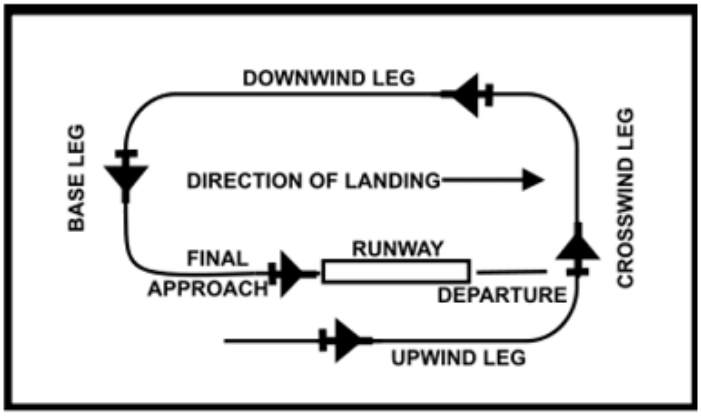
The Circuit

Circuit training provides a necessary opportunity for both new and experienced pilots to practice skills that are vital to general safety. While YYJ provides the necessary facilities, the air traffic controllers ensure that the training is conducted safely and efficiently.

“The circuit” include a pattern of airspace around the airport where pilots can engage in a practice loop that enables them to conduct a series of take-off and landing procedures within a limited time span- which is much more efficient and useful that what they could accomplish by flying from one airport to another. By increasing the number and frequency of manoeuvres that pilots can conduct in a short period of time, they are exposed to a wide range of conditions and are able to perfect their techniques by learning through practice.



This opportunity is crucial to new and experienced pilots alike, including those who have recently performed maintenance or repair work on their aircraft. Whether a pilot is accumulating flight time as part of a training program or as a licensing requirement, practice hours are an important part of air safety for everyone. The students practicing their manoeuvres on small aircraft today will be the commercial pilots of tomorrow.

> Circuits are allowed at all times of day as the airport is open 24/7 for flights; however, the local flying school, Victoria Flying Club has voluntarily agreed not to do training flights after 10pm.

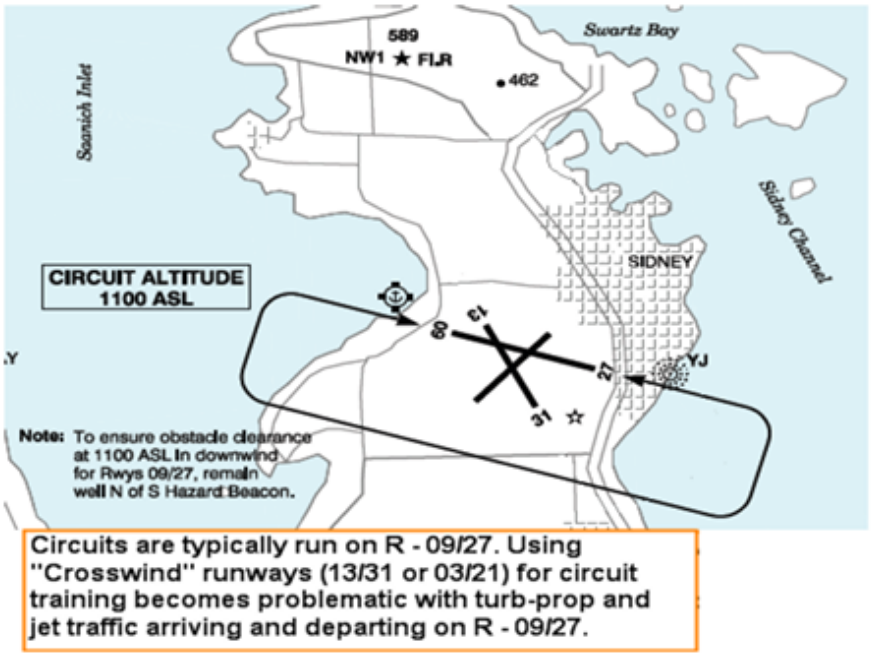
How is a circuit chosen for flying at any given time?

A circuit incorporates all phases of flight; take-off, climb, turns, level flight, descent and landing all in a compact package. Multiple circuits may be flown in a reasonably short time frame optimizing training benefits while keep flight time low. There are no specific times during the day where circuit traffic is more preferred or scheduled. Air Traffic Control (ATC) is based on a “First come, first served” process, with consideration given to safety and expeditiousness. Typically,

the circuit aircraft will be detoured or delayed when integration with commercial traffic is necessary.

Why can't you just send them out over the water and get them away from my house?

Below is the circuit pattern for both R -09/27. These are the predominant patterns flown here at Victoria. Unfortunately, if an aircraft is departing either R-09 or R-27 into the circuit they must fly over the peninsula in the down wind leg for the landing phase of the circuit. We (ATC), from time to time instruct an aircraft to fly the circuit on the North side of the airport for traffic considerations but mostly the circuit traffic is kept on the South side as published (below).



Are daytime circuits different from the night circuits?

Yes. The circuit altitude at Victoria is 1,100' ASL (above sea level) for both day and night circuits; however, during night circuits, the pilot must climb runway heading to 1,100' ASL before commencing the turn to crosswind leg. By doing this, it ensures that the aircraft will be in level flight in the downwind leg at 1,100'ASL (for noise considerations). When circuits are flown during the daytime, the pilot will usually start the turn to crosswind leg somewhere between 300' – 500' ASL. This often will put the aircraft in the downwind leg still climbing to 1,100'.