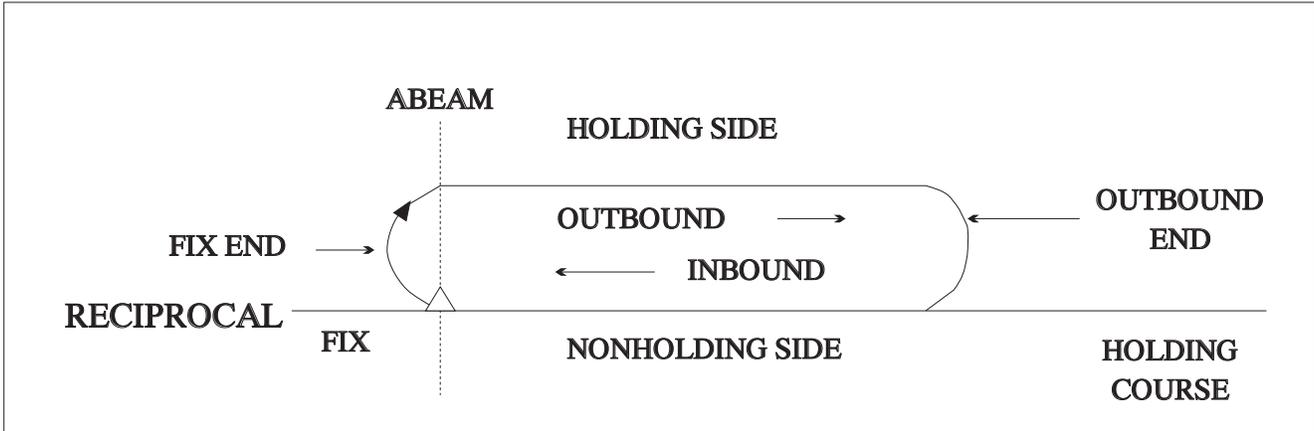


**FIG 5-3-3  
Holding Pattern Descriptive Terms**



j. Holding pattern airspace protection is based on the following procedures.

**1. Descriptive Terms.**

- (a) **Standard Pattern.** Right turns (See FIG 5-3-3.)
- (b) **Nonstandard Pattern.** Left turns

**2. Airspeeds.**

- (a) All aircraft may hold at the following altitudes and maximum holding airspeeds:

*TBL 5-3-20*

Altitude (MSL)	Airspeed (KIAS)
MHA - 6,000'	200
6,001' - 14,000'	230
14,001' and above	265

**NOTE-**

*These are the maximum indicated air speeds applicable to all holding.*

- (b) The following are exceptions to the maximum holding airspeeds:

(1) Holding patterns from 6,001' to 14,000' may be restricted to a maximum airspeed of 210 KIAS. This nonstandard pattern will be depicted by an icon.

(2) Holding patterns may be restricted to a maximum speed. The speed restriction is depicted in parenthesis inside the holding pattern on the chart: e.g., (175). The aircraft should be at or below the maximum speed prior to initially crossing the holding fix to avoid exiting the protected airspace. Pilots unable to comply with the maximum airspeed restriction should notify ATC.

(3) Holding patterns at USAF airfields only - 310 KIAS maximum, unless otherwise depicted.

(4) Holding patterns at Navy fields only - 230 KIAS maximum, unless otherwise depicted.

(5) All helicopter/power lift aircraft holding on a "COPTER" instrument procedure is predicated on a minimum airspeed of 90 KIAS unless charted otherwise.

(6) When a climb-in hold is specified by a published procedure (for example, "Climb-in holding pattern to depart XYZ VORTAC at or above 10,000." or "All aircraft climb-in TRUCK holding pattern to cross TRUCK Int at or above 11,500 before proceeding on course."), additional obstacle protection area has been provided to allow for greater airspeeds in the climb for those aircraft requiring them. A maximum airspeed of