AIRCRAFT APPROACH CATEGORIES		
Aircraft	Category	Airspeeds
Single-engine propeller	A	slower than 91 knots
Duel-engine propeller	B	91 to 120 knots
Business jets	C	121 to 140 knots
Small and medium airliners	D	141 to 166 knots
Large airliners	E	166 knots or faster
Notes: Aircraft types are generalizations. Data are for flight simulation only – not for real-world aviation.		

Approach Holding Patterns. Approach holding patterns are executed under two conditions.

- Separation Holds. The first condition is at ATC instruction to ensure adequate separation for landing. Such holds are common at busy commercial airports such those in New York, Chicago, Los Angeles and Paris and at hub airports such as Dallas Fort Worth and Charlotte. They can occur at less active airports during peak periods and times of day. If you have flown the airlines much, you probably have been treated to approach holding patterns at least once.

- Missed Approach Holds. The second condition initiating an approach holding pattern is the missed approach. Many missed approach procedures call for flying to a nearby fix and holding until further ATC clearance. These patterns are shown by a dotted line on the profile view of the instrument approach charts.

Approach holding patterns fix to nearby navigation aids or intersections. They are shown on terminal procedures publications for airports where holding patterns are used. Execution of holding patterns is

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