

UNCONTROLLED AERODROME IFR PROCEDURES

ARRIVAL

Clearance

When cleared to the airport for an approach, you have the option of any published approach and of routing to the IAF.

You must advise ATC of the approach you intend to conduct and you should not change without concurrence from ATC because such an act could cause dangerous conflict with another aircraft or a vehicle on the runway.

Descent is at the pilot's discretion to the appropriate IFR altitude — MEA, Transition Altitude, Safe Altitude 100 NM, or Minimum Sector Altitude.

Caution: Descent to the Safe Altitude 100 NM or the MSA may take you out of controlled airspace.

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

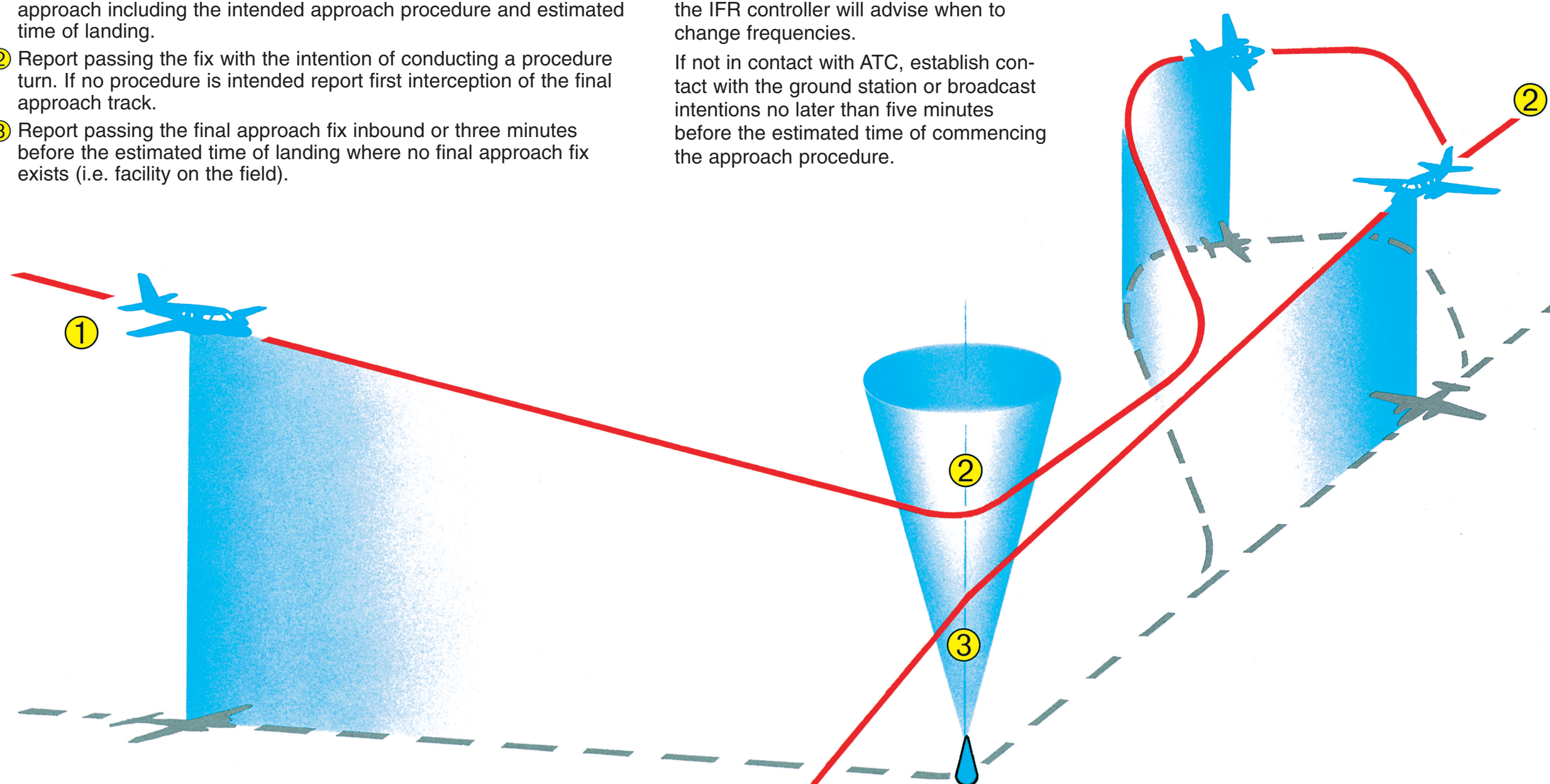
Communications

- ① Report five minutes prior to the estimated time of commencing the approach including the intended approach procedure and estimated time of landing.
- ② Report passing the fix with the intention of conducting a procedure turn. If no procedure is intended report first interception of the final approach track.
- ③ Report passing the final approach fix inbound or three minutes before the estimated time of landing where no final approach fix exists (i.e. facility on the field).

Frequencies

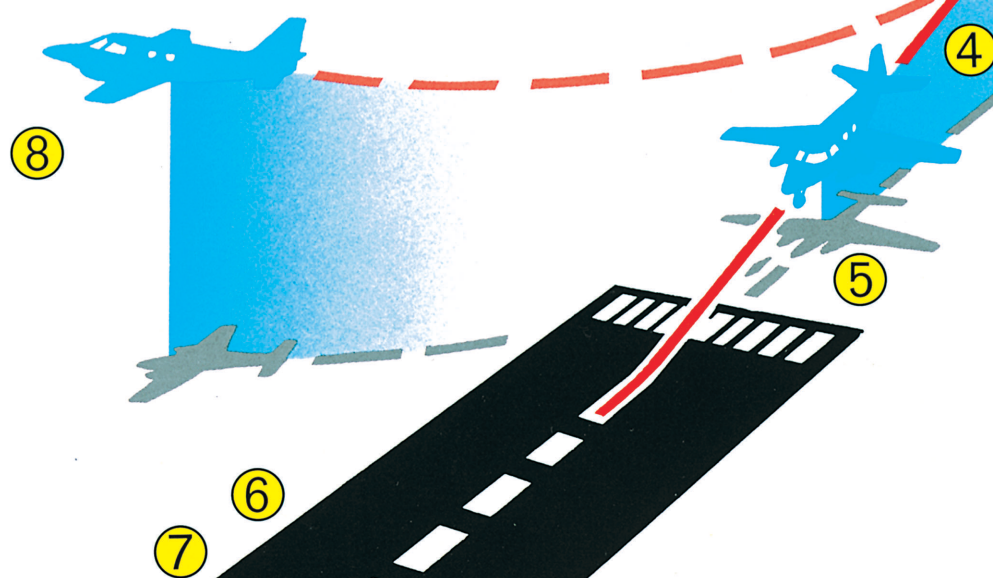
When in direct communications with ATC, the IFR controller will advise when to change frequencies.

If not in contact with ATC, establish contact with the ground station or broadcast intentions no later than five minutes before the estimated time of commencing the approach procedure.



Missed Approach

- ⑧ After a missed approach, report as soon as possible after commencing the missed approach with intentions.



Landing

- ④ Ensure the runway is clear prior to landing.
- ⑤ Advise intentions upon commencing a circling procedure.
- ⑥ Advise position when turning onto the final approach leg.
- ⑦ Report clear of all runways after landing & don't forget to close your flight plan.

DEPARTURE



In controlled airspace, obtain an ATC clearance before takeoff.

On the appropriate frequency:

- Report departure procedure and intentions before moving on to the runway.
- By radio and visually, ascertain that no conflict will occur with other aircraft or vehicles during takeoff.
- Maintain a listening watch during takeoff and until beyond the distance and above the altitude associated with the frequency.
- As soon as possible after reaching the distance and altitude associated with the aerodrome frequency contact ATC on the appropriate frequency.

In uncontrolled airspace, follow the same procedure except that ATC clearance is not required before departure, but a clearance must be obtained before entering controlled airspace.

NOTE:

If a flight will not commence within 60 minutes of the proposed departure time stipulated in an IFR flight plan, notify ATC. Failure to do so will result in activation of the Search & Rescue process.

UNCONTROLLED AIRSPACE

Monitor 126.7 whenever practical. Broadcast intentions before any change in altitude, before commencing an approach, or before taking off.

On arrival, transmit your intentions on 126.7 within 15 minutes of your ETA and prior to descent, then again five minutes before commencing the approach on the MF, ATF, UNICOM frequency, or 123.2 MHz where no frequency is designated.

CAUTION

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

See the A.I.P. Canada and Canada Air Pilot for the latest information.