

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 Service - Aircraft Operations (PANS-OPS).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts 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 the 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.

Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to FL 140 (4250 M) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL 140 (4250 M) to FL 200 (6100 M) inclusive	240 KT (445 KM/H)		
Above FL 200 (6100 M) to FL 340 (10350 M) inclusive	265 KT (490 KM/H)		
Above FL 340 (10350 M)	Mach 0.83		Mach 0.83