SACAA

Instrument rating (Operational procedures)

Examination supplement

(Trial version)

Table I-3-2-1

(as contained in ICAO Doc 8168 Part I, section 3, Chapter 2)

Table I-3-2-1. Maximum speeds for turning departures

Aeroplane category	*Maximum speed km/h (kt)*
A	225 (120)
B	305 (165)
C	490 (265)
D	540 (290)
E	560 (300)
H	165 (90)

Table I-4-1-2

(as contained in ICAO Doc 8168 Part I, section 3, Chapter 2)

Table I-4-1-2. Speeds for procedure calculations in knots (kt)

Aircraft category	V_{at}	*Range of speeds for initial approach*	*Range of final approach speeds*	*Maximum speeds for visual manoeuvring (circling)*	*Maximum speeds for missed approach*	
					Intermediate	*Final*
A	<91	90/150(110*)	70/100	100	100	110
B	91/120	120/180(140*)	85/130	135	130	150
C	121/140	160/240	115/160	180	160	240
D	141/165	185/250	130/185	205	185	265
E	166/210	185/250	155/230	240	230	275
H	N/A	70/120**	60/90***	N/A	90	90
CAT H (PinS)***	N/A	70/120	60/90	N/A	70 or 90	70 or 90

V_{at} — Speed at threshold based on 1.3 times stall speed V_{so} or 1.23 times stall speed V_{s1g} in the landing configuration at maximum certificated landing mass. (Not applicable to helicopters.)

* Maximum speed for reversal and racetrack procedures.

** Maximum speed for reversal and racetrack procedures up to and including 6 000 ft is 100 kt, and maximum speed for reversal and racetrack procedures above 6 000 ft is 110 kt.

*** Helicopter point-in-space procedures based on basic GNSS may be designed using maximum speeds of 120 KIAS for initial and intermediate segments and 90 KIAS on final and missed approach segments, or 90 KIAS for initial and intermediate segments and 70 KIAS on final and missed approach segments based on operational need. Refer to PANS-OPS, Volume II, Part IV, Chapter 1, "Area navigation (RNAV) point-in-space (PinS) approach procedures for helicopters using basic GNSS receivers".

Note.— The V_{at} speeds given in column 2 of Table I-4-1-1 are converted exactly from those in this table, since they determine the category of aircraft. The speeds given in the remaining columns are converted and rounded to the nearest multiple of five for operational reasons and from the standpoint of operational safety are considered to be equivalent.