

## ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

### 1. GENERAL

- 1.1 The holding and approach to land procedures in use throughout the Kota Kinabalu FIR conform Substantially to those contained in ICAO Doc 8168-OPS/611. Where differences exist they will Be indicated on either the appropriate chart or in the Special Procedure section of the text.
- 1.2 Except as specified in paragraph 1.4 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 aid employed on the chart concerned. Where procedures have been prescribed, airline operators will submit holding and/or instrument approach procedures to the DCA concerned. Operators must accept full responsibility for such procedures and for the accuracy of any charts on which they are portrayed.
- 1.3 When an aircraft making an instrument approach by day establishes continuous visual reference with the ground or water above the minimum altitude, it may discontinue instrument approach. The pilot-in-command shall be solely responsible for ensuring obstacle clearance from the time visual flight is assumed.
- 1.4 The data shown in charts conforms to the following: -
- a) Bearing - Degrees Magnetic
  - b) Distance (Longitudinal) - Nautical miles and tenth
  - c) Distance Vertical - Feet (related to MSL except where the figures appear in parenthesis, e.g (245) when the datum for measurement will be aerodrome elevation)
  - d) Rate of turn - Turn will be made at rate 1 (3 degrees per second) unless otherwise specified.
  - e) Rate of descent - 400FPM (plus or minus 100 FPM) for standard instrument approach procedures.
- 1.5 Plans and procedure diagrams for holding and approach in charts are designed on the basis of the following values -
- a) Tangible values**
    - i) Minimum indicated airspeeds of aircraft in categories A, B, C
    - ii) Tolerances for ground and airborne equipment as prescribed in Annex 10.
  - b) Intangible values**
    - i) Pilot Proficiency
    - ii) Width of ambiguity at heights above beacons;
    - iii) Effects of turbulence; and
    - iv) Corrections by pilot for wind effects.
- 1.6 On the charts full lines are used to indicate Approach Procedure, broken lines to indicate Overshoot Procedure, light dotted lines to indicate let-down Procedures, heavy square broken lines to indicate holding patterns.

1.7 Pilots will be expected to know the correct holding, approach and departure procedures (although ATC will provide this information on request).

## 2. HOLDING PROCEDURES

2.1 Initial approach tracks and holding patterns associated with Brunei Airports are detailed on specific charts prepared for the purpose.

2.2 Holding patterns are "race-track" and the following procedures apply:

- a) Follow the prescribed track inbounds to the holding point;
- b) Execute a 180 turn in the direction specified so as to fly outbound on a track parallel to the inbound track;
- c) Continue outbound for the time (or distance) specified; and
- d) Execute a 180 turn so as to re-align onto the inbound track.

2.3 The time or distance outbound, referred to in para 2.2 (c) is that measured from abeam the fix point outbound to the commencement of the 180 turn (1 Min up to FL140 and 1.30Min above FL140).

## 3. INSTRUMENT APPROACH PROCEDURES

Unless otherwise specified, all aircraft will follow the procedures shown in Instrument Approach Charts.