VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the Transport Canada Aeronautical Information Manual (TC AIM) RAC 4.5 for the current 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 be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern
Before arriving at an uncontrolled aerodrome, plan your approach to the circuit. If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Transiting Aircraft
Overflying Aerodromes (See TC AIM RAC 5.5)
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome. (Canadian Aviation Regulation (CAR) 602.96(4))

CAUTION
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.

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.