
ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5.1 GENERAL

The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168-OPS/611 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS).

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

ENR 1.5.2 ARRIVING FLIGHTS

IFR flights entering and landing within a Terminal Control Area will be cleared to proceed via STAR, route and/or radar vector. Approach clearance will be given at or before Initial Approach Fix. If a holding point is used, the pilot will be instructed by Approach Control about expected time in holding and level. If the clearance limit is reached before further instructions have been received, a holding procedure shall be carried out at the level last authorised.

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

ENR 1.5.3 DEPARTING FLIGHTS

IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local Ground Movement Control or the local Aerodrome Control Tower.

IFR flights departing from non-controlled aerodromes shall not take-off without prior arrangements with the Area Control Centre concerned.

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

ENR 1.5.4 OTHER RELEVANT INFORMATION AND PROCEDURES

NIL

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