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 — OPS / 611 (PANS-OPS).*

1.2 Air traffic control clearances shall contain positive and concise data and shall, as far as practicable, be phrased in a standard manner.

1.3 Clearances shall contain the following in the order listed:

a. aircraft identification;
b. clearance limit;
c. route of flight;
d. level(s) of flight for the entire route or part thereof and changes of levels if required;
   Note.– If the clearance for the levels covers only part of the route, it is important for the air traffic control unit to specify a point to which the part of the clearance regarding levels applies.
e. any necessary instructions or information on other matters such as approach or departure maneuvers, communications and the time of expiry of the clearance.
   Note.– The time of expiry of the clearance indicates the time after which the clearance will be automatically cancelled if the flight has not been started.

1.4 The clearance limit may be the aerodrome of destination, or reporting point, or the boundary of controlled airspace.

1.5 Details of holding, approach and departure procedures, as well as further information on application of Rules of the Air and Air Traffic Services at particular airports, are published in the part AD.

2 Arriving flights

2.1 When it becomes evident that delays in holding will be encountered by arriving aircraft, the operator or a designated representative shall be notified and kept currently informed of any changes in such expected delays, in order that diversionary action may be planned as far in advance as possible.

2.2 Arriving aircraft may be required to report when leaving or passing a reporting point, or when starting procedure turn or base turn, or to provide other information required by the controller to expedite departing aircraft.

2.3 An IFR flight shall not be cleared for an initial approach below the appropriate minimum altitude nor to descend below that altitude unless:

a. the pilot has reported passing an appropriate point defined by a radio aid;
b. the pilot reports that the aerodrome is and can be maintained in sight;
c. the aircraft is conducting a visual approach;
d. the aircraft's position has been positively determined by the use of radar.

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 will not depart without prior arrangements with the Area Control Centre concerned.

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