ESPERAS EN RUTA / EN-ROUTE HOLDING

RUTA ATS ATS ROUTE	HLDG ID / FIX COORDENADAS / COORDINATES	TR INBD (°MAG)	DIRECCIÓN DE PTN PTN DIRECTION	IAS MAX (Kt)	MNM-MAX LVL HLDG	HORA / TIME O / OR DIST OUBD
→ R-10/UN-10	R-029/10 DME BAN 413300N 0022921W	209°	Derecha / Right	230 240 265	FL100 - FL140 FL150 - FL200 FL210 - FL240	15 DME BAN

INCOMPATIBILIDADES ENTRE CIRCUITOS DE ESPERA EN ÁREAS TERMINALES
HOLDING PATTERN INCOMPATIBILITIES IN TERMINAL AREAS

CRITERIOS DE COMPATIBILIDAD

- La incompatibilidad se ha considerado hasta FL240 (inclusive)
- En los recuadros se indica el nivel de vuelo o altitud superior en el que ambas esperas son aún compatibles.
- Los recuadros en blanco indican que no se produce incompatibilidad hasta el nivel de vuelo considerado.
- Los rumbos en las esperas son de acercamiento.
- NC: No compatibles.

COMPATIBILITY CRITERIA

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

ASTURIAS AD

Circuitos de espera en / Holding pattern on		ASTURIAS RWY 11		
		DVOR/DME VES	KUTIX	TUXAL
ASTURIAS RWY 11	DVOR/DME VES		6000	6000
	KUTIX	6000		–
	TUXAL	6000	–	

Circuitos de espera en / Holding pattern on		ASTURIAS RWY 29			
		DVOR/DME VES	LASIT	ROMIL	DORAR
ASTURIAS RWY 29	DVOR/DME VES		NC	NC	NC
	LASIT	NC		FL120	–
	ROMIL	NC	FL120		FL100
	DORAR	NC	–	FL100	

NOTA: La incompatibilidad se ha considerado hasta FL145 (inclusive).

NOTE: Incompatibility has been considered up to FL145 (inclusive).

ALMERÍA AD

Circuitos de espera en / Holding pattern on			ALMERÍA						
			RWY 07		RWY 25				
			ROBIP	MAXET	NIDON	RIXAL	LO AM 074º	VOR/DME AMR R-105	MAXET
ALMERÍA	RWY 07	ROBIP		FL100	–	–	NC	FL80	FL100
		MAXET	FL100		–	5000	FL90	NC	NC
	RWY 25	NIDON	–	–		–	NC	FL70	–
		RIXAL	–	5000	–		NC	NC	5000
		LO AM 074º	NC	FL90	NC	NC		NC	FL90
		VOR/DME AMR R-105	FL80	NC	FL70	NC	NC		NC
		MAXET	FL100	NC	–	5000	FL90	NC	

BARCELONA TMA: CONFIGURACIÓN ESTE / EAST CONFIGURATION

CIRCUITO DE ESPERA EN / HOLDING PATTERN ON				BARCELONA														GIRONA					REUS				LLEIDA/Alguaire		
				CONFIGURACIÓN ESTE														RWY					RWY				RWY		
																		02	02	02	20	20	07	07	25	25	13	31	31
				DVOR BGR	VOR GIR 005º	DVOR SLL 355º D	DVOR SLL 355º I	DVOR SLL 355/25	BL038	OSTUR	VIBIM 118º	RUBOT	PAPOS	NEPAL 128º	DVOR VLA 287º	NDB LRD	VOR RES 280º	DVOR CLE 253º	OKETA	VOR GIR 016º	BANOL	NDB GRN	KERIP	DISET	VOR RES 069º	DVOR VLA 033º	VOR LLE	NDB LRD	ROVAP
BARCELONA	CONFIGURACIÓN ESTE		DVOR BGR		NC													FL200	NC	NC	FL80	NC							
BARCELONA	CONFIGURACIÓN ESTE		VOR GIR 005º	NC			FL200	FL180										FL90	FL80	NC	NC	NC							
BARCELONA	CONFIGURACIÓN ESTE		DVOR SLL 355º D				NC	FL80										NC								FL100			
BARCELONA	CONFIGURACIÓN ESTE		DVOR SLL 355º I		FL200	NC		FL80										NC		FL200		FL230			FL220	FL110			
BARCELONA	CONFIGURACIÓN ESTE		DVOR SLL 355/25		FL180	FL80	FL80											FL150		FL190		FL210				FL230			
BARCELONA	CONFIGURACIÓN ESTE		BL038							4000									FL200										
BARCELONA	CONFIGURACIÓN ESTE		OSTUR						4000																				
BARCELONA	CONFIGURACIÓN ESTE		VIBIM 118º											6000															
BARCELONA	CONFIGURACIÓN ESTE		RUBOT											NC											FL70				
BARCELONA	CONFIGURACIÓN ESTE		PAPOS											FL230			FL210						FL190		FL200				
BARCELONA	CONFIGURACIÓN ESTE		NEPAL 128º								6000	NC	FL230																
BARCELONA	CONFIGURACIÓN ESTE		DVOR VLA 287º														NC								NC	NC			
BARCELONA	CONFIGURACIÓN ESTE		NDB LRD														FL140							NC					
BARCELONA	CONFIGURACIÓN ESTE		VOR RES 280º										FL210		NC	FL140							NC	NC	NC	FL110			
GIRONA	RWY	02	DVOR CLE 253º	FL200	FL90	NC	NC	FL150											FL100	FL90	FL210	FL160				FL160			
GIRONA	RWY	02	OKETA	NC	FL80				FL200									FL100		6000	FL200	FL130							
GIRONA	RWY	02	VOR GIR 016º	NC	NC		FL200	FL190										FL90	6000		NC	NC							
GIRONA	RWY	20	BANOL	FL80	NC													FL210	FL200	NC		NC							
GIRONA	RWY	20	NDB GRN	NC	NC		FL230	FL210										FL160	FL130	NC	NC								
REUS	RWY	07	KERIP										FL190				NC							FL170	FL130			FL130	
REUS	RWY	07	DISET													NC	NC						FL170		FL130		FL100	NC	FL80
REUS	RWY	25	VOR RES 069º				FL220					FL70	FL200		NC		NC						FL130	FL130		NC			FL170
REUS	RWY	25	DVOR VLA 033º			FL100	FL110	FL230							NC		FL110	FL160							NC			FL240	FL180
LLEIDA/Alguaire	RWY	13	VOR LLE																					FL100				NC	NC
LLEIDA/Alguaire	RWY	31	NDB LRD																				FL130	NC		FL240	NC		NC
LLEIDA/Alguaire	RWY	31	ROVAP																					FL80	FL170	FL180	NC	NC	

BARCELONA TMA: CONFIGURACIÓN OESTE / WEST CONFIGURATION

CIRCUITO DE ESPERA EN / HOLDING PATTERN ON				BARCELONA														GIRONA					REUS				LLEIDA/Alguaire		
				CONFIGURACIÓN OESTE														RWY					RWY				RWY		
																		02	02	02	20	20	07	07	25	25	13	31	31
				DVOR BGR	DVOR CLE 010º	DVOR CLE 010/30	DVOR CLE 327/35	DVOR SLL 280º	TIRGO	PEKIS	SADEM	LESBA	OSTUR	RULOS	NEPAL 210º	TUNDI	DVOR VLA 266º	DVOR CLE 253º	OKETA	VOR GIR 016º	BANOL	NDB GRN	KERIP	DISET	VOR RES 069º	DVOR VLA 033º	VOR LLE	NDB LRD	ROVAP
BARCELONA	CONFIGURACIÓN OESTE		DVOR BGR			FL120												FL200	NC	NC	FL80	NC							
BARCELONA	CONFIGURACIÓN OESTE		DVOR CLE 010º															NC	NC	NC		NC							
BARCELONA	CONFIGURACIÓN OESTE		DVOR CLE 010/30	FL120			FL200												FL210	NC	NC	NC							
BARCELONA	CONFIGURACIÓN OESTE		DVOR CLE 327/35			FL200												FL220											
BARCELONA	CONFIGURACIÓN OESTE		DVOR SLL 280º											FL200			FL100	6000								NC			
BARCELONA	CONFIGURACIÓN OESTE		TIRGO							NC							FL200							FL210		FL220			
BARCELONA	CONFIGURACIÓN OESTE		PEKIS						NC								FL140							FL140	FL210	FL200			
BARCELONA	CONFIGURACIÓN OESTE		SADEM										FL200						FL150										
BARCELONA	CONFIGURACIÓN OESTE		LESBA											FL100				FL100											
BARCELONA	CONFIGURACIÓN OESTE		OSTUR								FL200																		
BARCELONA	CONFIGURACIÓN OESTE		RULOS					FL200				FL100																	
BARCELONA	CONFIGURACIÓN OESTE		NEPAL 210º													NC													
BARCELONA	CONFIGURACIÓN OESTE		TUNDI												NC								FL200		FL170				
BARCELONA	CONFIGURACIÓN OESTE		DVOR VLA 266º					FL100	FL200	FL140								FL220					FL210	FL150	NC	NC			
GIRONA	RWY	02	DVOR CLE 253º	FL200	NC		FL220	6000				FL100					FL220		FL100	FL90	FL210	FL160				FL180			
GIRONA	RWY	02	OKETA	NC	NC	FL210					FL150							FL100		6000	FL200	FL130							
GIRONA	RWY	02	VOR GIR 016º	NC	NC	NC												FL90	6000		NC	NC							
GIRONA	RWY	20	BANOL	FL80		NC												FL210	FL200	NC		NC							
GIRONA	RWY	20	NDB GRN	NC	NC	NC												FL160	FL130	NC	NC								
REUS	RWY	07	KERIP													FL200	FL210							FL170	FL130			FL130	
REUS	RWY	07	DISET						FL210	FL140							FL150						FL170		FL130		FL100	NC	FL80
REUS	RWY	25	VOR RES 069º							FL210						FL170	NC						FL130	FL130		NC			FL170
REUS	RWY	25	DVOR VLA 033º					NC	FL220	FL200							NC	FL180							NC			FL240	FL180
LLEIDA/Alguaire	RWY	13	VOR LLE																					FL100				NC	NC
LLEIDA/Alguaire	RWY	31	NDB LRD																				FL130	NC		FL240	NC		NC
LLEIDA/Alguaire	RWY	31	ROVAP																					FL80	FL170	FL180	NC	NC	

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

CIRCUITOS DE ESPERA EN / HOLDING PATTERN ON		BILBAO TMA							LOGROÑO CTA			PAMPLONA CTA			SAN SEBASTIÁN CTA			SANTANDER TMA					VITORIA CTA						
		CHOMI	SARRA	ALBIZ	DVOR/DME BLV 325º	ROSTO	SANTU	SUNIR	DVOR/DME LPA 074º	VABUS	NDB EAG 098º	DVOR/DME PPN R-202	DVOR/DME PPN R-027	L PP 357º (1)	DVOR/DME SSN 035º	NDB HIG 134º	OSGOT	RESVA	SORPO	DVOR/DME SNR 113º	NORAY	NDB SA 292º	VOR/DME VRA 039º	ARBIN	LOPNA	L VT 038º	L VTA 038º	DVOR/DME VFD 038º	VOR/DME BUR 220º
BILBAO TMA	CHOMI		NC	NC	NC										FL130												FL130	FL140	
BILBAO TMA	SARRA	NC		NC	NC										FL130									FL130			NC	FL75	
BILBAO TMA	ALBIZ	NC	NC		NC																						FL60	FL115	
BILBAO TMA	DVOR/DME BLV 325º	NC	NC	NC		NC	NC	NC										FL140	FL130								FL70	FL80	
BILBAO TMA	ROSTO				NC		NC	NC										NC	NC										
BILBAO TMA	SANTU				NC	NC		NC										NC	NC										
BILBAO TMA	SUNIR				NC	NC	NC											NC	NC										
LOGROÑO CTA	DVOR/DME LPA 074º									NC	NC												FL130	FL70		FL130		FL140	
LOGROÑO CTA	VABUS								NC		NC												NC	NC	NC	NC	FL130	FL70	
LOGROÑO CTA	NDB EAG 098º								NC	NC													FL130	FL80	FL140	FL130		FL140	
PAMPLONA CTA	DVOR/DME PPN R-202												NC	NC															
PAMPLONA CTA	DVOR/DME PPN R-027											NC		NC	FL130														
PAMPLONA CTA	L PP 357º (1)											NC	NC		FL120														
SAN SEBASTIÁN CTA	DVOR/DME SSN 035º	FL130	FL130										FL130	FL120		NC													
SAN SEBASTIÁN CTA	NDB HIG 134º														NC		NC												
SAN SEBASTIÁN CTA	OSGOT															NC													
SANTANDER TMA	RESVA				FL140	NC	NC	NC											NC	NC		NC							
SANTANDER TMA	SORPO				FL130	NC	NC	NC										NC		FL90		NC							
SANTANDER TMA	DVOR/DME SNR 113º																	NC	FL90		NC	NC							
SANTANDER TMA	NORAY																			NC		NC							
SANTANDER TMA	NDB SA 292º																	NC	NC	NC	NC								
VITORIA CTA	VOR/DME VRA 039º								FL130	NC	FL130													NC	NC	NC	NC	NC	FL140
VITORIA CTA	ARBIN		FL130						FL70	NC	FL80												NC		FL110	NC	NC	NC	
VITORIA CTA	LOPNA									NC	FL140												NC	FL110		NC	FL65	NC	FL120
VITORIA CTA	L VT 038º								FL130	NC	FL130												NC	NC	NC		NC	NC	FL140
VITORIA CTA	L VTA 038º	FL130	NC	FL60	FL70					FL130													NC	NC	FL65	NC		NC	
VITORIA CTA	DVOR/DME VFD 038º	FL140	FL75	FL115	FL80				FL140	FL70	FL140												NC	NC	NC	NC	NC		
VITORIA CTA	VOR/DME BUR 220º																						FL140		FL120	FL140			

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

(1) El circuito de espera en frustrada sobre L PP 356º tiene las mismas incompatibilidades que las del IAF L PP 357º / Missed approach holding pattern over L PP 356º has the same incompatibilities as those of IAF L PP 357º.

CANARIAS TMA

CIRCUITOS DE ESPERA EN HOLDING PATTERN ON			TENERIFE NORTE			TENERIFE SUR						GRAN CANARIA											LANZAROTE					FUERTEVENTURA					LA PALMA				HIERRO	
			RWY 12	RWY 30		RWY 08			RWY 26			RWY 03L/R						RWY 21L/R					RWY 03		RWY 21			RWY 01L/R		RWY 19L/R			RWY 01		RWY 19		RWY 16	RWY 34
			DVOR/ DME TFN R-358	DVOR/ DME TFN R-358	CANDE	DVOR/ DME TFS R-255	BAMEL	NDB TES 276º	DVOR/ DME TFS R-255	NDB TES 077º	NDB TES 066º	DVOR/ DME LPC R-207	ENETA R-082 LPC	ENETA R-117 GDV	LALTO R-114 LPC	LALTO R-141 GDV	L VR 027º	DVOR/ DME LPC R-207	ENETA R-082 LPC	LALTO R-114 LPC	L VR 027º	MADAS	DVOR/ DME LTE R-018	NDB LZ 193º	DVOR/ DME LTE R-210	DVOR/ DME LZR R-042	KLATO	L FV 007º	ORION	TENDA	NIBES	TENDA	ARACO	NASOL	ARACO	NASOL	NDB HIE 348º	NDB HIE 168º
TENERIFE NORTE	RWY 12	DVOR/DME TFN R-358		NC	FL200			FL180		FL220	FL210																												
TENERIFE NORTE	RWY 30	DVOR/DME TFN R-358	NC		FL200			FL180		FL220	FL210																												
TENERIFE NORTE	RWY 30	CANDE	FL200	FL200				FL200				FL220					FL230	FL220			FL230	FL130																	
TENERIFE SUR	RWY 08	DVOR/DME TFS R-255					NC	NC	NC	NC	NC																						FL200		FL200			
TENERIFE SUR	RWY 08	BAMEL				NC		FL110	NC	NC	NC																						FL180		FL180			
TENERIFE SUR	RWY 08	NDB TES 276º	FL180	FL180	FL200	NC	FL110		NC	NC	NC																												
TENERIFE SUR	RWY 26	DVOR/DME TFS R-255				NC	NC	NC		NC	NC																						FL200		FL200			
TENERIFE SUR	RWY 26	NDB TES 077º	FL220	FL220		NC	NC	NC	NC		NC																						FL230		FL230			
TENERIFE SUR	RWY 26	NDB TES 066º	FL210	FL210		NC	NC	NC	NC	NC																													
GRAN CANARIA	RWY 03L/R	DVOR/DME LPC R-207			FL200								FL190	FL200	FL180	FL140	NC	NC	FL190	FL140	NC	FL200																	
GRAN CANARIA	RWY 03L/R	ENETA R-082 LPC										FL190		NC	NC	NC	FL180	FL190	NC	NC	FL180	FL230																	
GRAN CANARIA	RWY 03L/R	ENETA R-117 GDV										FL200	NC		NC	NC	FL200	FL200	NC	NC	FL200																		
GRAN CANARIA	RWY 03L/R	LALTO R-114 LPC										FL180	NC	NC		NC	FL190	FL180	NC		FL190																		
GRAN CANARIA	RWY 03L/R	LALTO R-141 GDV										FL140	NC	NC	NC		FL140	FL140	NC	NC	FL140																		
GRAN CANARIA	RWY 03L/R	L VR 027º			FL230							NC	FL180	FL200	FL190	FL140		NC	FL180	FL140	NC	FL180																	
GRAN CANARIA	RWY 21L/R	DVOR/DME LPC R-207			FL220							NC	FL190	FL200	FL180	FL140	NC		FL190	FL140	NC	FL200																	
GRAN CANARIA	RWY 21L/R	ENETA R-082 LPC										FL190	NC	NC	NC	NC	FL180	FL190		NC	FL180	FL230																	
GRAN CANARIA	RWY 21L/R	LALTO R-114 LPC										FL140	NC	NC		NC	FL140	FL140	NC		FL140																		
GRAN CANARIA	RWY 21L/R	L VR 027º			FL230							NC	FL180	FL200	FL190	FL140	NC	NC	FL180	FL140		FL180																	
GRAN CANARIA	RWY 21L/R	MADAS			FL130							FL200	FL230				FL180	FL200	FL230		FL180																		
LANZAROTE	RWY 03	DVOR/DME LTE R-018																						NC	NC	NC	FL140			FL130	NC	FL130							
LANZAROTE	RWY 03	NDB LZ 193º																					NC		NC	NC	FL150			FL140	NC	FL140							
LANZAROTE	RWY 21	DVOR/DME LTE R-210																					NC	NC		NC	FL200	FL140		NC	NC	NC							
LANZAROTE	RWY 21	DVOR/DME LZR R-042																					NC	NC	NC		4000			FL230	FL150	FL230							
LANZAROTE	RWY 21	KLATO																					FL140	FL150	FL200	4000													
FUERTEVENTURA	RWY 01L/R	L FV 007º																							FL140				NC	NC	FL150	NC							
FUERTEVENTURA	RWY 01L/R	ORION																										NC											
FUERTEVENTURA	RWY 01L/R	TENDA																					FL130	FL140	NC	FL230		NC			FL150	NC							
FUERTEVENTURA	RWY 19L/R	NIBES																					NC	NC	NC	FL150		FL150		FL150		FL150							
FUERTEVENTURA	RWY 19L/R	TENDA																					FL130	FL140	NC	FL230		NC		NC	FL150								
LA PALMA	RWY 01	ARACO				FL200	FL180		FL200	FL230																								FL200	NC	FL200			
LA PALMA	RWY 01	NASOL																															FL200		FL200	NC			
LA PALMA	RWY 19	ARACO				FL200	FL180		FL200	FL230																							NC	FL200		FL200			
LA PALMA	RWY 19	NASOL																															FL200	NC	FL200				
HIERRO	RWY 16	NDB HIE 348º																																					NC
HIERRO	RWY 34	NDB HIE 168º																																				NC	

GALICIA TMA

CIRCUITO DE ESPERA EN / HOLDING PATTERN ON		A CORUÑA					SANTIAGO					VIGO		
		NDB COA 034º	DVOR/DME LRA 212º	DVOR/DME LRA 220º	MISTE	BERAX	L SO 170º	DVOR/DME STG 170º	DVOR/DME STG 350º	DVOR/DME STG 170/18	DVOR/DME STG 127/19	NDB VON 016º	NDB VI 195º	DVOR/DME VGO 196º
A CORUÑA	NDB COA 034º		NC	NC	NC	NC	NC	NC	FL90	–	–	–	–	–
	DVOR/DME LRA 212º	NC		NC	NC	NC	FL80	FL110	–	–	–	–	–	–
	DVOR/DME LRA 220º	NC	NC		NC	NC	FL80	FL110	–	–	–	–	–	–
	MISTE	NC	NC	NC		NC	–	–	–	–	–	–	–	–
	BERAX	NC	NC	NC	NC		NC	NC	FL70	–	–	–	–	–
SANTIAGO	L SO 170º	NC	FL80	FL80	–	NC		NC	NC	FL140	–	–	–	–
	DVOR/DME STG 170º	NC	FL110	FL110	–	NC	NC		NC	FL110	FL140	–	–	FL140
	DVOR/DME STG 350º	FL90	–	–	–	FL70	NC	NC		NC	NC	–	FL120	FL110
	DVOR/DME STG 170/18	–	–	–	–	–	FL140	FL110	NC		NC	–	NC	NC
	DVOR/DME STG 127/19	–	–	–	–	–	–	FL140	NC	NC		–	–	–
VIGO	NDB VON 016º	–	–	–	–	–	–	–	–	–	–		NC	NC
	NDB VI 195º	–	–	–	–	–	–	–	FL120	NC	–	NC		NC
	DVOR/DME VGO 196º	–	–	–	–	–	–	FL140	FL110	NC	–	NC	NC	

NOTA: La incompatibilidad se ha considerado hasta FL150 (inclusive).

NOTE: Incompatibility has been considered up to FL150 (inclusive).

MADRID TMA: CONFIGURACIÓN SUR / SOUTH CONFIGURATION

CIRUITO DE ESPERA EN / HOLDING PATTERN ON	VOR/DME TLD (191-011)	RESBI	EREMA	ORBIS (007-187)	MD002	MD003	DVOR/DME SIE (354-174)	LALPI	DVOR/DME CJN (145-325)	ADUXO	TERSA	PRADO	NOSKO	VOR/DME BAN (028-208)	OBIKI	TAGOM	VOR/DME TLD LEGT (311-131)	VOR/DME VTB LEGT (187-007)	DVOR/DME CJN LEGT (062-242)	NDB GE LEGT (241-061)	DUKKE LETO	DVOR/DME NVS Frustrada (189-009)	DVOR/DME RBO Frustrada (153-333)	NDB GE Frustrada (227-047)
VOR/DME TLD (191-011)																	NC			NC		NC		NC
RESBI			FL 150			FL 180														FL 200		NC		FL 200
EREMA		FL 150		NC	NC	NC	FL 160	NC																
ORBIS (007-187)			NC		NC	NC	NC																	
MD002			NC	NC		NC	FL 200																	
MD003		FL 180	NC	NC	NC																			
DVOR/DME SIE (354-174)			FL 160	NC	FL 200			NC								NC							FL 140	
LALPI			NC				NC									NC							FL 170	
DVOR/DME CJN (145-325)										FL 170	FL 200	FL 140	NC						NC		NC		FL 200	
ADUXO									FL170		NC	FL 140	FL 200						NC					
TERSA									FL 200	NC			FL 160						FL 140		FL 200			
PRADO									FL 140	FL 140									FL 140					
NOSKO									NC	FL 200	FL 160					FL 230			NC		NC		NC	
VOR/DME BAN (028-208)															NC	FL 240					FL220			
OBIKI														NC		FL 210							FL 220	
TAGOM							NC	NC					FL 230	FL 240	FL 210								NC	
VOR/DME TLD LEGT (311-131)	NC																			10000		NC		10000
VOR/DME VTB LEGT (187-007)																								FL 120
DVOR/DME CJN LEGT (062-242)									NC	NC	FL 140	FL 140	NC								NC		FL 200	
NDB GE LEGT (241-061)	NC	FL 200															10000					NC		NC
DUKKE LETO									NC		FL 200		NC	FL 220					NC				NC	
DVOR/DME NVS Frustrada (189-009)	NC	NC															NC			NC				NC
DVOR/DME RBO Frustrada (153-333)							FL 140	FL 170	FL 200				NC		FL 220	NC			FL 200		NC			
NDB GE Frustrada (227-047)	NC	FL 200															10000	FL 200		NC		NC		

MADRID TMA: CONFIGURACIÓN NORTE / NORTH CONFIGURATION

CIRUITO DE ESPERA EN / HOLDING PATTERN ON	BUREX	VOR/DME TLD	DVOR/DME NVS	AVILA	ORBIS	TOBEK	SIRGU	ADUXO	TERSA	PRADO	NOSKO	VOR/DME BAN	ASBIN	NDB GE Frustrada	VOR/DME TLD LEGT	VOR/DME VTB LEGT	DVOR/DME CJN LEGT 145-325	DVOR/DME CJN LEGT 062-242	NDB GE LEGT	DUKKE LETO
BUREX		NC												10000	NC	9000			10000	
VOR/DME TLD	NC		NC											12000	NC				12000	
DVOR/DME NVS		NC		NC										10000	12000				10000	
AVILA			NC																	
ORBIS																				
TOBEK													NC	NC					NC	
SIRGU								FL 190		FL 180	FL 180		FL 140				NC	NC		FL 140
ADUXO							FL 190		NC	FL 140	FL 200						FL 170	NC		
TERSA								NC			FL 150							FL 140		FL 200
PRADO							FL 180	FL 140									FL 140	FL 140		
NOSKO							FL 180	F L200	FL 150			FL 220	FL 210				NC	NC		NC
VOR/DME BAN											FL 220									FL 220
ASBIN						NC	FL 140				FL 210									
NDB GE Frustrada	10000	12000	10000			NC									10000				NC	
VOR/DME TLD LEGT	NC	NC	12000											10000					10000	
VOR/DME VTB LEGT	9000																			
DVOR/DME CJN LEGT 145-325							NC	FL 170		FL 140	NC							NC		NC
DVOR/DME CJN LEGT 062-242							NC	NC	FL 140	FL 140	NC						NC			NC
NDB GE LEGT	10000	12000	10000			NC								NC	10000					
DUKKE LETO							FL 140		FL 200		NC	FL 220					NC	NC		

PALMA TMA

CIRCUITOS DE ESPERA EN / HOLDING PATTERN ON		PALMA DE MALLORCA - LEPA														IBIZA - LEIB					MENORCA - LEMH							
		NDB ADX 124º	DVOR/DME POS 151º	NDB CST 239º	DVOR/DME CDP 274º	VOR/DME JOA 239º	VOR/DME JOA 059º	POSBA	RUPIT	MUROS	SABAS	DVOR/DME MJV 053º	DVOR/DME MJV 262º	LO PA	TUENT	NDB IZA 242º	VOR/DME IBA 064º	TILNO	BEBES	LASDI	DONAV	DVOR/DME MHN 191º	DVOR/DME MHN 009º	DVOR/DME MHN 007º	DVOR/DME MHN 002º	BALIO	ELPEP	NDB MN 009º
PALMA DE MALLORCA - LEPA	NDB ADX 124º		–	FL140	–	NC	NC	–	NC	–	FL140	NC	6000	FL90	FL70	–	–	–	FL190	–	–	–	–	–	–	–	–	–
	DVOR/DME POS 151º	–		NC	FL100	FL90	FL170	NC	–	NC	–	FL200	FL160	5000	FL80	–	–	–	–	–	–	–	–	–	–	–	–	–
	NDB CST 239º	FL140	NC		5000	NC	NC	FL200	–	NC	–	NC	NC	NC	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–
	DVOR/DME CDP 274º	–	FL100	5000		FL140	FL210	–	–	NC	–	FL230	FL140	FL110	–	–	–	–	–	–	FL220	FL150	FL140	FL140	FL140	FL150	FL140	FL140
	VOR/DME JOA 239º	NC	FL90	NC	FL140		NC	FL210	–	NC	FL200	NC	NC	NC	FL70	–	–	–	–	–	–	–	–	–	–	–	–	–
	VOR/DME JOA 059º	NC	FL170	NC	FL210	NC		–	FL150	FL110	FL100	NC	NC	NC	FL110	–	–	–	FL220	–	–	–	–	–	–	–	–	–
	POSBA	–	NC	FL200	–	FL210	–		–	–	–	–	–	FL200	FL110	–	–	–	–	–	–	–	–	–	–	–	–	–
	RUPIT	NC	–	–	–	–	FL150	–		–	FL130	FL190	–	–	FL230	FL150	–	–	FL90	–	–	–	–	–	–	–	–	–
	MUROS	–	NC	NC	NC	NC	FL110	–	–		–	FL150	5000	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	SABAS	FL140	–	–	–	FL200	FL100	–	FL130	–		NC	FL140	–	–	FL190	–	–	FL140	–	–	–	–	–	–	–	–	–
	DVOR/DME MJV 053º	NC	FL200	NC	FL230	NC	NC	–	FL190	FL150	NC		NC	NC	FL210	FL220	–	–	FL210	–	–	–	–	–	–	–	–	–
	DVOR/DME MJV 262º	6000	FL160	NC	FL140	NC	NC	–	–	5000	FL140	NC		NC	FL210	–	–	–	–	–	–	–	–	–	–	–	–	–
	LO PA	FL90	5000	NC	FL110	NC	NC	FL200	–	NC	–	NC	NC		FL100	–	–	–	–	–	–	–	–	–	–	–	–	–
	TUENT	FL70	FL80	FL140	–	FL70	FL110	FL110	FL230	–	–	FL210	FL210	FL100		–	–	–	–	–	–	–	–	–	–	–	–	–
IBIZA - LEIB	NDB IZA 242º	–	–	–	–	–	–	–	FL150	–	FL190	FL220	–	–	–		NC	FL180	NC	FL140	–	–	–	–	–	–	–	–
	VOR/DME IBA 064º	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC		NC	FL140	NC	–	–	–	–	–	–	–	–
	TILNO	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL180	NC		–	NC	–	–	–	–	–	–	–	–
	BEBES	FL190	–	–	–	–	FL220	–	FL90	–	FL140	FL210	–	–	–	NC	FL140	–		–	–	–	–	–	–	–	–	–
	LASDI	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL140	NC	NC		–	–	–	–	–	–	–	–
MENORCA - LEMH	DONAV	–	–	–	FL220	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		NC	NC	NC	NC	–	–	3000
	DVOR/DME MHN 191º	–	–	–	FL150	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC		NC	NC	NC	NC	NC	NC
	DVOR/DME MHN 009º	–	–	–	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC		NC	NC	NC	NC	NC
	DVOR/DME MHN 007º	–	–	–	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC	NC		NC	NC	NC	NC
	DVOR/DME MHN 002º	–	–	–	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC	NC	NC		NC	NC	NC
	BALIO	–	–	–	FL150	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC	NC	NC		NC	NC
	ELPEP	–	–	–	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC	NC	NC	NC		NC
	NDB MN 009º	–	–	–	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3000	NC	NC	NC	NC	NC	NC	

SEVILLA TMA

CIRCUITOS DE ESPERA EN HOLDING PATTERN ON			SEVILLA-LEZL						MORÓN-LEMO						ROTA-LERT				JEREZ-LEJR					MÁLAGA-LEMG														GRANADA-LEGR	
			RWY 09		RWY 27				RWY 02	RWY 20					RWY 10			RWY 28	RWY 02		RWY 20			CONFIGURACIÓN SUR								CONFIGURACIÓN NORTE							RWY 09	
			TENDU	TOLVO	RUVEN	NIKAL	DVOR/ DME SVL R-084	NDB SPP 272º	TACAN MRN 13.0 DME R-196	TACAN MRN 13.0 DME R-023	VOR/DME MRN R-205	VOR/DME MRN 34.0 DME R-040	TACAN MRN 13.0 DME R-027	TACAN MRN 34.0 DME R-041	TACAN AOG 10.0 DME R-280	DVOR/ DME JRZ 26.0 DME R-254	TACAN AOG 12.0 DME R-242	TACAN AOG 7.0 DME R-107	ARSAS	KUBAS	ARSAS	DVOR/ DME JRZ R-024	NDB JER 024º	OMIGO	TOLSU	XILVI R-103 MLG	XILVI R-104 AGP	BAENA	VULPE	NDB RMA 133º	DVOR/ DME MGA R-091	ETROV[1]	PISAV[2] R-108 MLG	PISAV[3] R-110 AGP	KURET	DVOR/ DME MAR R-148	NDB RMA 133º	DVOR/ DME GDA R-091	L GR 271º
SEVILLA-LEZL	RWY 09	TENDU		5000	–	FL140	FL90	5000	–	–	–	–	–	–	–	–	–	–	–	–	–	FL180	FL190	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		TOLVO	5000		NC	NC	NC	NC	–	NC	FL100	FL110	NC	FL120	–	–	–	–	–	–	–	FL200	FL200	–	–	–	–	–	–	–	–	–	–	–	–	–	FL220	–	–	–
	RWY 27	RUVEN	–	NC		NC	NC	NC	–	NC	–	NC	NC	NC	–	–	–	–	–	–	–	–	–	FL230	–	–	–	–	FL170	–	–	–	–	–	–	–	FL210	–	–	–
		NIKAL	FL140	NC	NC		NC	NC	–	FL110	–	FL230	FL140	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		DVOR/DME SVL R-084	FL90	NC	NC	NC		NC	FL220	NC	NC	NC	NC	NC	–	–	–	–	FL210	–	FL210	FL170	FL170	FL180	–	–	–	–	FL210	–	–	–	–	–	–	–	FL140	–	–	–
		NDB SPP 272º	5000	NC	NC	NC	NC		FL200	NC	NC	NC	NC	NC	–	–	–	–	FL200	–	FL200	FL170	FL170	FL200	–	–	–	–	–	–	–	–	–	–	–	–	FL140	–	–	–
MORÓN-LEMO	RWY 02	TACAN MRN 13.0 DME/R-196	–	–	–	–	FL220	FL200		–	NC	–	–	–	–	–	–	FL140	NC	NC	NC	NC	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	RWY 20	TACAN MRN 13.0 DME/R-023	–	NC	NC	FL110	NC	NC	–		NC	NC	NC	NC	–	–	–	–	–	–	–	FL210	FL210	FL150	–	–	–	–	FL220	–	–	–	–	–	–	–	FL140	–	–	–
		VOR/DME MRN R-205	–	FL100	–	–	NC	NC	NC	NC		–	NC	–	–	–	–	FL180	NC	FL140	NC	NC	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	FL150	–	–	–
		VOR/DME MRN 34.0 DME/R-040	–	FL110	NC	FL230	NC	NC	–	NC	–		NC	NC	–	–	–	–	–	–	–	–	–	FL110	–	–	–	FL200	NC	–	–	–	–	–	–	FL140	–	–	–
		TACAN MRN 13.0 DME/R-027	–	NC	NC	FL140	NC	NC	–	NC	NC	NC		NC	–	–	–	–	–	–	–	FL210	FL210	FL140	–	–	–	–	FL220	–	–	–	–	–	–	–	FL140	–	–	–
		TACAN MRN 34.0 DME/R-041	–	FL120	NC	–	NC	NC	–	NC	–	NC	NC		–	–	–	–	–	–	–	–	–	FL100	–	–	–	FL200	NC	–	–	–	–	–	–	–	FL140	–	–	–
ROTA-LERT	RWY 10	TACAN AOG 10.0 DME/R-280	–	–	–	–	–	–	–	–	–	–	–	–		NC	NC	FL170	–	–	–	FL200	FL200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		DVOR/DME JRZ 26.0 DME/R-254	–	–	–	–	–	–	–	–	–	–	–	–	NC		NC	FL180	–	–	–	FL200	FL200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		TACAN AOG 12.0 DME/R-242	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC		FL110	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	RWY 28	TACAN AOG 7.0 DME/R-107	–	–	–	–	–	–	FL140	–	FL180	–	–	–	FL170	FL180	FL110		FL 140	NC	FL140	NC	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
JEREZ-LEJR	RWY 02	ARSAS	–	–	–	–	FL210	FL200	NC	–	NC	–	–	–	–	–	–	FL140		NC	NC	NC	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	FL200	–	–	–
		KUBAS	–	–	–	–	–	–	NC	–	FL140	–	–	–	–	–	–	NC	NC		NC	NC	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	RWY 20	ARSAS	–	–	–	–	FL210	FL200	NC	–	NC	–	–	–	–	–	–	FL140	NC	NC		NC	NC	–	–	–	–	–	–	–	–	–	–	–	–	–	FL200	–	–	–
		DVOR/DME JRZ R-024	FL180	FL200	–	–	FL170	FL170	NC	FL210	NC	–	FL210	–	FL200	FL200	–	NC	NC	NC	NC		NC	–	–	–	–	–	–	–	–	–	–	–	–	–	FL230	–	–	–
		NDB JER 024º	FL190	FL200	–	–	FL170	FL170	NC	FL210	NC	–	FL210	–	FL200	FL200	–	NC	NC	NC	NC	NC		–	–	–	–	–	–	–	–	–	–	–	–	–	FL230	–	–	–
MÁLAGA-LEMG	CONFIGURACIÓN SUR	OMIGO	–	–	FL230	–	FL180	FL200	–	FL150	–	FL110	FL140	FL100	–	–	–	–	–	–	–	–	–		–	–	–	FL210	FL200	FL220	–	–	–	–	–	NC	FL220	–	–
		TOLSU	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		–	–	FL200	–	FL130	NC	–	FL210	FL210	–	FL200	FL130	FL100	FL160
		XILVI R-103 MLG	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		NC	–	–	FL120	NC	FL130	NC	NC	–	–	FL120	FL230	–
		XILVI R-104 AGP	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC		–	–	FL120	NC	FL130	NC	NC	–	–	FL120	FL230	–
		BAENA	–	–	–	–	–	–	–	–	–	FL200	–	FL200	–	–	–	–	–	–	–	–	–	FL210	FL200	–	–		FL100	–	–	–	–	–	–	–	–	FL200	–
		VULPE	–	–	FL170	–	FL210	–	–	FL220	–	NC	FL220	NC	–	–	–	–	–	–	–	–	–	FL200	–	–	–	FL100		–	–	–	–	–	–	–	–	–	–
		NDB RMA 133º	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL220	FL130	FL120	FL120	–	–		NC	FL100	FL120	FL120	NC	FL140	NC	–	–
		DVOR/DME MGA R-091	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	NC	NC	–	–	NC		FL220	NC	NC	FL130	FL200	NC	FL140	FL140
	CONFIGURACIÓN NORTE	ETROV[1]	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL130	FL130	–	–	FL100	FL220		FL180	FL180	FL90	–	FL100	–	–
		PISAV[2] R-108 MLG	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL210	NC	NC	–	–	FL120	NC	FL180		NC	–	–	FL120	FL210	FL230
		PISAV[3] R-110 AGP	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL210	NC	NC	–	–	FL120	NC	FL180	NC		–	–	FL120	FL210	FL230
		KURET	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	NC	FL130	FL90	–	–		FL140	NC	–	–
		DVOR/DME MAR R-148	–	FL220	FL210	–	FL140	FL140	–	FL140	FL150	FL140	FL140	FL140	–	–	–	–	FL200	–	FL200	FL230	FL230	NC	FL200	–	–	–	–	FL140	FL200	–	–	–	FL140		FL140	–	–
		NDB RMA 133º	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL220	FL130	FL120	FL120	–	–	NC	NC	FL100	FL120	FL120	NC	FL140		–	–
GRANADA-LEGR	RWY 09	DVOR/DME GDA R-091	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL100	FL230	FL230	FL200	–	–	FL140	–	FL210	FL210	–	–	–		NC
		L GR 271º	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	FL160	–	–	–	–	–	FL140	–	FL230	FL230	–	–	–	NC	

1.- La espera ubicada en ETROV está limitada superiormente a FL80 debido a los límites horizontales del TMA Sevilla. Además, a niveles superiores a FL80, interferirá con las LED166 y LED169.

2.- La espera ubicada en PISAV definida con el DVOR/DME MLG está limitada superiormente a FL110 debido a los límites horizontales del TMA Sevilla. Además, a niveles superiores a FL110, interferirá con las LED167 y LED169.

3.- La espera ubicada en PISAV definida con el DVOR/DME AGP está limitada superiormente a FL90 debido a los límites horizontales del TMA Sevilla. Además, a niveles superiores a FL90, interferiría con las LED167 y LED169.

No obstante, en esta tabla se ha representado la compatibilidad entre esperas sin tener en cuenta el límite superior de éstas.

1.- The maximum vertical limit of holding pattern over ETROV is FL80 due to Sevilla TMA horizontal limits. In addition, upper limits over FL80 could interfere with LED166 and LED169.

2.- The maximum vertical limit of holding pattern over PISAV defined with DVOR/DME MLG is FL110 due to Sevilla TMA horizontal limits. In addition, upper limits over FL110 could interfere with LED167 and LED169.

3.- The maximum vertical limit of holding pattern on PISAV defined with DVOR/DME AGP is FL90 due to the horizontal limits of Sevilla TMA. In addition, upper limits over FL90 could interfere with LED167 and LED169.

However, the compatibilities between holding patterns shown in this table, do not take into account the upper limit of these ones.

VALENCIA TMA

LEAL AD

CIRCUITO DE ESPERA EN/ HOLDING PATTERN ON		Configuración Este / East Configuration RWY 10			Configuración Oeste / West Configuration RWY 28			
		VILNA	VOR/DME ALT R-100	MAGAL R-127 ALT	MAGAL R-128 ATE	VOR/DME ALT R-282	BESOR	DVOR/DME VLC 37.0 DME R-170
Configuración Este/ East Configuration RWY 10	VILNA		FL140			NC		FL200
	VOR/DME ALT R-100	FL140		NC	NC	NC	NC	
	MAGAL R-127 ALT		NC		NC	FL140	FL140	
Configuración Oeste / West Configuration RWY 28	MAGAL R-128 ATE		NC	NC		FL140	FL140	
	VOR/DME ALT R-282	NC	NC	FL140	FL140		FL140	
	BESOR		NC	FL140	FL140	FL140		FL200
	DVOR/DME VLC 37.0 DME R-170	FL200					FL200	

NOTAS:

– La espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD no es compatible con la espera en URIAS de Valencia AD, a partir de FL120.

– La espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD no es compatible con la espera en DVOR/DME VLC R-300 de Valencia AD, a partir de FL210.

– La espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD no es compatible con la espera en DVOR/DME VLC R-120, en NDB PND 297º y en MULAT de Valencia AD, a partir de FL150.

Los circuitos de espera que se relacionan a continuación sobrepasan los límites laterales del TMA a partir de los niveles que se indican:

CIRCUITO DE ESPERA	A PARTIR DE
VILNA	FL150
VOR/DME ALT R-100 ALT	FL80
MAGAL R-128 ATE	4000 ft
MAGAL R-127 ALT	4000 ft
VOR/DME ALT R-282 ALT	FL120

NOTES:

– Holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD is not compatible with holding over URIAS in Valencia AD from FL120.

– Holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD is not compatible with holding over DVOR/DME VLC R-300 in Valencia AD from FL210.

– Holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD is not compatible with holding over DVOR/DME VLC R-120, NDB PND 297º and MULAT in Valencia AD from FL150.

Holding patterns listed below exceed the lateral limits of the TMA from the indicated levels:

HOLDING PATTERN	FROM
VILNA	FL150
VOR/DME ALT R-100 ALT	FL80
MAGAL R-128 ATE	4000 ft
MAGAL R-127 ALT	4000 ft
VOR/DME ALT R-282 ALT	FL120

LEVC AD

CIRCUITO DE ESPERA EN/ HOLDING PATTERN ON			Configuración Este / East Configuration RWY 12						
						Configuración Oeste / West Configuration RWY 30			
			OPERA	VOR/DME CLS R-298	*URIAS	DVOR/DME VLC R-300	NDB PND 297º	MULAT	NDB SGO 229º
Configuración Este/ East Configuration RWY 12		OPERA		NC		NC			
		VOR/DME CLS R-298	NC			FL90			
		*URIAS				NC			
	Configuración Oeste / West Configuration RWY 30	DVOR/DME VLC R-300	NC	FL90	NC		NC	5000	FL90
		NDB PND 297º				NC		NC	5000
		MULAT				5000	NC		5000
		NDB SGO 229º				FL90	5000	5000	

NOTAS:

– La espera en URIAS 184º pertenece a varias maniobras de aproximación frustrada para la RWY 12.
– La espera en URIAS 184º de Valencia AD no es compatible con la espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD, a partir de FL120.
– La espera en DVOR/DME VLC R-300 de Valencia AD no es compatible con la espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD, a partir de FL210.
– La espera en DVOR/DME VLC R-120 de Valencia AD no es compatible con la espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD, a partir de FL150.
– La espera en NDB PND 297º de Valencia AD no es compatible con la espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD, a partir de FL150.
– La espera en MULAT de Valencia AD no es compatible con la espera en DVOR/DME VLC 37,0 DME R-170 de Alicante AD, a partir de FL150.

* No se permiten las esperas en URIAS por encima de FL140.

Los circuitos de espera que se relacionan a continuación sobrepasan los límites laterales del TMA a partir de los niveles que se indican:

CIRCUITO DE ESPERA	A PARTIR DE
OPERA	FL210
VOR/DME CLS R-298 CLS	FL210
NDB PND 297º	FL230
MULAT	FL210
NDB SGO 229º	5000 ft

NOTES:

– Holding over URIAS 184º is part of several missed approach manoeuvres for RWY 12.
– Holding over URIAS 184º in Valencia AD is not compatible with holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD from FL120.
– Holding over DVOR/DME VLC R-300 in Valencia AD is not compatible with holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD from FL210.
– Holding over DVOR/DME VLC R-210 in Valencia AD is not compatible with holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD from FL150.
– Holding over NDB PND 297º in Valencia AD is not compatible with holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD from FL150.
– Holding over MULAT in Valencia AD is not compatible with holding over DVOR/DME VLC 37.0 DME R-170 in Alicante AD from FL150.

* Holdings over URIAS above FL140 are not allowed.

Holding patterns listed below exceed the lateral limits of the TMA from the indicated levels:

HOLDING PATTERN	FROM
OPERA	FL210
VOR/DME CLS R-298 CLS	FL210
NDB PND 297º	FL230
MULAT	FL210
NDB SGO 229º	5000 ft