

IFR PROCEDURES AT UNCONTROLLED AERODROMES

Approach

CLEARANCE

When cleared for “an approach” to an aerodrome, the pilot has the option of conducting any published approach to that aerodrome. (*Transport Canada Aeronautical Information Manual* [TC AIM] RAC 9.3) ATC must be advised of the intended instrument approach procedure (IAP) being conducted. No deviations should be made from the stated IAP without consent from ATC. Such an act could cause dangerous conflict with another aircraft or a vehicle on the runway. Descent to the appropriate IFR altitude (minimum en route altitude [MEA], transition altitude, safe altitude 100 NM, or minimum sector altitude [MSA]) is at the pilot’s discretion.

Caution: Descent to the safe altitude 100 NM or the MSA may take the aircraft out of controlled airspace. ATC provides IFR separation only within controlled airspace.

Note: Approach clearance is for a published IAP. Visual approaches are authorized at uncontrolled aerodromes. A contact approach can be authorized at the pilot’s request.

COMMUNICATIONS

(See TC AIM RAC 9.12 for reporting procedures)

- 1 Report 5 min prior to the estimated time of commencing the approach; include the intended approach procedure and estimated time of landing (ETL).
- 2 Report when passing the fix with the intention of conducting a procedure turn. If no turn procedure is intended, report intercepting the final approach track.
- 3 Report when passing the final approach fix (FAF) inbound, or, where no FAF exists (i.e. facility on the field), report 3 min before the ETL.

LANDING

- 4 Ensure the runway is clear prior to landing.
- 5 Advise intentions upon commencing a circling procedure and when turning onto final.
- 6 Report when clear of all runways after landing and ensure the flight plan is closed.

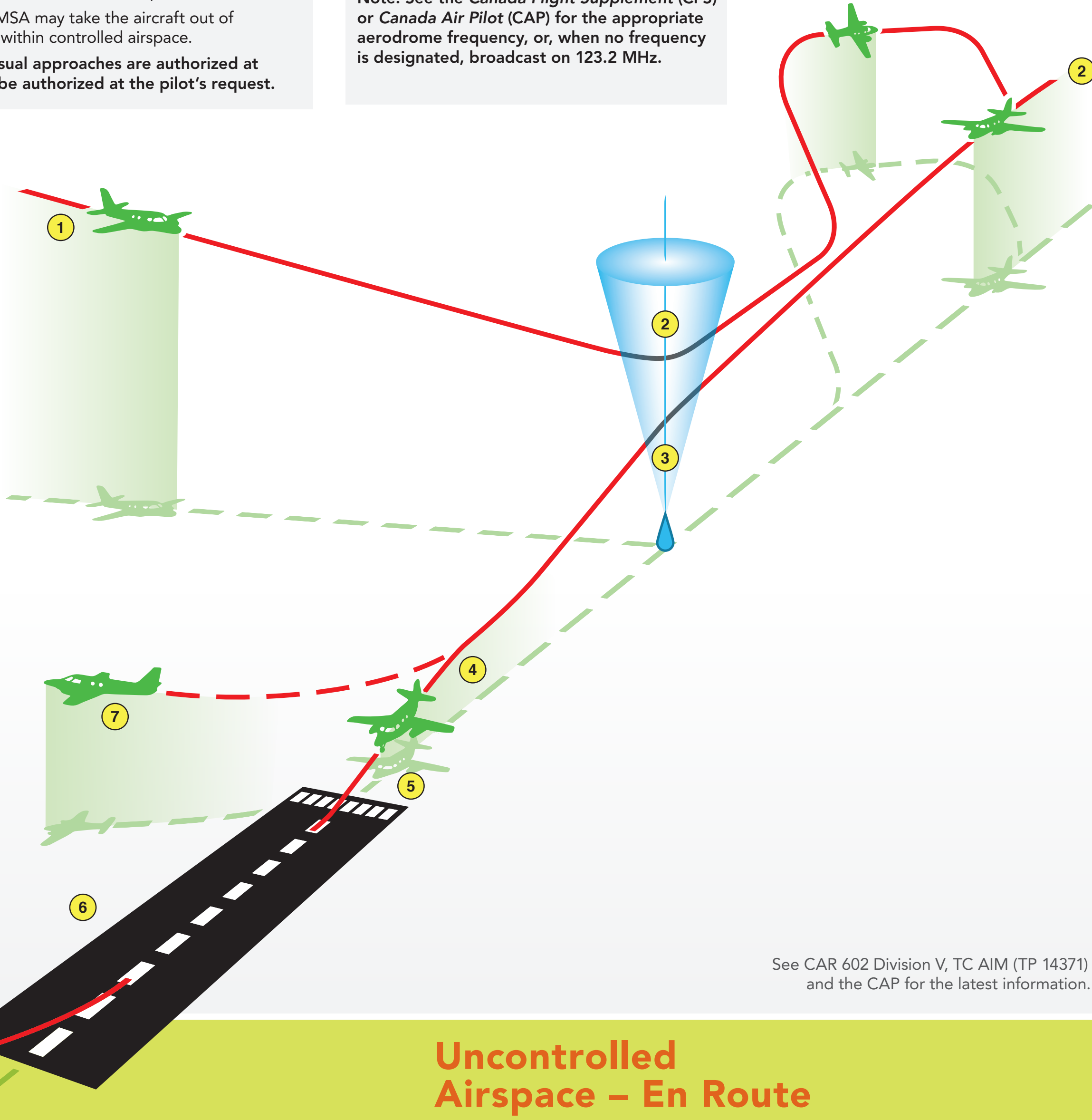
MISSED APPROACH

- 7 In the event of a missed approach, report intentions as soon as practicable.

FREQUENCIES

Whether or not the aircraft is operating under ATC control, it remains the pilot’s responsibility to notify the ground station at the destination aerodrome (or to broadcast, where no ground station exists) and report in accordance with *Canadian Aviation Regulation* (CAR) 602.104.

Note: See the *Canada Flight Supplement* (CFS) or *Canada Air Pilot* (CAP) for the appropriate aerodrome frequency, or, when no frequency is designated, broadcast on 123.2 MHz.



See CAR 602 Division V, TC AIM (TP 14371) and the CAP for the latest information.

Departure

On the appropriate frequency: (*Pilots departing IFR should also broadcast on 126.7 MHz*)

- Report departure procedure and intentions before moving onto the runway.
- Ascertain that no conflict will occur with vehicles or other aircraft during takeoff (confirm by radio and by visual scan).
- Continue the listening watch from takeoff until beyond the distance and/or above the altitude associated with the frequency.
- Contact ATC on the appropriate frequency (or broadcast on 126.7 MHz if remaining in uncontrolled airspace) as soon as practicable after reaching the distance and altitude associated with the aerodrome frequency.

Aerodromes within **controlled** airspace: Obtain an ATC clearance before takeoff.

Aerodromes within **uncontrolled** airspace: All the departure procedures remain the same, with the exception that an ATC clearance is not required before takeoff. However, an ATC clearance must still be obtained before entering any controlled airspace.

Note: If the flight will not commence within 60 min of the estimated time of departure (ETD) stipulated in the IFR flight plan, notify ATC. Failure to do so will result in activation of the search and rescue (SAR) process.

Uncontrolled Airspace – En Route

Monitor 126.7 MHz whenever practical. Broadcast intentions immediately before any change in altitude and before commencing an approach. (Refer to TC AIM RAC 8.10.)

On arrival, broadcast intentions on 126.7 MHz with the estimated time of arrival (ETA) prior to descent. Then report on the appropriate aerodrome frequency 5 min before commencing the approach.

CAUTION

An IFR clearance does not confer special priority. In visual meteorological conditions (VMC), you must safely fit in with established VFR traffic.