

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**1 GENERAL****1.1 GENERAL INSTRUCTIONS**

1.1.1 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)*.

1.1.2 The holding and approach procedures in use have been based on the values and factors contained in Part III and IV of Vol. I of PANS-OPS, except for transition layer. The holding patterns shall be entered and flown as indicated below.

Flight level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to 13 000 FT (3 950 M) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL 150 (4 550 M) to FL 200 (6 100 M) inclusive	240 KT (445 KM/H)		
Above FL 200 (6 100 M) to FL 240 (7 300 M) inclusive	265 KT (490 KM/H)		

1.1.3 A standard rate of descent of 1000 FT per minute in en-route holding patterns will be used unless otherwise instructed by ATC.

1.1.4 IFR flights entering and landing within a Control Area might be cleared to a specified holding point and instructed to contact Approach Control at a specified time, level or position. If the clearance limit is reached before further instructions have been received, the holding procedure shall be carried out at the last level authorised.

1.1.5 Due to the limited airspace available, it is important that pilots inform ATC if for any reason the approach and / or holding cannot be performed as required.

1.2 NAMING CONVENTION FOR WAYPOINTS USED IN RNP INSTRUMENT APPROACH PROCEDURES

1.2.1 In accordance with ICAO Document 8168, Vol II, Part III, Section 5, Chapter 1, 1.6 - WAYPOINT NAMING criteria, following convention applies for naming waypoints in RNP Instrument Approach Procedures that are designated by alphanumeric name-code:

1. For missed approach points (MAPt's) co-located with RWY THR:

- First two (2) alphabetic characters - **"RW"**
- Last two (2) or three (3) characters - corresponding RWY designator.

e.g. **"RW16L"**, **"RW34R"**, **"RW15"**, **"RW33"**

2. For other waypoints unique to a specific aerodrome:

- First two (2) characters – the third and fourth letters of ICAO location indicator of the aerodrome.
- Last three (3) characters – any combination of numeric characters from 401 to 999 but not ending with zero (0) or five (5).

e.g. for **Doha International Airport** **"BD401"** or **"BD701"**; for **Hamad International Airport** **"HH501"** or **"HH801"**

2 ARRIVING FLIGHTS**2.1 INSTRUCTIONS**

2.1.1 On first contact with ATC (entering Qatar FIR) pilots shall mention:

- ACFT Callsign
- Assigned FL
- Arrival D-ATIS Letter

2.1.2 Controlled flights entering and landing at airports within the Doha Terminal Control Area will be cleared on a STAR or to a specified holding point.

2.1.3 All STARS have been designed as Open STARS meaning that the designated STAR ends on the downwind leg. If the clearance limit is reached before further instructions have been received, aircraft are required to extend the downwind as indicated on the STAR Chart.

2.1.4 All STAR level and speed restrictions must be adhered to at all times unless instructed by ATC.

2.1.5 The STARS have been created to manage peak traffic flows with extended 'Trombones' segments to increase airspace capacity and efficiency. Aircraft can be expected to be shortcut within the Trombone segment in order to enhance capacity and efficiency.

2.1.6 In the event of a radio failure on the designated STAR aircraft are to follow the appropriate radio failure procedure or holding procedures should be carried out at the last assigned level.

2.1.7 The level assigned to the end of the STAR indicates the intended runway for landing as follows:

- a) OTHH Runway 16L/34R – Aircraft will be descended to 2500 FT
- b) OTHH Runway 16R/34L – Aircraft will be descended to 3500 FT
- c) OTBD Runway 15/33 – Aircraft will be descended to 4500 FT

Note: for tactical reasons, ATC may descend aircraft to an alternate altitude than described above but will notify aircraft of the runway for landing.

2.1.8 The arrivals have been designed to facilitate Continuous Descent Operations (CDO) as far as practicable.

2.1.9 During peak periods, Independent Parallel Operations (IPO) may come into force. IPO accommodates simultaneous approaches into both OTHH and OTBD.

2.1.10 Only the ILS approach will be available during IPO.

2.1.11 ATC will monitor the final approach path from glideslope intercept for lateral deviation from the localiser.

2.1.12 Aircraft deviation off the localiser whilst descending on the glideslope will be notified of corrective action. In the event deviation is excessive aircraft can either expect to be broken off the approach or instructed to commence a Missed Approach.

2.1.13 The instruction to break off the approach or to commence a Missed Approach will be at the discretion of ATC and is dependent on aircraft altitude and the adjacent approach environment.

2.1.14 Aircraft on adjoining approaches impacted by a deviating aircraft may also expect to be broken off the approach or instructed to commence a Missed Approach.

2.2 SPEED REQUIREMENTS

2.2.1 All aircraft entering Doha TMA are required to adjust IAS as per the following speeds unless otherwise instructed by ATC. Speeds are applied for ATC separation purposes.

- a) 210 - 230 KT during the initial approach phase;
- b) 180 KT on base leg / closed heading to final approach;
- c) When established on final approach, maintain 180 KT till 10 NM from THR and 160 KT till 4 NM from THR. An instruction by ATC to comply with 'Standard Speeds' shall mean that pilots are expected to maintain these speeds on final approach;
- d) A380 will maintain 180 KT when established on final approach to 10 NM final and then reduction to maintain 160 KT to 5 NM final; and
- e) Aircraft unable to comply shall inform ATC in advance.

2.2.2 All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds must inform ATC and state what speeds can be used. Pilots should also advise ATC if circumstances necessitate a change of speed for aircraft per reasons.

2.2.3 In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints.

2.2.4 In the event when traffic sequencing does not require speed limitation, ATC will advise " NO ATC SPEED RESTRICTION".

3 DEPARTING FLIGHTS

3.1 GENERAL

3.1.1 All flights departing from controlled aerodromes will receive initial ATC clearance from the Aerodrome Control Tower. The clearance will contain following items:

- a) Aircraft identification;
- b) Clearance limit, normally destination aerodrome;
- c) Designator of the assigned SID, if applicable;
- d) Cleared level; and
- e) Allocated SSR code.

3.1.2 Operators are requested to follow the cleared SID and ensure that the correct read back is provided at all times.

3.1.3 All departing aircraft should remain on Tower frequency after departure until passing 1000 FT and thereafter make initial contact with the relevant approach frequency or unless otherwise instructed by ATC. Departures from RWY 34L/16R should expect to be transferred to **DOHA APPROACH WEST** on (119.725 MHz) and departures from RWY 34R/16L should expect to be transferred to **DOHA APPROACH EAST** on (124.775 MHz).

3.1.4 On initial contact with the relevant Approach frequency aircraft must include the following:

- a) Aircraft call sign;
- b) Passing altitude; and
- c) Designated SID.

3.1.5 Detailed instructions with regards to routes, turns etc. will be issued by the relevant Approach frequency.

3.2 SPEED AND LEVEL REQUIREMENTS

3.2.1 All **OTHH/OTBD** departure aircraft are required to maintain 250 KIAS until passing 10 000 FT unless otherwise instructed by ATC or required by Standard Instrument Departure Procedure.

3.2.2 All traffic departing **OTHH/OTBD** via B457 and M444 are required to cross TULUB at FL180 or above by ATC only.

3.2.3 All traffic departing **OTHH/OTBD** via L934 are required to cross LUBET at FL180 or above by ATC only.

3.2.4 IFR departures from **OTBH** shall maintain runway heading climbing to 3 000 FT. Further instructions from **Military Director** on 121.175 MHz.

3.2.5 Military fighters departing from **OTBH** shall maintain runway heading climbing to 5 000 FT. Further instructions will be provided from **Military Director** on 121.175 MHz on the first assigned frequency.

3.3 PHRASEOLOGY AND PROCEDURES

3.3.1 Pilots shall respond to "CLIMB UNRESTRICTED" clearances by repeating the clearance verbatim and expected to commence an unrestricted climb to comply with the clearance. 'CLIMB UNRESTRICTED' means:

- a) All altitude and speed restrictions are cancelled on SID,
- b) Aircraft climbs continuously until the new cleared level,
- c) Unless ATC re-issues constraints later.

3.3.2 For aircraft already climbing via the SID published altitude, restrictions are deleted unless reissued by ATC.

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