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(PANS/OPS) 1.5.1.1

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

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pattern shall be entered and flown as indicated below.

1.5.1.2 1.5.1.3 Due to the limited airspace and mountainous terrain, pilots-in-command ...

po ENR 1.5 Holding ENR 1.5 Холдинг

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OPERATIONS, Volume II; and the user guide for the PANS-OPS OAS Software.

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Pans-Ops was
programmed. [citation
needed] This software
was first demonstrated
at Bailbrook College in
Bath , England in 1992
to a procedure design
course.

PANS-OPS - Wikipedia

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procedures FAA AC
90-105 Appendix 2
Qualification criteria for
RNP 1 (terminal)
operations . SRVSOP
AC 91-006 2 4.
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SAMIG4 WP11
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ops) Purpose The

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purpose of the terminal arrival altitude (TAA) is to provide a transition from the en-route structure to an Area Navigation Systems approach procedure.

Terminal Arrival Altitude (TAA) - SKYbrary Aviation Safety

Airspace and procedure design should follow the principles laid down in ICAO Doc 8168 (PANS-

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OPS) and Doc 4444 (PANS-ATM). PANS-OPS provides criteria for the design of instrument approach, holding and departure procedures. PANS-OPS provisions also cover en-route procedures where obstacle clearance is a consideration.

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Aircraft Approach

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Category (ICAO) While the speed ranges used to determine an aircraft's approach category are identical to 14 CFR 97.3 (ICAO Doc 8168 PANS-OPS Vol 1, Section 4, Paragraph 1.3.5), the maximum permitted speed for visual maneuvering is significantly higher.

Aircraft approach category - Wikipedia

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