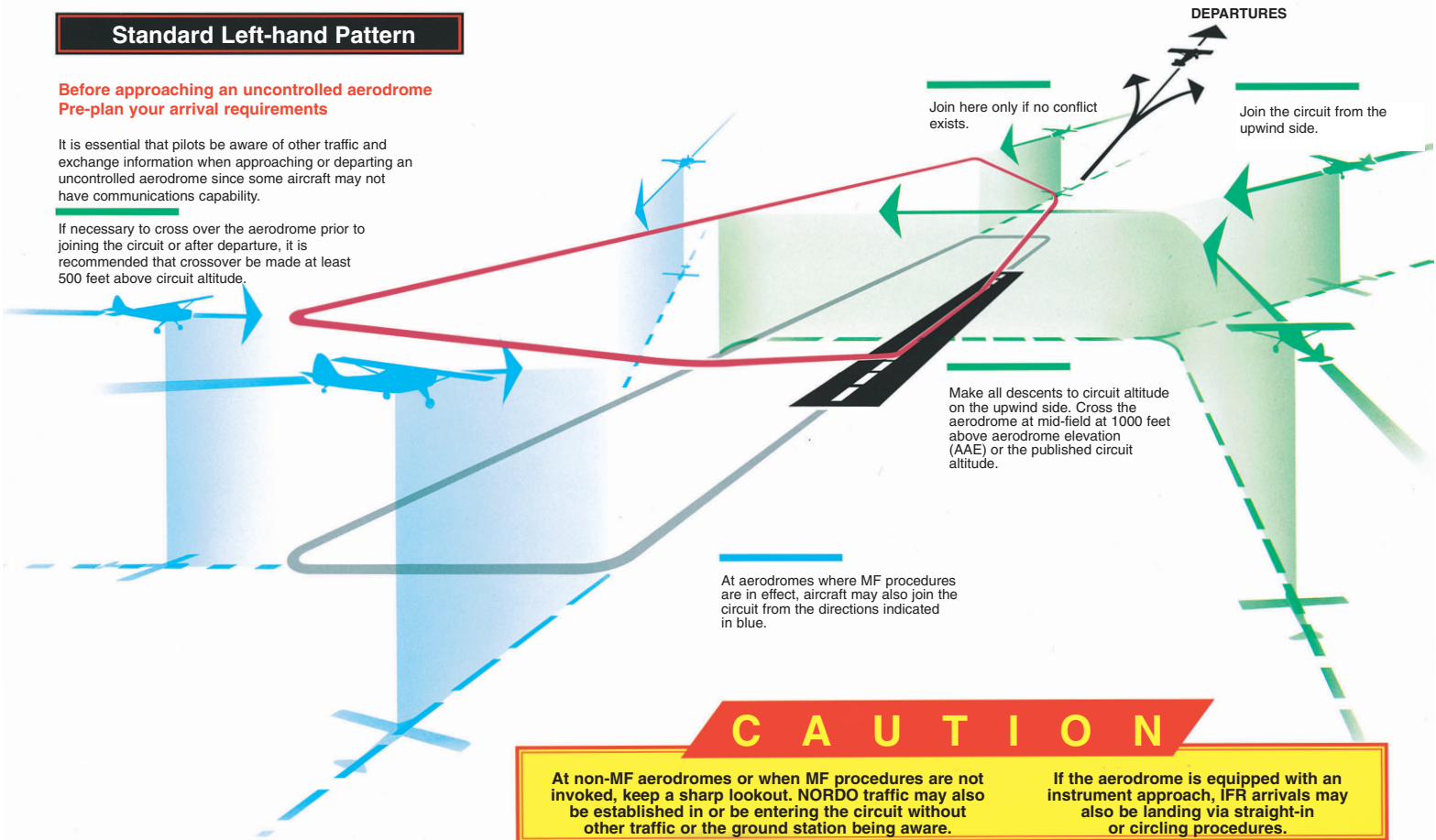# UNCONTROLLED AERODROME VFR CIRCUIT PROCEDURES

## Standard Left-hand Pattern

**Before approaching an uncontrolled aerodrome
Pre-plan your arrival requirements**

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome since some aircraft may not have communications capability.

If necessary to cross over the aerodrome prior to joining the circuit or after departure, it is recommended that crossover be made at least 500 feet above circuit altitude.

**DEPARTURES**

Join here only if no conflict exists.

Join the circuit from the upwind side.

Make all descents to circuit altitude on the upwind side. Cross the aerodrome at mid-field at 1000 feet above aerodrome elevation (AAE) or the published circuit altitude.

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the directions indicated in blue.

## C A U T I O N

**At non-MF aerodromes or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in or be entering the circuit without other traffic or the ground station being aware.**

**If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.**
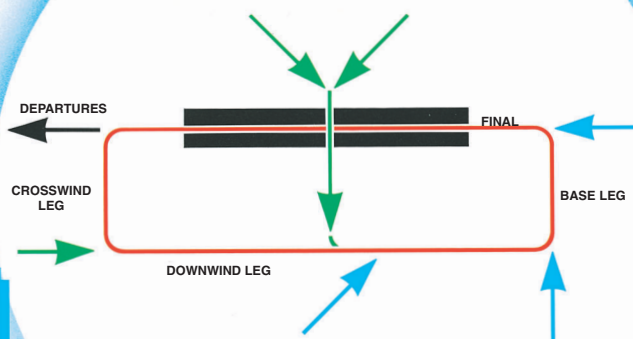
## Communications Requirements

Information can be exchanged with an FSS, CARS, UNICOM, or vehicle operators by directed transmissions or with other aircraft by broadcast transmissions.
See the A.I.P. RAC section for the current requirements.

When designated, an MF or ATF is normally a circle with a 5 NM radius capped at 3000 feet AAE. All radio-equipped aircraft must monitor common designated frequency such as an MF or ATF.

At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. Consult the CFS for current information.

### Overhead View

DEPARTURES

CROSSWIND LEG

DOWNWIND LEG

FINAL

BASE LEG

### MF/ATF Communications Requirements

**Operations on Manoeuvring Area:**
- Report intentions and maintain listening watch prior to entering manoeuvring area.

**Departure:**
- Report intentions before moving onto takeoff surface.
- Ascertain by radio and visually that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the area.

**Arrival:**
- Report position, altitude, arrival procedure intentions and estimated time of landing well prior to arrival.
- Maintain listening watch on the designated frequency.
- Report joining the circuit giving position in the pattern.
- Report on downwind, if applicable.
- Report established on final.
- Report clear of the active runway after landing.

**Circuits:**
- Report entering downwind.
- Report established on final.
- Report clear of the active runway after the final landing.

**Note:**
If you are radio-equipped, it is recommended that the same calls be made at non-MF/ATF aerodromes.

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