RED DEER
VFR TERMINAL PROCEDURES CHART (VTPC)

Effective: June 20, 2019

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Summary of Changes

Changes for June 20th include:

- Addition of Common Frequency Area 122.875 within 25nm of the Red Deer airport
- Modification of VFR arrival and departure procedures
- Modification of VFR call up and check points.
- Addition of recommened initial altitude of 4500 ASL for VFR arrivals
- Addition of designated flight training areas within 25nm of the Red Deer airport
- Modification of Red Deer VFR Terminal Procedues Chart (VTPC)

This document does not supersede information contained within the Canada Flight Supplement (CFS) or NOTAMs.

Questions or Feedback

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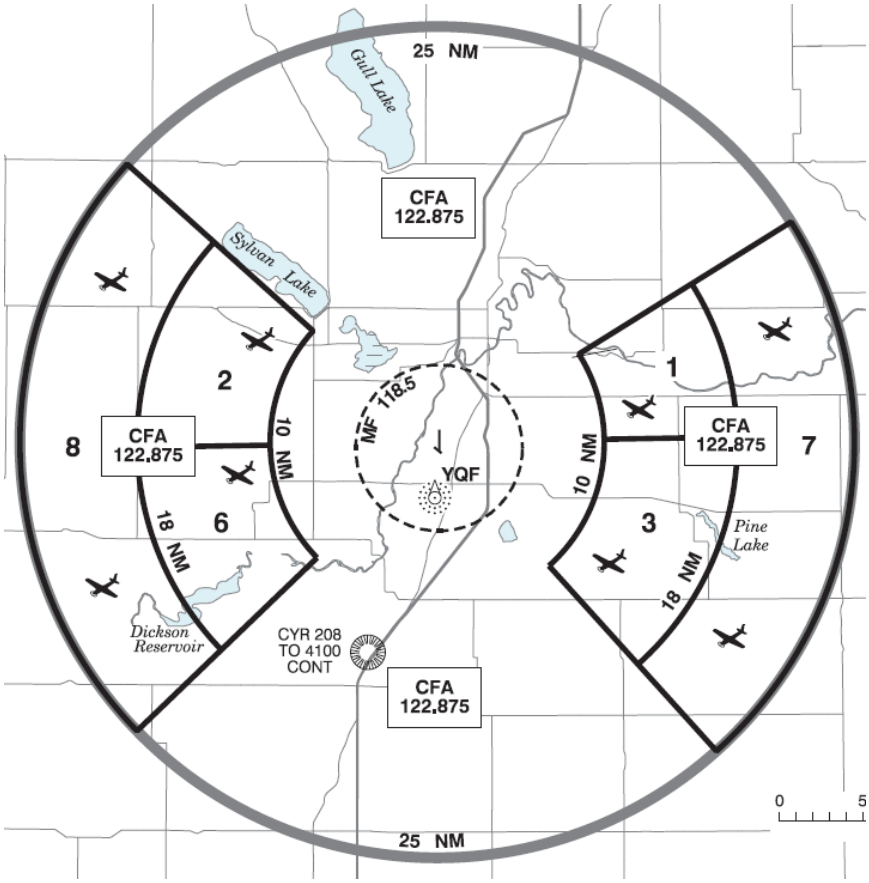
Red Deer Common Frequency Area (CFA) - 122.875



A Common Frequency Area (CFA) is an ATF designated for an area where VFR traffic activity is high and there is a safety benefit to ensuring that all traffic monitor the same frequency. (TC AIM RAC 4.5.5).

More specifically, within 25nm of Red Deer, outside of the control zone, 12 500’ and below, pilots should use the common frequency 122.875.

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency.

It is to be noted that the following aerodromes within the CFA have their own ATF frequencies:

- RED DEER / CHONG RESIDENCE (CRE5)
- RED DEER / TRUANT SOUTH
- RED DEER / TRUANT
- INNISFAIL
- HILLMAN's FARM
- SAFFRON
- HESPERO
- LACOMBE
- LACOMBE – MUSTANG HELICOPTERS

Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions.

Example transmission:

> *RED DEER AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING UPPER AIR WORK WITHIN TRAINING AREA ONE BETWEEN FIVE THOUSAND AND SEVEN THOUSAND*

or

> *RED DEER AREA TRAFFIC, PIPER GOLF DELTA ECHO FOXTROT, 8 MILES EAST OF RED DEER, PROCEEDING SOUTHBOUND SIX THOUSAND FIVE HUNDRED*

See CFR Planning section for further information on the Red Deer Common Frequency Area.

VFR Arrival Procedures

Obtain ATIS on 124.0 and determine the preferred runway.

Based on the preferred runway, pilots should approach the MF area via one of the designated VTPC routes at 4500 ASL (see specific arrival procedures on the following pages).

Within 25nm of Red Deer, and outside of the control zone, pilots should use the common frequency 122.875. Using the common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency.

To reduce the potential for conflicts on the arrival routes, pilots within the training areas should communicate on the CFA their intentions to leave a training area and fly towards an arrival route to promote the orderly entrance into the Red Deer control zone.

Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions (CARs 602.11).

If equipped, turn on recognition, landing, strobe, and/or anti-collision lights. Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17

Follow the preferred VFR routing and follow the procedures for joining the circuit. It is the pilot's responsibility to initiate a descent to the circuit altitude, Red Deer Radio will not direct altitude changes. Recommended circuit joining procedures are detailed within this document. During daylight hours, pilots should adhere to the recommended procedures unless weather conditions prevent it.

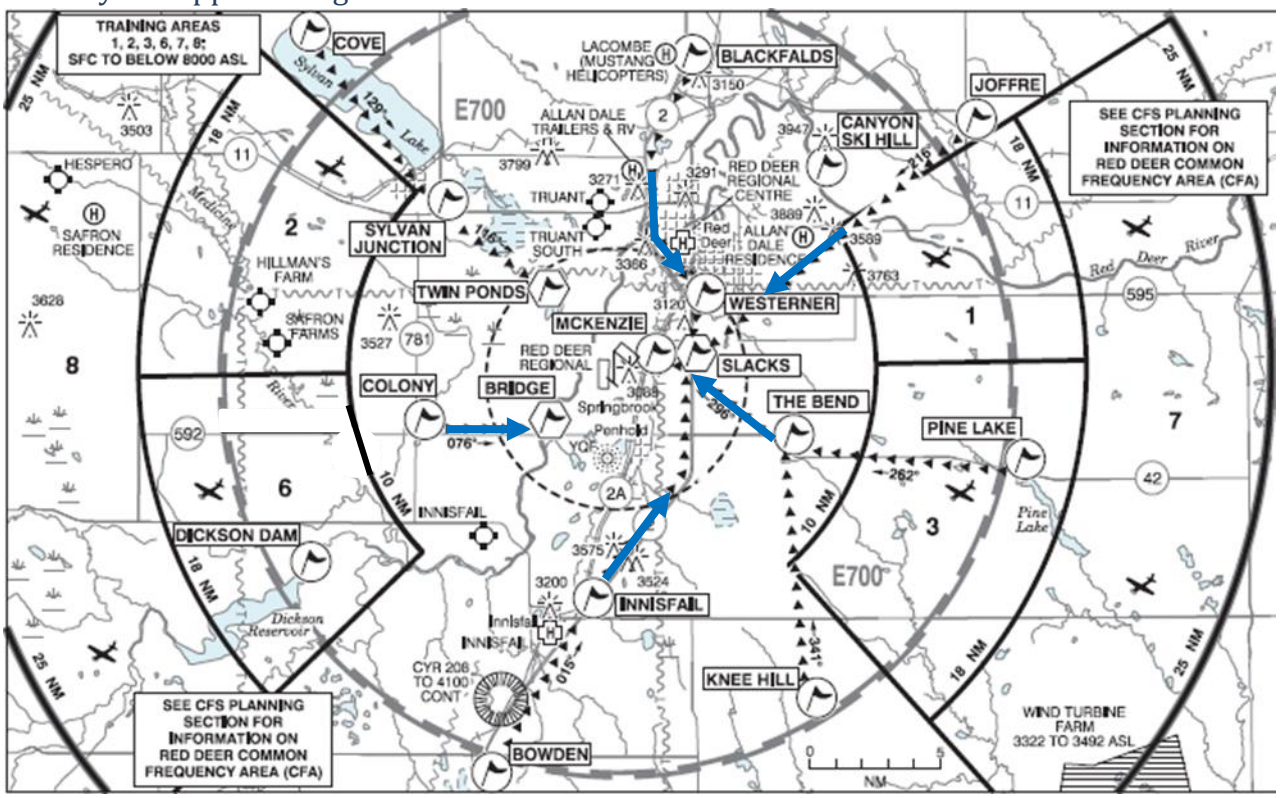
VFR call up points are geographical points which VFR traffic should use when reporting position (over or bearing and distance from) to Red Deer FSS or to local area traffic.

VFR call up point

VFR check points are geographical points which VFR traffic should use and reference when entering the Red Deer CZ

VFR check point

Runway 12: Approaching the Control Zone



Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

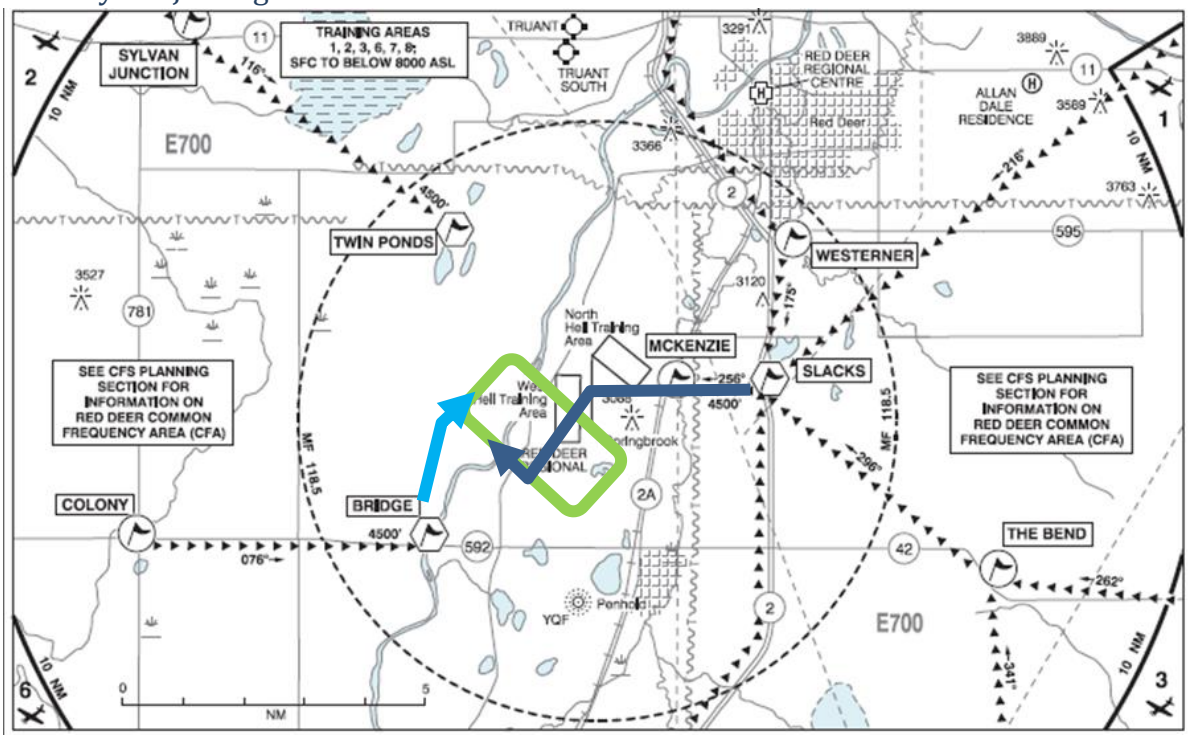
If equipped, turn on recognition, landing, strobe, and/or anti-collision lights. Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17.

Intercept and follow the preferred inbound VFR route to either BRIDGE or SLACKS for runway 12 at a recommended altitude of 4500 ASL.

Follow the preferred VFR routing and descend to circuit altitude once it is ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established in the circuit. In case of doubt, it is recommended to communicate intentions and request conflict resolution assistance from FSS if necessary before leaving 4500 ASL.

Follow the procedures for joining the circuit on the next page.

Runway 12: Joining the Circuit

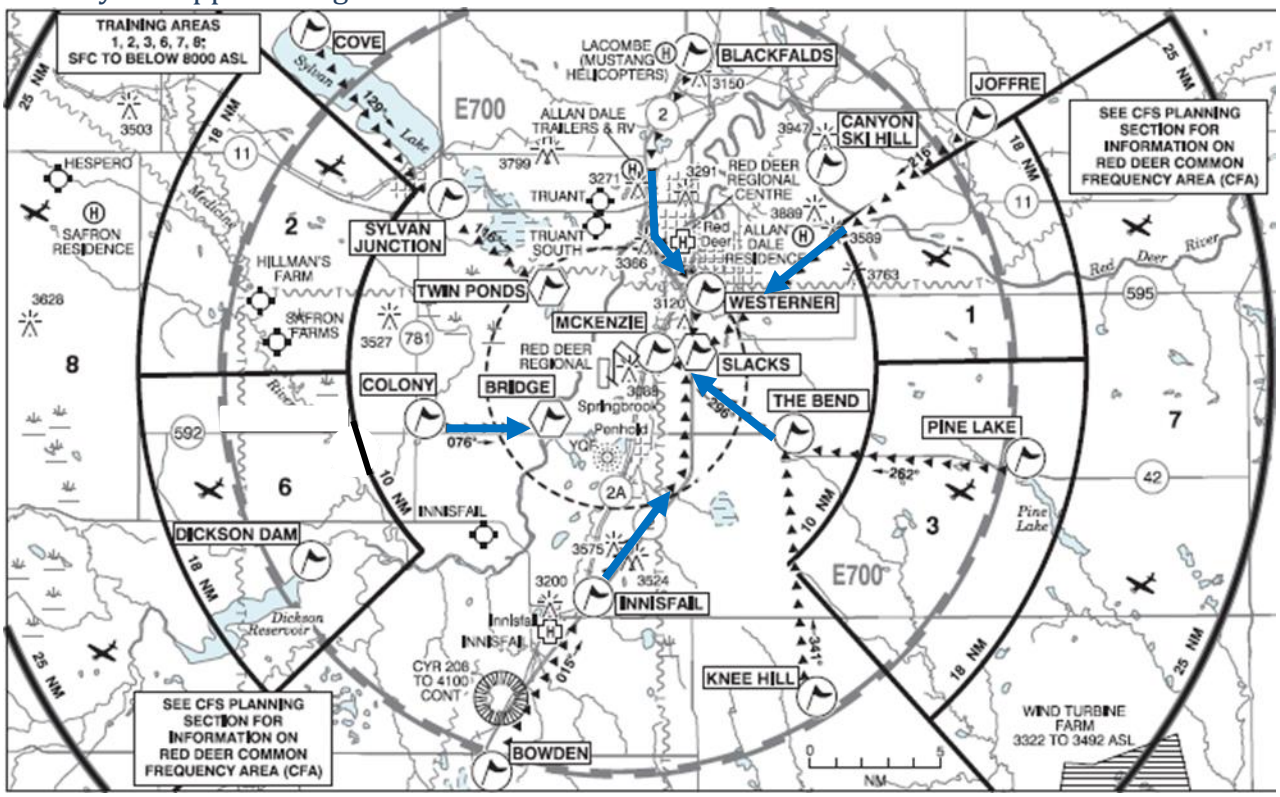


BRIDGE: report BRIDGE to Red Deer Radio and join the circuit on the right base.

SLACKS: report SLACKS to Red Deer Radio, cross over mid-field, and join the circuit on the right downwind.

RUNWAY 17

Runway 17: Approaching the Control Zone



Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

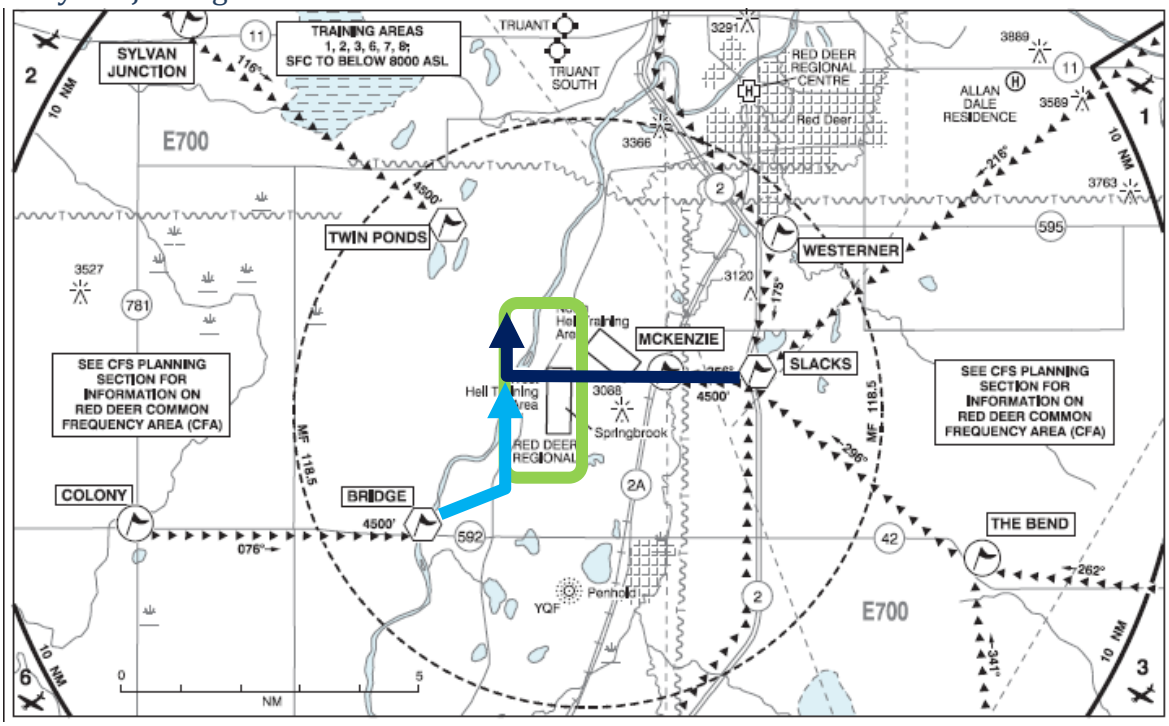
If equipped, turn on recognition, landing, strobe, and/or anti-collision lights. Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17.

Intercept and follow the preferred inbound VFR route to either BRIDGE or SLACKS for runway 17 at a recommended altitude of 4500 ASL.

Follow the preferred VFR routing and descend to circuit altitude once it is ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established in the circuit. In case of doubt, it is recommended to communicate intentions and request conflict resolution assistance from FSS if necessary before leaving 4500 ASL.

Follow the procedures for joining the circuit on the next page.

Runway 17: Joining the Circuit

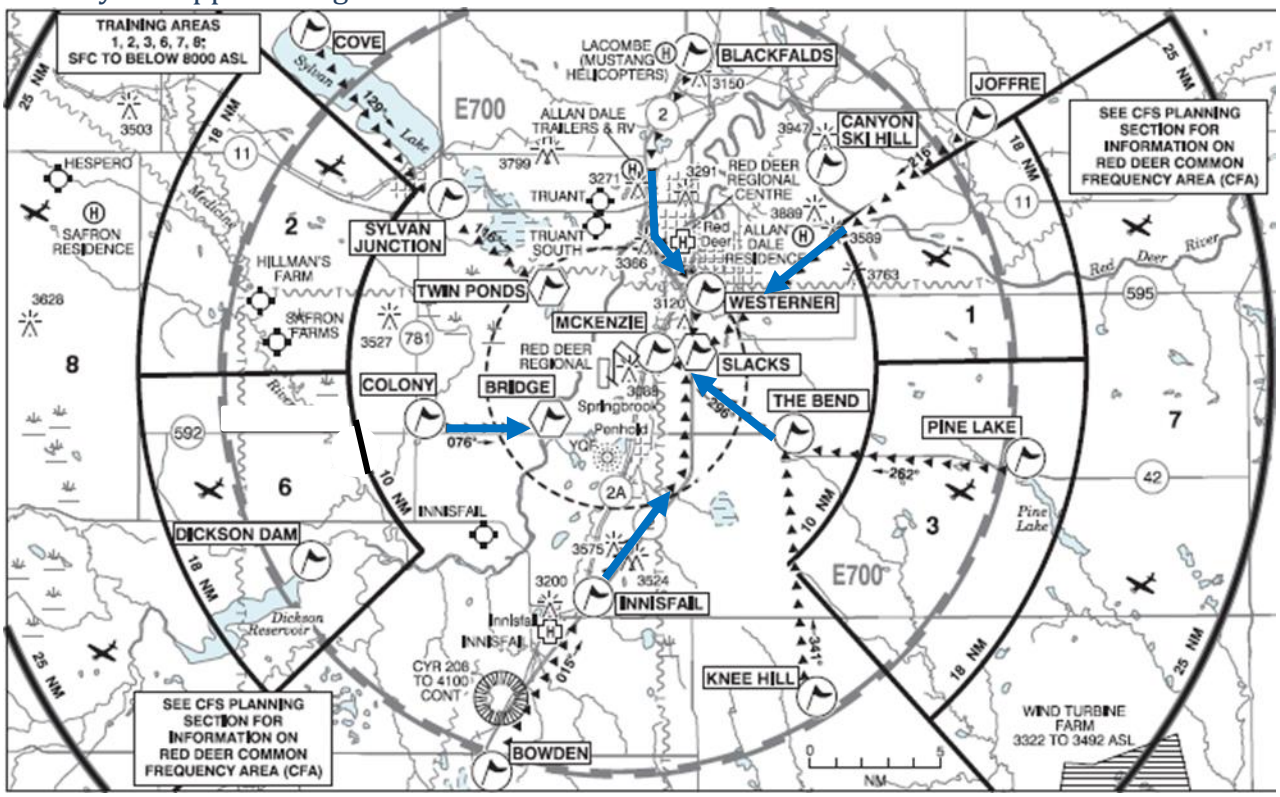


BRIDGE: report BRIDGE to Red Deer Radio-and join the circuit on the right downwind.

SLACKS report SLACKS to Red Deer Radio, cross over mid-field and join the circuit on the right downwind.

RUNWAY 30

Runway 30: Approaching the Control Zone



Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

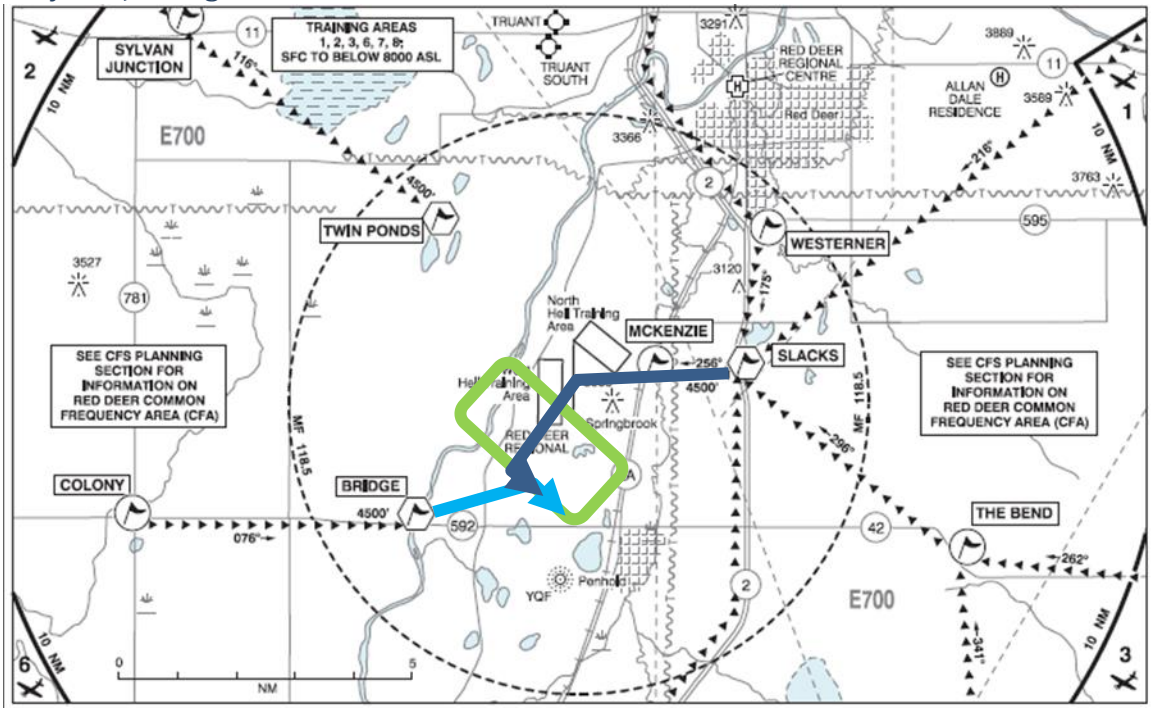
If equipped, turn on recognition, landing, strobe, and/or anti-collision lights. Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17

Intercept and follow the preferred inbound VFR route to either BRIDGE or SLACKS for runway 30 at a recommended altitude of 4500 ASL.

Follow the preferred VFR routing and descend to circuit altitude once it is ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established in the circuit. In case of doubt, it is recommended to communicate intentions and request conflict resolution assistance from FSS if necessary before leaving 4500 ASL.

Follow the procedures for joining the circuit on the next page.

Runway 30: Joining the Circuit

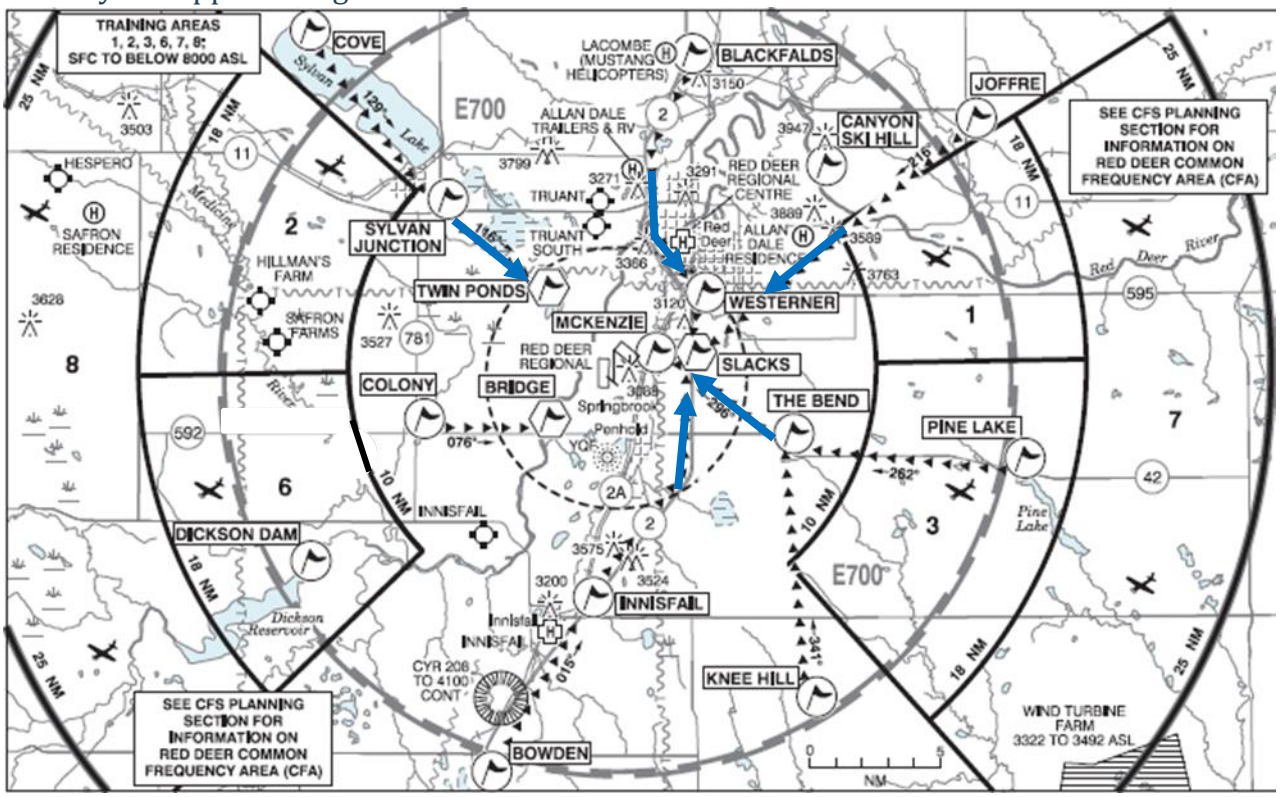


BRIDGE: report BRIDGE to Red Deer Radio and join the circuit on the left downwind.

SLACKS: report SLACKS to Red Deer Radio, cross over mid-field and join the circuit on the left downwind.

RUNWAY 35

Runway 35: Approaching the Control Zone



Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

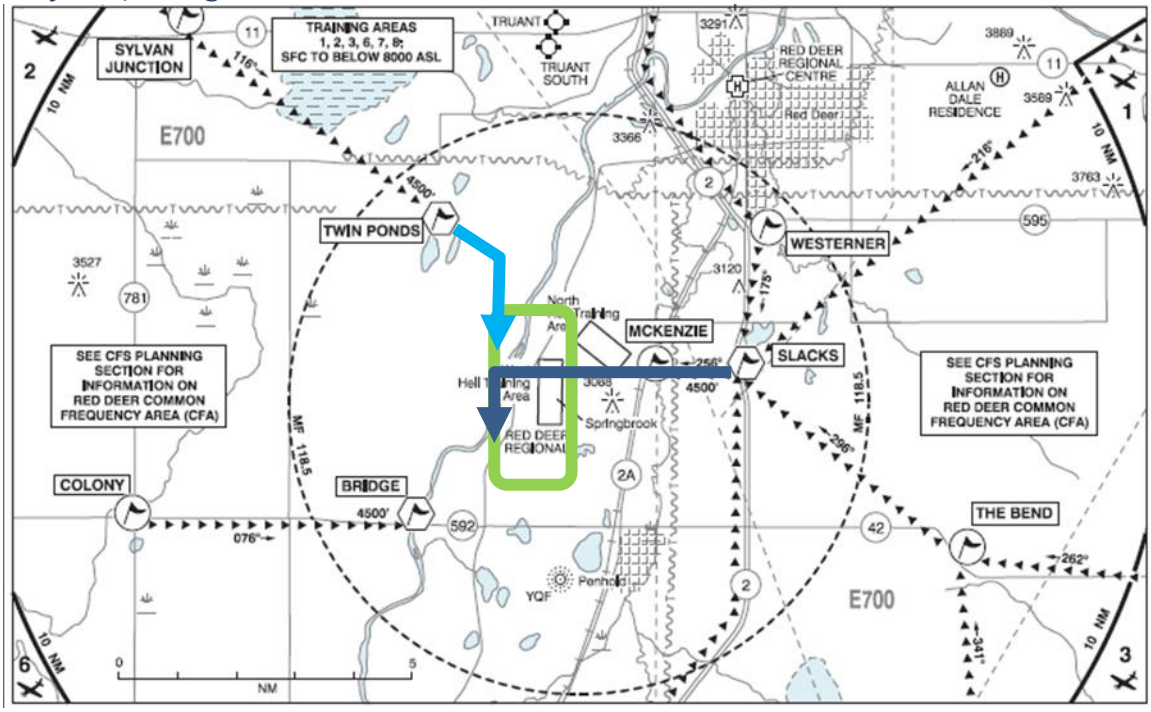
If equipped, turn on recognition, landing, strobe, and/or anti-collision lights. Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17

Intercept and follow the preferred inbound VFR route to either TWIN PONDS or SLACKS for runway 35 at a recommended altitude of 4500 ASL.

Follow the preferred VFR routing and descend to circuit altitude once it is ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established in the circuit. In case of doubt, it is recommended to communicate intentions and request conflict resolution assistance from FSS if necessary before leaving 4500 ASL.

Follow the procedures for joining the circuit on the next page.

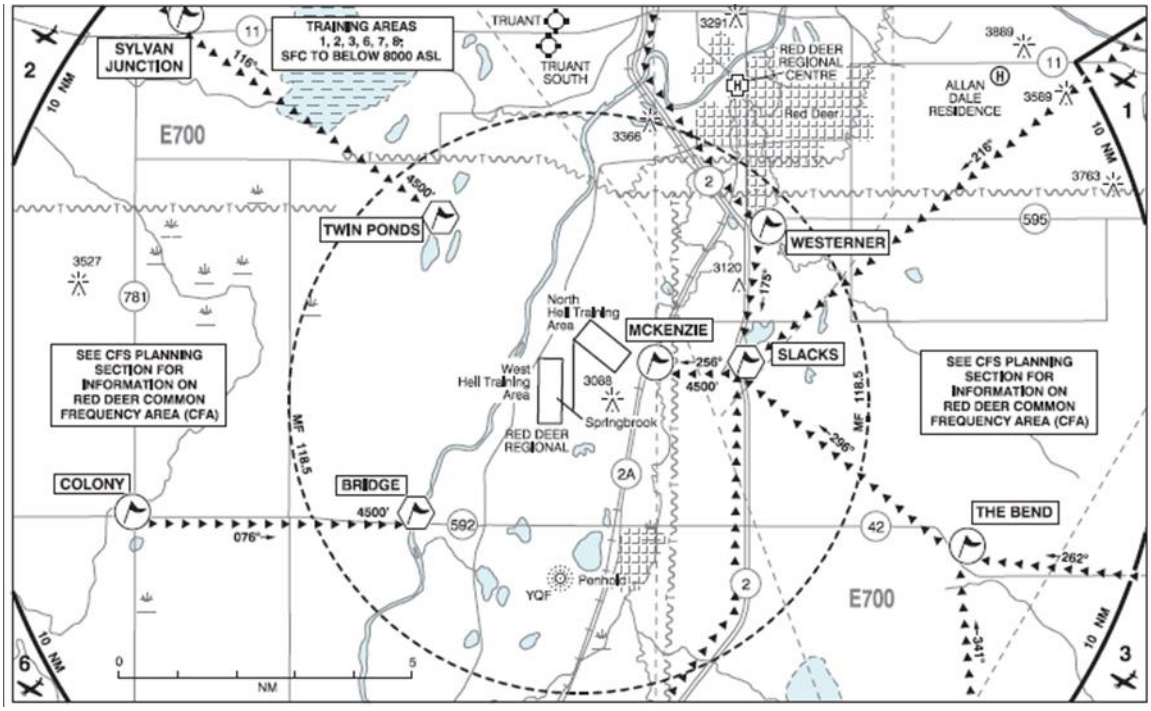
Runway 35: Joining the Circuit



TWIN PONDS: report TWIN PONDS to Red Deer Radio-and join the circuit on the left downwind.

SLACKS: report SLACKS to Red Deer Radio, cross over mid-field, and join the circuit on the left downwind.

VFR Departure Procedures – All Runways



Obtain ATIS on 124.0.

Prior to taxiing for departure, contact RED DEER GND ADV on 121.9 for initial advisory information. At the appropriate time, RED DEER GND ADV will initiate communication transfer to RED DEER RADIO on 118.5.

Departing the Circuit

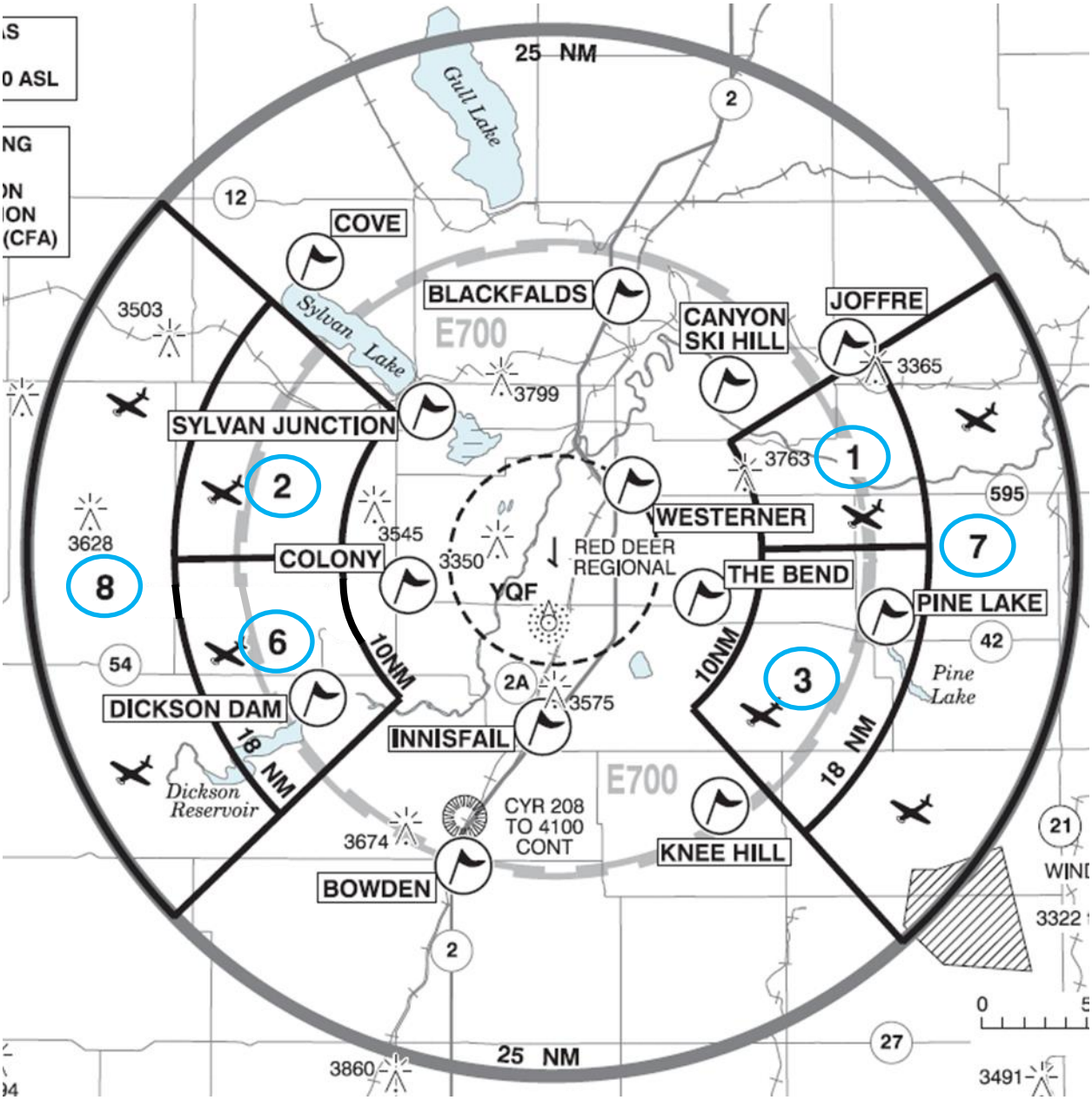
Aircraft should climb straight ahead on the runway heading until above 4500 ASL before commencing a turn in any direction. Turning above 4500 ASL will reduce conflict with inbound aircraft at 4500 ASL.

Exiting the Control Zone

Once clear of the control zone, pilots should use the common frequency 122.875 when operating outside of the control zone and within 25nm of Red Deer.

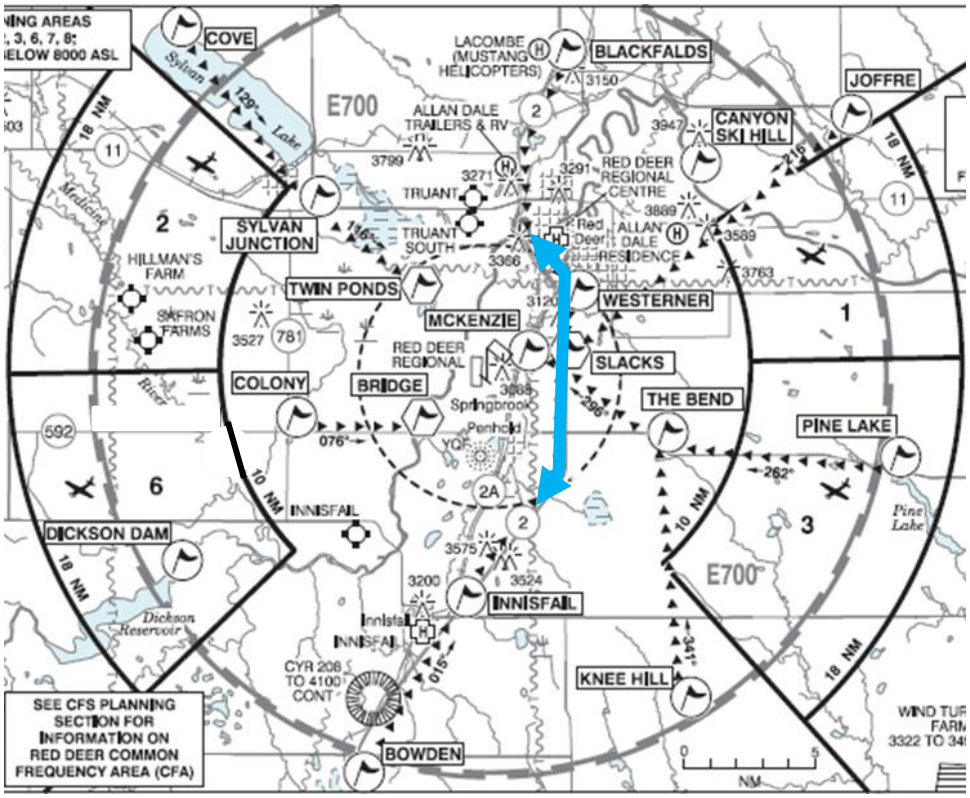
Using the common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency.

Red Deer Flight Training Areas



All users of this airspace are encouraged to refer to the designated practice areas when providing position reports to FSS, ATC, and other aircraft. The areas have been published to aid in situational awareness and both training and non-training aircraft may operate in the designated areas.

Transiting the Control Zone



Pilots of en-route VFR aircraft should consider flying above 6000’ ASL or around the control zone.

If overflight within the control zone cannot be avoided pilots should remain east of the airport following Highway 2 above 5000’ ASL

Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude, estimated time abeam the airport and intentions

If equipped, turn on recognition, landing, strobe, and/or anti-collision lights. Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17