

## What are the procedures in an MF?

### Aircraft Arriving VFR

Pilots shall report:

1. before entering the MF area, and where circumstances permit, at least five (5) minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing, and the pilot-in-command's arrival procedure intentions;
2. when joining the aerodrome traffic circuit, giving the aircraft's position in the circuit;
3. when on the downwind leg, if applicable;
4. when on final approach; and
5. when clear of the surface on which the aircraft has landed.

Between 0630 – 2230 Icl contact Peace River Radio O/T broadcast information

### Aircraft Arriving IFR

Pilots shall report:

1. intentions regarding the operation of the aircraft,
- five (5) minutes before the estimated time of commencing the approach procedure, stating the estimated time of landing,
- when commencing a circling manoeuvre, and

- as soon as practicable after initiating a missed approach procedure; and
2. the aircraft's position
- when passing the fix outbound, where the pilot-in-command intends to conduct a procedure turn or, if no procedure turn is intended, when the aircraft first intercepts the final approach course,
- when passing the final approach fix or three minutes before the estimated time of landing where no final approach fix exists,
- on final approach, and although not required by the Regulations,
- the pilot-in-command should report when clear of the surface on which the aircraft has landed.

Pilots operating aircraft IFR into an uncontrolled aerodrome are expected to approach and land on the active runway. The active runway is a runway that other aircraft (IFR or VFR) are using or are intending to use for the purposes of landing or taking off. Should it be necessary for aircraft to approach, land, or take off on a runway other than the active runway, it is expected that the appropriate communication between pilots and/or the ground station will take place to ensure that there is no conflict of traffic. Some pilots operating VFR at many sites prefer to give commercial IFR and larger type of aircraft priority. This practice, however, is a personal airmanship courtesy and it should be noted that these aircraft do not establish any priority over other aircraft operating VFR at that aerodrome. When the IFR arriving aircraft

breaks out of cloud and enters weather conditions where it is likely that aircraft may be operating VFR at the aerodrome, it is expected that the pilot would transition to visual flight and join the established traffic pattern accordingly.

### Aircraft Departing VFR or IFR

Pilots shall:

1. before entering the manoeuvring area of the aerodrome, report his/her intentions;
2. before moving onto the takeoff surface, report his/her departure procedure intentions;
3. before take-off, ascertain by radio communication and by visual observation that there is no likelihood of risk of collision with another aircraft or a vehicle during the take-off; and
4. after take-off, report departing from the aerodrome traffic circuit.

The CARs take precedence; however, there are some recommended practices for all aircraft operating within an MF area.

Insofar as it is safely possible, all extraneous radio communication, for example, the use of airline company frequencies, acquisition of weather updates and the monitoring of AWOS voice generating modules (VGMs), etc, is best accomplished while outside the MF area and on a second radio. For those aircraft that are operating with only one radio, a blind broadcast of your position and intentions would be appropriate prior to switching frequencies.