

## 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 the latest edition of ICAO Doc 8168 – Procedures for Air navigation Services – Aircraft Operations (PANS-OPS), unless where stated otherwise (see section 4 below).

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, unless where stated otherwise. The holding patterns should be flown at speeds as indicated below.

Flight Level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to 14 000 feet (4 250 M) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above 14 000 feet (4 250 M) to FL200 (6 100 M) inclusive	240 KT (445 KM/H)		
Above FL200 (6 100 M) to FL340 (10 350 M) inclusive	265 KT (490 KM/H)		
Above FL340 (10 350 M)	Mach 0.83		Mach 0.83

## 2. Arriving flights

2.1 Pilots shall report ACFT Current level upon first contact with the appropriate ATC unit.

2.2. SECURITY IDENTIFICATION: Flights entering Tel-Aviv FIR shall contact the appropriate ACC unit as follows, and report, on first contact, squawk number and Flight level/Altitude:

a. From Amman FIR:

- 1) Departing traffic from Amman/Queen Alia, Amman/Marka, Al-Azraq AB and King Abdullah AB: contact "Tel-Aviv Control" freq: PRI 121.400 MHz, SRY 122.150 MHz, as soon as practical after takeoff, and not later than 10 NM east of position "TALMI"/"SALAM" (for traffic VIA Ben Gurion TMA).
- 2) All other traffic not specified in 1: contact "Tel-Aviv Identification" freq: PRI 124.300 MHz, SRY 118.800 MHz, while overflying Amman FIR, and not later than 25 NM east of position "TALMI"/"SALAM".

b. From the Arab Republic of Egypt:

- 1) Minimum flight level - FL120. If unable to comply, special request must be submitted in advance to the ministry of transport, security division (ASOC).
- 2) Flight level allocation – ODD, except FL290

3) Contact "South Identification" freq: PRI 122.750 MHz SRY 132.000 MHz:

3.1 Along route R650: not later than 10 minutes before position "Sharm El Sheikh" (SHM VOR).

3.2 Via "Nuweibaa" (NWB NDB): not later than position "SISIK".

3.3 Flights departing "Sharm El Sheikh" (SHM VOR): not later than position "DELNA".

c. From the West and North West contact "Tel-Aviv identification" freq: PRI 124.300 MHz SRY 118.800 MHz not later than 180 NM from BGN VOR/DME.

2.3. Flights entering Tel-Aviv FIR, shall arrive at one of the following reporting points:

a. From Amman FIR – "SALAM" or "TALMI". Entry via "NALSO" is prohibited.

b. From Cairo FIR– "NALSO". Entry via G183 is prohibited.

c. From Nicosia FIR – "SOLIN" or "MERVA".

d. Flights entering the FIR from points other than those above, or flying 'off-airways' direct from point to point outside published ATS routes, are prohibited, unless otherwise instructed by ATC.

**3. Departing flights**

3.1. IFR 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.

3.2 Pilots shall report ACFT Current level upon first contact with the appropriate ATC unit.

3.3. Detailed instructions with regard to routes, turns, etc. will be issued after take-off.

3.4 Flights from Tel-Aviv FIR (South Sector) to Cairo FIR:

<i>ATS Route</i>	<i>COP</i>	<i>FL allocation</i>	<i>Special Conditions</i>
R650	NALSO	FL260 or FL290 FL120	All traffic entering Cairo FIR via "NALSO". For flights departing from Eilat. Maintain FL260 or FL290 or FL120. Higher flight levels will be assigned by Cairo ACC.

For coordination purpose: Flights shall contact Cairo ACC 10 minutes before NALSO.

**4. Procedure Design Criteria**

The following procedures were designed based on FAA TERPS rather than ICAO DOC 8168 PANS OPS:

LLBG

VISUAL CIRCUIT CHART  
NAMIM, GAVRI and DONAG APCHs  
RNP Y RWY30 (AR)

LLOV

VISUAL CIRCUIT CHART  
VOR Z RWY 21R  
MARGO and ROMIE APCHs