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 Rate of descent in holding patterns amended to: a standard rate of descent of 1000ft per min in holding patterns will be used unless otherwise instructed by ATC.
Pilots must advise ATC if unable to comply with the standard rate of descent.

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.

4. POLICY ON NAMING OF SIGNIFICANT POINTS

4.1 Modern air navigation systems use longitudinal and latitudinal designated points, identified either by a unique pronounceable or alphanumeric Five Letter Name Code (5LNC).

4.2 ASAM 007 (the policy on Naming of Significant Points) assists the proponent in the submission of waypoint suggestions to the Safety Regulation Division of the Irish Aviation Authority and to explain the use and application of both naming options.

5. CONTINUOUS CLIMB AND CONTINUOUS DESCENT OPERATIONS

5.1 Continuous climb and continuous descent operations (CCO/CDO) allow aircraft to follow a flexible, optimum flight path that delivers environmental and economic benefits - reductions in fuel burn, gaseous emissions, noise and fuel costs - without any adverse effect on safety.

5.2 These CCO/CDO operations are aircraft operating techniques enabled by Airspace design, instrument flight procedure design and facilitated by air traffic control (ATC) and therefore the responsibility for enabling, implementing and performing CCO/CDO operations does not rest with one individual stakeholder. All stakeholders therefore play a collaborative role in optimising vertical flight efficiency to ensure the expected benefits are realised.

5.3 To minimise the amount of time spent in level flight and ensuring that representative aircraft type characteristics are considered, regular reviews of Letter of Agreements (LoA's) between airspace sectors and adjacent FIR boundaries are required.