

# IFR procedures

IFR flights are permitted at uncontrolled aerodromes if the following criteria are met:

1. **The aerodrome has published IFR approach procedures.**
2. **A Radio Mandatory Zone (RMZ) is established** in Class G airspace surrounding the aerodrome.

While AFIS officers **do not issue instructions or clearances**, the phrase **“Runway occupied”** indicates that pilots **on the ground** must remain clear of the runway **until notified that no traffic is reported using the runway**.

For **airborne traffic**, a pilot informed of an **occupied runway** must ensure they **do not interfere with an aircraft that has received a "No reported traffic runway XX" advisory**. Pilots are responsible for maintaining **separation from departure paths, approach paths, and missed approach routes**.

- **English is required** for all IFR communications.
- **Mixed IFR/VFR operations** increase complexity at IFR-capable uncontrolled aerodromes.
- **Pilots must establish communication** on the published frequency before entering the RMZ.
- **If no AFIS service is available, pilots must use UNICOM 122.800.**

“Pilot: Plage Blanche Information, F-ABCD, C182, 7nm south of the airfield, 1,700 feet, crossing RMZ northbound.

While inside the **RMZ**, pilots must **continuously monitor** the published frequency. AFIS officers **do not need to acknowledge routine position reports**.

## ATIS for IFR Aerodromes

The **Automatic Terminal Information Service (ATIS)** provides standard arrival and departure information for both **IFR and VFR flights**.

- ATIS messages are generated automatically via the **controller client**.
- Each FIR has a **specific ATIS provider** for uncontrolled IFR aerodromes.
- **Contact your FIR mentors** to set up ATIS at your assigned location.

## Departing IFR Traffic

Below is a **flight strip example** for RAM1439, a AT72 Caravan departing Bouarfa (GMFB) to Casablanca (GMMN), following the route **OLMAG W255 FES R975 SADIC**.

## Initial Clearance Request

“ **Pilot:** *Bouarfa Information, RAM1439, information Alpha, request IFR clearance.*  
**AFIS:** *RAM1439, Bouarfa Information, check information Bravo, standby for clearance.*

## Relaying IFR Clearances

### Important Notes:

- AFIS stations **CANNOT issue IFR clearances**.
- AFIS must **request clearance from the responsible ATC unit** (Approach or Center).
- ATC clearance is **relayed verbatim** to the pilot.

## Requesting IFR Clearance from ATC

“ **AFIS:** *Casablanca Radar, Bouarfa Information.*  
**ATC:** *Go ahead.*  
**AFIS:** *RAM1439 at Bouarfa requests IFR clearance to Casablanca via OLMAG.*  
**ATC:** *RAM1439 is cleared to Casablanca aerodrome, visual departure, BRF W255 OLMAG flight planned route, climb FL170, squawk 3446, released.*  
**AFIS (Relay to Pilot):** *RAM1439, Casablanca Radar clears you to Casablanca aerodrome, visual departure, BRG W255 OLMAG planned route, climb FL170, squawk 3446, depart not earlier than 40, not later than 55.*  
**ATC:** *Readback correct.*

## Relaying the Clearance to the Pilot

“ **AFIS:** *RAM1439, Bouarfa Information, clearance now available, advise ready to copy.*  
**Pilot:** *RAM1439, ready to copy.*  
**AFIS:** *RAM1439, Casablanca Radar clears you to Casablanca aerodrome, visual departure, BRF W255 OLMAG planned route, climb FL170, squawk 3446, depart not earlier than 40, not later than 55.*  
**Pilot:** *Cleared to Casablanca, visual departure, BRF W255 OLMAG flight planned route, climb FL170, squawk 3446, depart not earlier than 40, not later than 55.*  
**AFIS:** *Readback correct, startup approved, runway 27 via S.*  
**Pilot:** *Startup approved, runway 27 via S.*

Vectored Departure (if no SID assigned)

“ **AFIS:** RAM1439, Casablanca Radar clears you to Casablanca, radar vectors OLMAG, flight planned route, fly runway heading, climb 5000 feet, squawk 3446, depart not earlier than 40, not later than 55.

Approaching IFR Traffic

Inbound IFR flights **follow a similar process**, requiring coordination between **ATC and AFIS**.

ATC to AFIS Handoff

- ATC **notifies AFIS** of **expected IFR traffic on final approach**.
- Once stabilized on **final approach**, ATC **transfers the aircraft to the AFIS frequency**.

“ **Pilot:** RAM1439, AT72, established ILS runway 27, 6,000 feet.  
**AFIS:** RAM1439, wind 190 degrees, 4 knots, no further traffic / one VFR light on downwind.

Key Considerations for IFR Arrivals

- IFR traffic **does NOT have priority** over VFR flights.
- Inside the RMZ, **IFR pilots must follow "see and avoid" rules**, like VFR aircraft.
- **VFR flights are not required to give way** to IFR traffic but may choose to.
- **AFIS cannot issue landing clearances**—pilots must self-announce intentions.
- If necessary, **pilots may initiate a go-around** and coordinate a new approach with ATC.

AFIS Limitations at IFR Aerodromes

Task	Allowed?
Relay enroute clearances from ATC	<input type="checkbox"/> Yes
Provide traffic/weather information	<input type="checkbox"/> Yes
Approve startup & taxi	<input type="checkbox"/> Yes
Issue takeoff/landing clearances	<input type="checkbox"/> No
Issue direct routing to IFR aircraft	<input type="checkbox"/> No
Vector IFR traffic	<input type="checkbox"/> No

- **Uncontrolled IFR aerodromes require higher coordination** due to **mixed IFR/VFR operations**.

- AFIS stations can **relay ATC instructions** but **cannot control IFR traffic**.
  - **Pilots must self-announce** and **maintain situational awareness** at all times.
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