# Aerodromes with IFR procedures

## Introduction IFR

IFR traffic is permitted at uncontrolled aerodromes within vACC Germany if aerodromes have published IFR approach procedures and a Radio Mandatory Zone (RMZ) has been added to airspace G around the aerodrome. A map of all uncontrolled airfields with IFR traffic can be found here. IFR traffic is conducted in English only, so please make sure that you are able to communicate in English when controlling such airfields.

IFR arrivals and departures require increased attention in the vicinity of the airfields, which is why so-called Radio Mandatory Zones (RMZ) have been introduced at airfields with IFR traffic. These are airspace class G and therefore uncontrolled.

The AIP for Germany stipulates that aircraft intending to fly into an RMZ must make an initial call on the published frequency to declare their intentions. In our example, the published frequency of "Schwäbisch Hall Information" needs to be used and the following content transmitted:

- Identification of the called station
- Callsign and aircraft type
- Location, altitude and flight intentions.

| Erstanruf / Initial Call | |
|---|---|
| **German** | **English** |
| Schwäbisch Hall Information, DEMLI, C182, 7nm südlich des Platzes, 1.700ft, Durchflug der RMZ in nördlicher Richtung. | Schwäbisch Hall Information, DEMLI, C182, 7nm south of the airfield, 1.700ft, crossing RMZ northbound. |

While crossing the RMZ, the pilot has to continuously monitor the frequency. Initiation calls from pilots are made in the same way as traffic pattern reports and do not need to be acknowledged or confirmed by AFIS. Pilots intending to land or take off at the airfield will generally continue to use the shorter introductory call to establish communication.

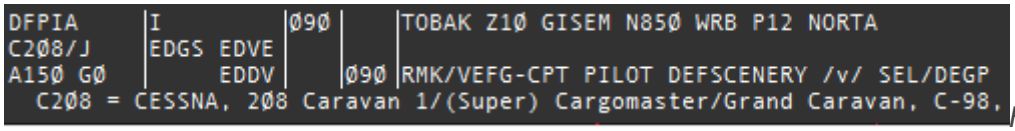
If the corresponding AFIS position on Vatsim is not occupied, the blind messages must be sent on Unicom 122.800.

# ATIS

The *Automatic Terminal Information Service* (ATIS) is an automated announcement that provides arrival and departure information mainly for IFR flights, but can also be used by VFR flights to obtain initial information about the situation at the airfield. ATIS is normally provided by your controller client via an automatic URL parser. You will need to familiarize yourself with the ATIS provider of your FIR in order to create an ATIS at an uncontrolled aerodrome with IFR. Please contact the mentors of the FIR in which you would like to offer AFIS.

# Departing traffic

The flight strip below shows the flight plan for DFPIA, a C208 Caravan from EDGS - Siegerland to EDVE - Braunschweig via the route TOBAK Z10 GISEM N850 WRB P12 NORTA. For the purpose of explaining how departing IFR traffic is handled, we assume you are operating as Siegerland Info (EDGS_I_TWR) and the pilot is on your frequency.



*Flight strip*

The pilot will call you - as at any other IFR airfield - and ask for enroute clearance.

| Station | Phraseology |
| --- | --- |
| **Pilot** | Siegerland Information, DFPIA, information Alpha, request enroute clearance. |
| **ATC** | DFPIA, Siegerland Information, check information Bravo, stand by for clearance. |

## Relay enroute clearances

At this point it is very important to remember that you are an AFIS station and not an air traffic control station and that you are therefore not authorized to issue the clearance yourself. You can only request clearance from the *approach controller* or *center controller* responsible for your airfield and forward it to the pilot.

You can use the communication tools of your FIR, in most cases via TeamSpeak, to call the responsible station and state your request. Let's assume that only Langen Radar Sector Giessen is online to receive the request.

| Station | Phraseology |
| --- | --- |
| **Siegerland Infofmarion** | Gießen, Siegerland Information. |
| **Langen GIN** | Gießen, go ahead. |

| | |
|---|---|
| **Siegerland Information** | DFPIA at Siegerland is requesting IFR clearance to Braunschweig via TOBAK. |
| **Langen GIN** | DFPIA is cleared Braunschweig aerodrome, TOBAK1K departure, flight planned route, climb via SID 6000ft, squawk 2246, released |
| **Langen GIN (Alternative)** | DFPIA is cleared Braunschweig aerodrome, TOBAK1K departure, flight planned route, climb via SID 6000ft, squawk 2246, hold and advise ready. |
| **Langen GIN (Alternative)** | DFPIA is cleared Braunschweig aerodrome, TOBAK1K departure, flight planned route, climb via SID 6000ft, squawk 2246, depart not earlier than 40, not later than 55. |
| **Siegerland Information** | DFPIA is cleared Braunschweig aerodrome, via TOBAK1K departure, climb via SID 6000ft, flight planned route, squawk 2246, depart not earlier than 40, not later than 55. |
| **Langen GIN** | Readback correct. |

You have now obtained clearance for DFPIA and need to forward it to the pilot.

| Station | Phraseology |
|---|---|
| **ATC** | DFPIA, Siegerland Information, clearance now available, advise ready to copy. |
| **Pilot** | DFPIA, ready to copy. |
| **ATC** | DFPIA, Langen Radar clears you to Braunschweig aerodrome, TOBAK1K departure, flight planned route, climb via SID 6000ft, squawk 2246, depart not earlier than 40, not later than 55. |
| **Pilot** | DFPIA, Cleared Braunschweig aerodrome, TOBAK1K departure, flight planned route, climb via SID 6000ft, squawk 2246, depart not earlier than 40, not later than 55. |
| **ATC** | DFPIA, Readback correct, startup approved, runway 31 via A. |
| **Pilot** | Startup approved, runway 31 via A. |

If ATC decides not to use one of the published standard departure routes, a vectored departure can be used. The simplest vectored departure is the instruction to continue on runway heading and climb to a given altitude, but more complex instructions are possible. The instructions for a vectored departure must also be transmitted to the pilot.

| Station | Phraseology |
|---|---|

| | |
|---|---|
| **ATC** | DFPIA, Langen Radar clears you to Braunschweig, radar vectors TOBAK, flight planned route, fly runway heading, climb 5000ft, squawk 2246, depart not earlier than 40, not later than 55. |

# Approaching traffic

Inbound IFR traffic is treated almost the same as outbound traffic, but requires less work. When IFR traffic is approaching your airfield, ATC will contact you via TeamSpeak and let you know when you can expect IFR traffic on final approach. As soon as the aircraft is stabilized on final approach, ATC will initiate a hand-off to your frequency.

Theoretically, IFR traffic must also declare their aircraft type and altitude before entering the RMZ, but expect pilots to omit both.

| Station | Phraseologie |
|---|---|
| **Pilot** | DFPIA, C208, established ILS runway 31, 6.000ft. |
| **ATC** | DFPIA, wind 290 degrees, 4 knots, no further traffic / one VFR light on downwind. |

Note that IFR traffic has no priority over VFR traffic in a traffic pattern. As soon as the IFR pilot has entered the RMZ, they are bound by the same "see and avoid" rules as VFR traffic. As a courtesy and due to the fact that IFR traffic in turboprops or jets is usually faster than light VFR aircraft, the VFR pilot will probably give priority to the IFR pilot and either delay or extend his own approach, but please do not expect this as standard.

Also bear in mind that as an AFIS station you are not allowed to issue any clearances. Landing clearances or instructions to extend the downwind of a VFR aircraft are therefore not available to you.

If the IFR pilot is not familiar with approaches to uncontrolled airfields, he can go around and attempt a new approach while contacting ATC again.

Revision #4
Created 12 September 2024 13:58:22 by 1583954
Updated 2 October 2024 11:11:13 by 1583954