

## ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

### 1. General

1.1. The holding, approach and departure procedures in use through out the Kathmandu FIR (VNSM) are based in accordance with the criteria contained in ICAO Doc 8168- Procedure for Air Navigation Services-Operation (PANS-OPS).

1.2. 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 in VNKT AD 2 – 49.

1.3. An aircraft approaching an aerodrome under IFR for the purpose of making a landing shall conform to the holding and instrument approach procedures for the radio navigation aid employed as prescribed in the appropriate instrument approach charts.

1.4. Pilots will be expected to know the correct holding, approach and departure procedures.

### 2. Holding Procedures

2.1. An aircraft shall hold in flight as required for the purpose of establishing separation and for absorbing delays caused by traffic peaks or weather. Holding shall be accomplished in accordance with approved procedures. If aircraft are required to hold at a point for which there is no approved procedure, they shall do so in a manner specified by ATC. If a delay of 30 minutes or more is anticipated the pilot-in-command will be notified as early as possible along with the operating agency.

2.2. A request by a pilot-in-command to deviate from an approved holding procedure may be approved, if known conditions permit.

2.3. When an aircraft is holding over an aerodrome which is closed for landing or where weather conditions are less than the prescribed minima; ATC will nominate a schedule of reporting time normally at 15 minutes interval.

2.4. During an instrument approach sequence the aircraft estimated to arrive first over a holding point will be assigned the lowest level available. The succeeding aircraft will be given priority in the order of their estimated time of arrival over such point.

2.5. Holding patterns for all controlled aerodromes are indicated on the applicable approach charts.

2.6. VFR Holding points in Kathmandu are detailed in sub-section VNKTAD 2-51, VNKT AD 2- 52.

2.7. Initial approach tracks and holding patterns associated with Tribhuvan International Airport is detailed in charts VNKT AD 2 –48/49 prepared for the purpose. Holding patterns for other airfields are indicated on the applicable approach charts.