

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 - *Procedures for Air Navigation Services - Aircraft Operations* (PANS-OPS).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Part III and IV of Vol. I of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

2. Arriving flights

2.1 IFR flights entering and landing within a terminal control area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.

3. Departing flights

3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower.

The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the area control centre concerned prior to take-off.

3.2 Detailed instructions with regard to routes, turns, etc. will be issued after take-off.

4. Aerodrome minima for landing

4.1 The minima for landing is the Obstacle Clearance Altitude/Height (OCA/H).

4.2 Obstacle Clearance Altitude/Height :
The Obstacle Clearance Altitude/Height (OCA/H) is calculated on the basis of the highest approach obstacle or of an obstacle penetrating the missed approach surfaces, it is published in the instrument approach chart as OCA if relating to MSL or as OCH if relating to aerodrome elevation or - for precision approach procedures - to threshold elevation, respectively:

- a) The threshold elevation of the relevant RWY in a precision approach.
- b) The threshold elevation of the relevant RWY if the threshold elevation is more than 7 ft below the elevation of the aerodrome in a non-precision approach.

4.3 Based on the Obstacle Clearance Altitude / Height (OCA/H), the operator calculates the landing minima according to ICAO annex 6, taking into consideration the content of AIP page AD 1.1 .

Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to FL 140 inclusive	170 KT	230 KT	280 KT or Mach 0.8, whichever is less
Above FL 140 to FL 200 inclusive	240 KT		
Above FL 200 to FL 340 inclusive	265 KT		
Above FL 340	Mach 0.83		Mach 0.83