ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

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).

The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol.I of the PANS-OPS. The holding patterns shall be entered and flown as indicated bellow.

<table>
<tr><th rowspan="2">Flight level (FL)</th><th rowspan="2">Category A and B aircraft</th><th colspan="2">Other categories</th><th rowspan="2">Remark</th></tr>
<tr><th>Normal conditions</th><th>Turbulence conditions</th></tr>
<tr><td>Up to FL 140 (4250 M) inclusive</td><td>170 KT</td><td>230 KT (425 KM/H)</td><td rowspan="3">280 KT (520 KM/H)</td><td>The started value shall be used unless the holding procedure is not restricted to a lower speed</td></tr>
<tr><td>Above FL 140 (4250 M) to FL 200 (6100 M) inclusive</td><td colspan="2">240 KT (445 KM/H)</td><td rowspan="2">Higher speeds, e.g. in case of severe turbulence, are only permitted with the prior consent of the responsible air traffic control unit</td></tr>
<tr><td>Above FL 200 (6100 M)</td><td colspan="2">265 KT (490 KM/H)</td></tr>
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2. ARRIVING FLIGHTS

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 this 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 authorized.

Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely 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

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 take-off without prior arrangements with the area control centre concerned.

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

4. WARNING DUE TO POTENTIAL INTERFERENCE

The following ILS/VOR instrument approach or departure procedures to/from stated RWYs at relevant aerodromes are only approved for aircraft with receivers complying with the FM immunity provisions as stated in sections 3.1.4 and 3.3.8 of Annex 10.

Due to reduced restrictions VHF broadcasting stations could have significant implications for VHF NAV AID in aircraft, especially for VOR and ILS receivers, used during approach and landing.

For safety reasons aircraft VOR and ILS receivers are required to become immunity protect against potential interference FM VHF FM broadcast transmissions.

Aircraft with NAV equipment not meeting ICAO FM immunity may continue operations in Bosnia and Herzegovina if equipped with other NAV equipment meeting RNP-5 standards without use of VOR.

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