

**ENR 1.5 Holding****1.5.1 General**

1.5.1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO DOC 8168-OPS/611 (PANS/OPS)

1.5.1.2 The holding and approach procedures in use have been based on the values and factors contained in Part 2 of the PANS-OPS.

The holding pattern shall be entered and flown as indicated below.

1.5.1.3 Due to the limited airspace and mountainous terrain, pilots-in-command are strongly requested to inform ATC if, for any reason, holding, approach and departure can not be performed as required.

**1.5.2 Standard Holding Pattern**

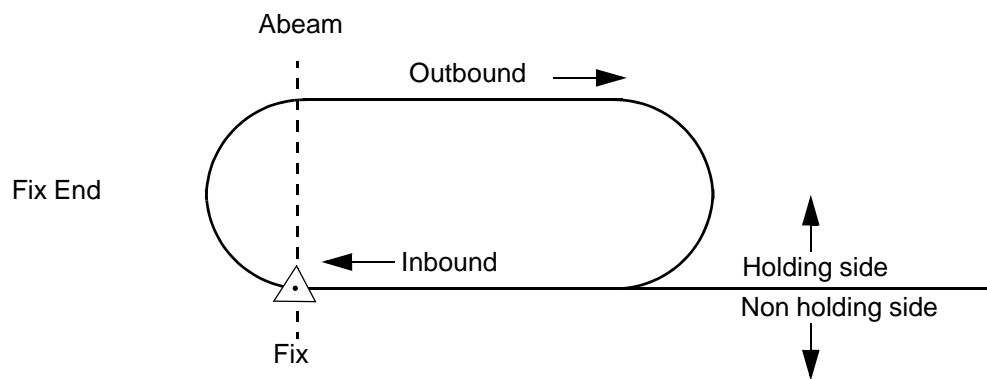
The shape and terminology associated with the standard holding pattern are shown in the Figure below

**ENR 1.5 Холдинг****1.5.1 Општо**

1.5.1.1

1.5.1.2

1.5.1.3

**1.5.2 Стандардна холдинг шема**

Standard Holding Pattern

**1.5.3 Speeds, Turns and Timing**

Holding patterns shall be entered and flown at or below the following indicated airspeeds (IAS).

Levels	Normal conditions	Turbulence conditions
up to 4250 m (14000 ft) inclusive	425 km/h (230 kt) 315 km/h (170 kt) <sup>2</sup>	520 km/h (280 kt) 315 km/h (170 kt) <sup>2</sup>
above 4250 m (14000 ft) to 6100 m (20000 ft) inclusive	445 km/h (240 kt)	520 km/h (280 kt) or 0.8 Mach, whichever is less
above 6100 m (20000 ft) to 10350 m (34000 ft) inclusive	490 km/h (265 kt)	
above 10350 m (34000 ft)	0.83 Mach	0.83 Mach
<p>1. The levels tabulated represent altitudes or corresponding flight levels depending upon the altimeter setting in use.</p> <p>2. For holdings limited to CAT A and B aircraft only.</p>		

All turns are to be made at an angle of 25° or at a rate of turn of 3° per second, whichever requires the lesser bank.

Unless established otherwise for a holding procedure or instructed otherwise by the appropriate ATC unit, all turns into the holding pattern after initial entry shall be made to the right.

Outbound timing begins abeam the fix.

Outbound timing is 1 minute up to FL 140 (4250 m) inclusively and 1.5 minutes above FL 140 (4250 m).

If DME is used, outbound timing is replaced by established distance values.

The pilot shall make allowance for known wind factors when determining heading and timing.

**1.5.4 Entry Procedures**

Entry into the holding pattern shall be in accordance to heading in relation to the three entry sectors, recognizing a zone of flexibility of 5° on either side of the entry sector boundaries. In the case of holding on VOR intersections or VOR/DME fixes, entries will be limited to the radials.

**1.5.5 Sector 1 - Parallel Entry**

- a. Having reached the fix, turn onto the outbound heading and proceed for the appropriate period of time and/or until the appropriate DME distance is attained;
- b. then turn left in the case of a right hand pattern or turn right in the case of left hand pattern onto published or assigned inbound track or return to the fix directly;

**1.5.3 Брзини, завои и тајминзи****1.5.4 Влезни процедури****1.5.5 Сектор 1 - паралелен влез**

- c. on second arrival over the fix, turn right in the case of right hand pattern or turn left in the case of left hand pattern and follow established holding procedure.

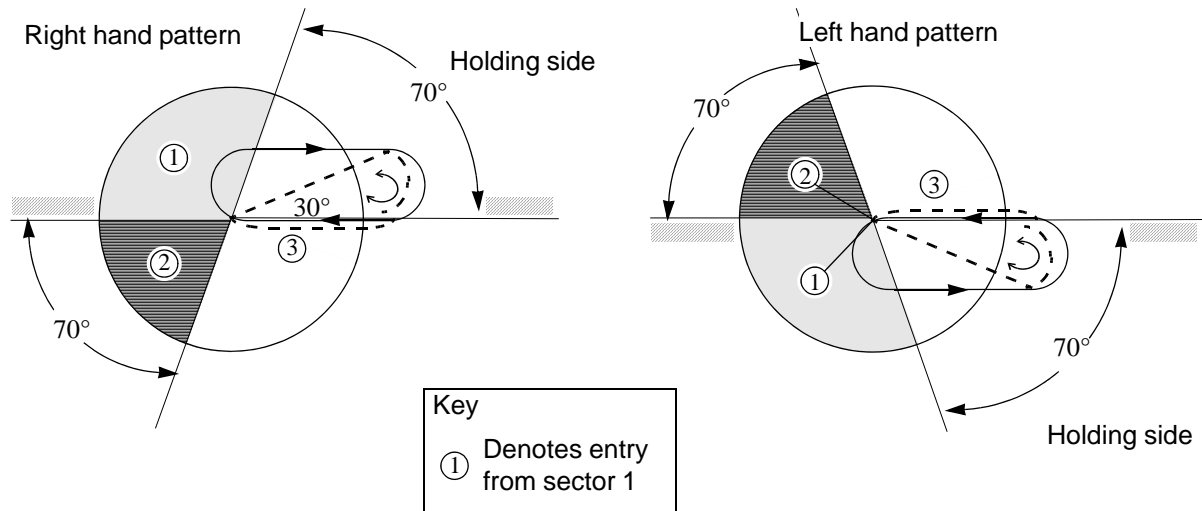


Diagram showing entry procedure

**1.5.6 Sector 2 - Offset Entry**

- a. Having reached the fix, turn to an outbound heading making an angle of 30° or less from the published or assigned inbound track on the holding side, and maintain this track for the appropriate period of time and/or until the appropriate DME distance is attained;
- b. then turn right in the case of a right hand pattern or turn left in the case of a left hand pattern onto the published or assigned inbound track, and follow the established holding procedure

**1.5.7 Sector 3 - Direct Entry**

Having reached the fix, turn right in the case of right hand pattern or left in the case of a left hand pattern, and follow the established holding procedure.

**1.5.8 Conduct in the Holding Procedure**

**1.5.6 Сектор 2 - страничен влез**

- a.
- b.

**1.5.7 Сектор 3 - директен влез**

**1.5.8 Постапки во холдинг процедури**

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Having entered the holding pattern on the second and subsequent arrivals over the fix, execute a turn onto the outbound track in the prescribed direction which will most appropriately position the aircraft for the beginning of a turn onto published or assigned inbound time or distance. Then turn in the prescribed direction onto the published or assigned inbound track, and continue inbound to fix.

### 1.5.9 Departing from the Holding Pattern

When clearance is received to depart from the holding pattern, the pilot shall adjust his flight within the limits of the established holding procedure in order to leave the holding point at the time specified in the clearance.

### 1.5.10 List of Holding procedures

For IFR flights in controlled airspace the holding procedures are listed in the Table 1.

For holding procedures exclusively applied in connection with approach procedures see relevant chart in MAP section.

### 1.5.9 Напуштање на холдинг шема

### 1.5.10 Листа на холдинг процедури

Holding Point	Inbound Track MAG	MIN HLDG ALT m(ft) MSL	Turn	Special Regulations
Ohrid NDB - IZD	197°	2450 (8000)	Left	MAX IAS 220 kt
Skopje VOR	161°	1850 (6000)	Left	MAX IAS 220 kt
*Skopje VOR/DME	341°	2150 (7000)	Right	MAX IAS 220 kt
Skopje VOR/DME	016°	1850 (6000)	Right	MAX IAS 230 kt (CAT C, D)
**NDB/DME - PEP	147°	Min: FL 150	Right	MAX IAS M0.83 MAX FL370
*** Skopje VOR/DME	327°	Min: FL 150	Right	

Arrivals are protected in accordance to aircraft in holding pattern as follows:

- DEP and ARR from Straight in Radial 161° from SKJ - VOR, 29 NM
  - DEP and ARR from TETOV Point, Radial 271° from SKJ - VOR, 29 NM
  - ARR from SARAX Point, Radial 281° from SKJ - VOR, 35NM
- \* The holding Basic Area is protected up to Max FL 160. All Standard Departure
- \*\*En - Route holding over PEP - NDB/DME established for purpose of providing entry clearance from neighboring ATC unit. Inbound track 147 is permitted only.
- \*\*\* In case of telephone communication failure expect ENR holding overhead SKJ VOR/DME.

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**1.5.11 Arriving flights**

IFR flights entering and landing within FIR Skopje 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 procedures shall be carried out at the level authorised.

All the arriving procedures are conventional, STARs are based on those contained in the latest edition of ICAO DOC 8168-OPS/611 (PANS/OPS) (see AD 2.22 and related charts in AD 2.24).

**1.5.12 Departing flights**

IFR flights departing from controlled aerodromes will receive initial clearance from the local Aerodrome Control Tower. The clearance limit will normally be the aerodrome of destination.

All the departure procedures are conventional, SIDs are based on those contained in the latest edition of ICAO DOC 8168-OPS/611 (PANS/OPS) (see AD 2.22 and related charts in AD 2.24).

IFR flights departing from uncontrolled aerodromes will not take off without prior arrangements with the Area Control centre concerned.

**Note:** *Expeditious clearances are necessary for all aircraft passing international borders.*

**1.5.11 Летови во доаѓање**

1.5.11.1

1.5.11.2

**1.5.12 Летови во заминување**

1.5.12.1

1.5.12.2

1.5.12.3

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