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 Flights of an aircraft in a holding area shall be carried out in accordance with established holding patterns indicated in charts.

1.3 Change of flight level in a holding area may be carried out by the pilot-in-command of an aircraft only by clearance of the appropriate ATC unit.

2 Arriving flights

2.1 IFR landing flights within a terminal control area will be cleared to proceed via STAR route and/or radar vector. Approach clearance will be given when entering STAR. If the holding point is used, Approach Control will instruct the pilot about specified time and level. 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 in terminal area, it is of important that the circling and the holding procedures are carried out as exactly 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.

3.2 The pilot-in-command shall make take-off within 1 minute when obtaining take-off clearance after reaching line up position. If the take-off has not been made within the said period of time, it is necessary to request a new clearance.

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

3.4 Detailed instructions with regard to climbing, turns and joining the routes etc. will be issued prior to departure.

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