWY24		RWY12		RWY03			
	VILNA	VOR/DME ALT (279)	MAGAL (309)	MAGAL (307)	MAGAL RNAV	VOR/DME ALT (100)	BESOR	BESOR RNAV	DVOR/DME V/LC 37.0 DME R-168	SAURA	NIBEN	DVOR/DME CTN	OSPES	OPERA	DVOR/DME CLS	URIAS	DVOR/DME V/LC (118)	DVOR/DME V/LC (288)	DVOR/DME V/LC (118)	MULAT	NDB SGO			
RWY10	VILNA	FL120	--	--	--	NC	--	--	FL200	--	--	--	--	--	--	--	--	--	--	--	--			
	VOR/DME ALT (279)	FL120	NC	NC	NC	NC	NC	NC	--	--	--	--	--	--	--	--	--	--	--	--	--			
	MAGAL (309)	--	NC	--	NC	NC	FL110	FL100	FL100	--	--	--	--	--	--	--	--	--	--	--	--			
	MAGAL (307)	--	NC	NC	--	NC	FL100	FL100	FL100	--	--	--	--	--	--	--	--	--	--	--	--			
	MAGAL RNAV	--	NC	NC	NC	NC	FL100	FL100	--	--	--	--	--	--	--	--	--	--	--	--	--			
	VOR/DME ALT (100)	NC	NC	FL110	FL100	NC	FL120	NC	--	--	--	--	--	--	--	--	--	--	--	--	--			
	BESOR	--	NC	FL100	FL100	FL100	FL120	--	FL200	--	--	--	--	--	--	--	--	--	--	--	--			
	BESOR RNAV	--	NC	FL100	FL100	FL100	NC	NC	FL180	--	--	--	--	--	--	--	--	--	--	--	--			
DVOR/DME V/LC 37.0 DME R-168	FL200	--	--	--	--	--	FL200	FL180	--	--	--	--	--	--	NC	FL200	FL140	FL200	FL150	--				
CASTELLON	RWY06	SAURA	--	--	--	--	--	--	--	NC	NC	--	--	--	--	--	--	--	--	--	--			
		NIBEN	--	--	--	--	--	--	--	NC	--	--	--	--	--	--	--	--	--	--	NC			
		DVOR CTN	--	--	--	--	--	--	--	NC	--	NC	--	--	--	--	--	--	--	--	FL140			
RWY24	OSPES	--	--	--	--	--	--	--	--	--	NC	--	--	--	--	--	--	--	--	--	--			
	OPERA	--	--	--	--	--	--	--	--	--	--	--	--	NC	--	NC	NC	NC	NC	--	FL190			
VALENCIA	RWY12	DVOR/DME CLS	--	--	--	--	--	--	--	--	--	--	NC	--	--	--	NC	FL180	NC	--	--			
		URIAS	--	--	--	--	--	--	--	NC	--	--	--	--	--	--	NC	NC	NC	NC	NC	--		
		DVOR/DME V/LC (118)	--	--	--	--	--	--	--	FL200	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC		
		DVOR/DME V/LC (288)	--	--	--	--	--	--	--	FL140	--	--	--	--	NC	FL180	NC	NC	NC	NC	NC	NC		
	RWY03	DVOR/DME V/LC (118)	--	--	--	--	--	--	--	FL200	--	--	--	--	NC	NC	NC	NC	NC	NC	NC	NC		
		MULAT	--	--	--	--	--	--	--	FL150	--	--	--	--	--	NC	NC	NC	NC	NC	NC	NC		
		NDB SGO	--	--	--	--	--	--	--	--	NC	FL140	--	FL190	--	--	NC	NC	NC	NC	NC	NC		
			--	--	--	--	--	--	--	--	--	NC	FL140	--	FL190	--	--	NC	NC	NC	NC	NC		

NOTA // NOTE:

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

En los cuadros 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 cuadros 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.

MA: Aproximación frustrada. // MA: Missed approach.

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.

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.