
ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

- 1.1. Holding, approach and departure procedures are based on the criteria and specifications of ICAO Annex 11, Appendix 3 and ICAO Doc. 8168 (PANS/OPS).
- 1.2. For Holding procedures [See ENR 3.6](#) and Part AD.

2. ARRIVING FLIGHTS

- 2.1. The following approach procedures are applied in the Budapest FIR:

- Standard Arrival Routes - STAR - (RNAV)
- Precision Approach Procedures (ILS, RNP APCH)
- Non-Precision Approach Procedures (LOC, VOR, NDB, RNP APCH)

3. DEPARTING FLIGHTS

- 3.1. IFR flights departing from controlled aerodrome will receive their ATC clearance from local control tower. At aerodromes where SID procedures are published, local control TWR will normally issue an SID for DEP. The clearance limit will normally be the AD of destination.

- 3.1.1 ATC will consider every ACFT at the holding point as able to commence line up and take-off roll immediately after clearance issued.

When line up clearance and take-off clearance cannot be issued at the same time, ATC will expect and has planned on seeing movement within 10 seconds of take-off clearance being issued. Pilots unable to comply with this requirement, shall notify ATC as early as possible before reaching the holding position.

- 3.1.2 According to ICAO PANS-ATM a departing controlled IFR flight operating in instrument meteorological conditions, having acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the en route phase of the flight, and experiencing two-way radio communication failure should, if no time limit or geographical limit was included in the climb clearance, maintain for a period of seven minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

Note 1.- The effect of this procedure is to introduce a uniform clearance limit for application in cases where the use of tactical control methods by air traffic control makes it impracticable to include a time limit or a geographical limit in each climb clearance.

Note 2.- The level specified in the current flight plan means the level contained in the en route air traffic control clearance acknowledged by the pilot.

- 3.1.3 According to ICAO PANS-ATM a departing controlled IFR flight being vectored by radar away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan. Aircraft shall report information regarding flight altitude as soon as two-way radio communication is available or following frequency change.

- 3.2. IFR flights departing from non-controlled ADs shall make arrangements with BUDAPEST ACC/FIC prior take-off.

- 3.3. For local instructions see AD Part.

4. OTHER RELEVANT INFORMATION AND PROCEDURES

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