
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 ICAO Doc 8168 – OPS/611/Vol II.
- 1.2 The holding procedures are those set out in PART 3 AD 2.22 and shown on Instrument Approach Charts. It is of the utmost importance that the approaches to the holding patterns and the holding procedures are carried out as accurately as possible. Pilots are requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.
- 1.3 A standard rate of descent of 500ft per minute in holding patterns will be used unless otherwise instructed by ATC.
- 1.4 Pilots of aircraft not equipped with functioning two-way radio must make arrangements with the ATC unit at destination before commencing a flight to a controlled aerodrome.
- 1.5 Indication of Heavy Wake Turbulence Category
- 1.5.1 The word “HEAVY” shall be included immediately after the aircraft call sign in the initial RTF contact between aircraft in the Heavy Wake Turbulence Category and the aerodrome control tower or the approach control office prior to departure or arrival.
- 1.5.2 For the purpose of Para [1.5.1](#) above, aircraft with a maximum certificated all up weight of 136,000kg (300,000lb) or more are classified as “HEAVY”.
- 1.6 Aerodrome Operating Minima
1. The obstacle clearance altitude/heights (OCA/H) for the aircraft categories for which the procedure is designed shall be shown on the relevant instrument approach chart.
 2. The state does not publish visibility, MDA, DH, DA, MDA/H or DA/H for instrument approaches at aerodromes.

2. ARRIVING FLIGHTS

- 2.1 Controlled flights entering and landing within a Terminal Control Area will be cleared on a STAR or to a specified holding point. If the clearance limit is reached before further instructions have been received, holding procedures should be carried out at the last assigned level.
- 2.2 As soon as practicable after landing, aircraft should report landing time to the appropriate aerodrome control unit.

3. DEPARTING FLIGHTS

- 3.1 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.
- 3.1.1 As soon as practicable after take-off and in any event after an interval not exceeding TWO MINUTES aircraft should report take-off time to the appropriate Aerodrome Control Unit.
- 3.2 Flights departing from non-controlled aerodromes and intending to enter controlled airspace are required to file a flight plan with the nearest ATC unit prior to departure. However, where an uncontrolled aerodrome is located outside a control zone and where telephone facilities are not available, flight plans may be filed during flight. In those cases pilots should ensure that the flight plan is filed at least ten minutes before entry into controlled airspace and that RTF transmissions are kept to a minimum.

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