

1.5 - HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1. The holding and approach procedures are based on criteria contained in Doc 8168-Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS).

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 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 authorised.

2.2. It is important that the entry to the pattern and the holding procedures are carried out as prescribed by ICAO. Pilots are requested to inform ATC if for any reasons the approach and/or holding cannot be performed as published.

2.3. Rate of turn

2.3.1. All turns executed in instrument approach shall be rate one.

2.4. Rate of descent

2.4.1. The rate of descent generally used in determining instrument approach to land is 5.2% to 6.5%.

2.5. Minimum sector altitude

2.5.1. The minimum sector altitude (MSA) is established within a radius of 25NM from the aerodrome. Quadrants of the compass are used for determining minimum sector altitudes in instrument approach procedures.

3. Departing flights

3.1. IFR flights departing from controlled aerodrome will receive initial ATC clearance from the aerodrome control. The clearance limit will normally be the aerodrome of destination. IFR flights departing from uncontrolled aerodromes must make arrangements to obtain ATC clearance from the area control centre/flight information centre concerned, prior to departure.

3.2. Departure instructions, whenever required, will include turns to be made after departure, track to be made good and/or any climb restrictions along with ATC clearance.

3.3. Wherever standard instrument departure (SID) procedures have been established, aircraft departing from such aerodrome are cleared via one of the SID. ATC may require an aircraft to comply with specific departure instructions in lieu of the SID, if traffic situation requires.
