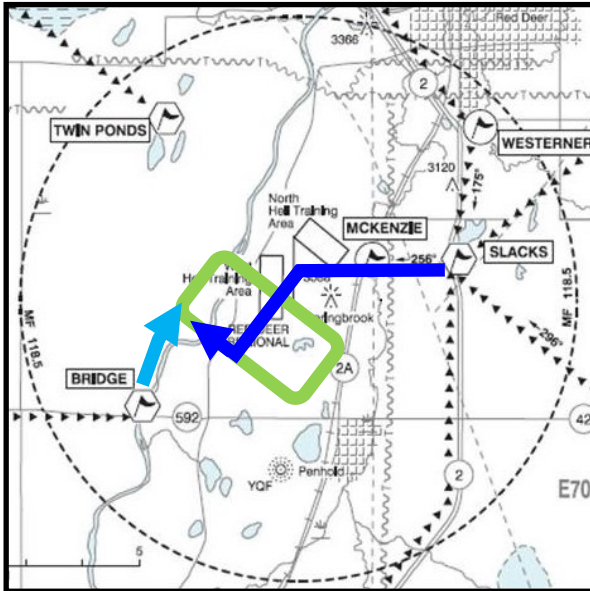


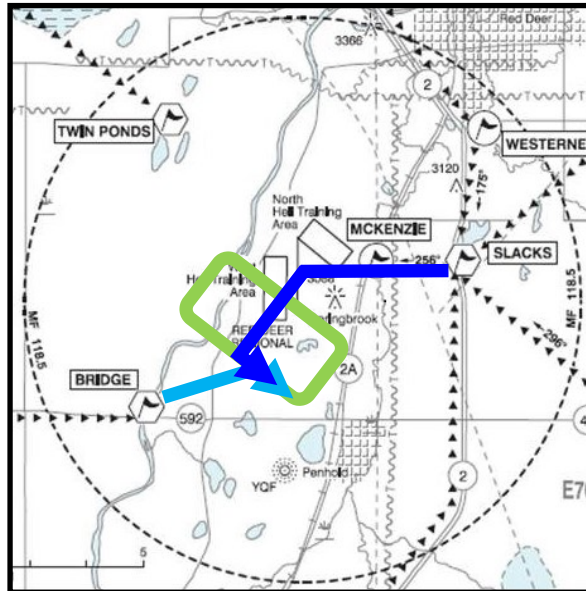
## RUNWAY 12

- ⇒ SLACKS - MCKENZIE; OR
- ⇒ COLONY - BRIDGE; THEN
- ⇒ JOIN CIRCUIT AS FOLLOWS:



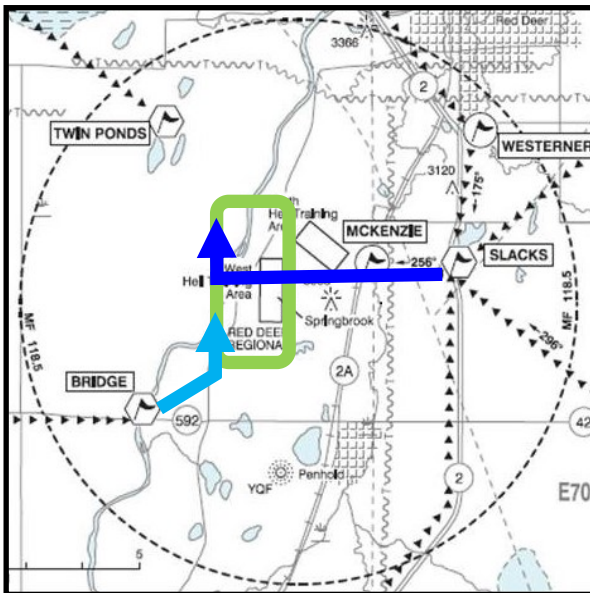
## RUNWAY 30

- ⇒ SLACKS - MCKENZIE; OR
- ⇒ COLONY - BRIDGE; THEN
- ⇒ JOIN CIRCUIT AS FOLLOWS:



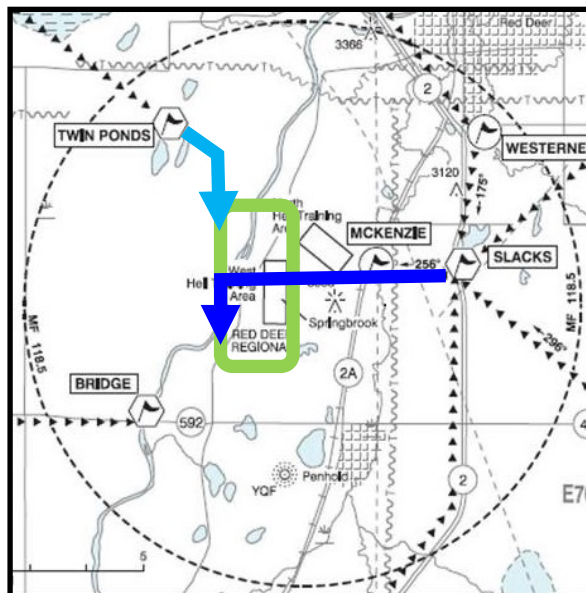
## RUNWAY 17

- ⇒ SLACKS - MCKENZIE; OR
- ⇒ COLONY - BRIDGE; THEN
- ⇒ JOIN CIRCUIT AS FOLLOWS:



## RUNWAY 35

- ⇒ SLACKS - MCKENZIE; OR
- ⇒ SYLVAN JCT - TWIN PONDS; THEN
- ⇒ JOIN CIRCUIT AS FOLLOWS:



## RED DEER REGIONAL (CYQF)

## VFR TERMINAL PROCEDURES

**\*EFFECTIVE MAY 21, 2020\***

THIS BROCHURE IS A SUMMARY OF THE RED DEER VFR TERMINAL PROCEDURES.

THE INFORMATION PROVIDED IN THIS DOCUMENT DOES NOT REPLACE OFFICIAL NAV CANADA PUBLICATIONS AND/OR NOTAMS.

FOR EASE OF USE THE DOCUMENT CAN BE PRINTED BOTH SIDES, LANDSCAPE, ON A 8.5x11 PAPER FOR A TRI-FOLD BROCHURE.

For more information contact:

Adam Dowling  
Site Manager - Red Deer FSS  
Adam.Dowling@navcanada.ca

## DEPARTING CYQF

- ⇒ Obtain ATIS (124.0)
- ⇒ Prior to taxiing:  
Contact RED DEER GND ADV (121.9) for initial advisory information. RED DEER GND ADV will initiate communication transfer to RED DEER RADIO on 118.5.
- ⇒ Turn on recognition, landing, strobe, and/or anti-collision lights.
- ⇒ Departing the circuit:  
Aircraft should climb straight ahead on runway heading until above 4000' ASL before commencing a turn in any direction.

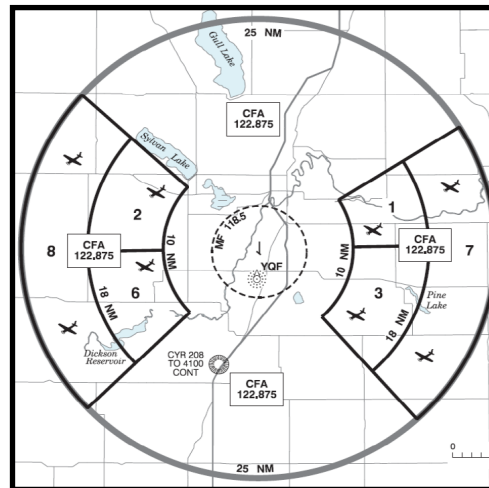
Turning above 4000' ASL will reduce conflict with inbound aircraft.

## TRANSITING THE AREA

- ⇒ Turn on recognition, landing, strobe, and/or anti-collision lights.
- ⇒ 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 and report your position to Red Deer Radio, at least five minutes before entering the control zone.

## COMMON FREQUENCY AREA (CFA)

- ⇒ 122.875
- ⇒ Pilots should use the frequency:
  - Outside of the MF;
  - Within 25nm of CYQF;
  - 8,000' and below;
- ⇒ Pilots are responsible for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency while operating in the CFA.
- ⇒ Training areas published in the CFS aid in situational awareness. Both training and non-training aircraft may operate in the designated areas.



## SURVEILLANCE

Multilateration (MLAT) surveillance has been installed at Red Deer. MLAT will provide coverage within 10NM of CYQF up to 10000' MSL. Aircraft with a functioning mode 3/A/C or Mode S transponder will be seen on MLAT.

## ARRIVING CYQF

- ⇒ Turn on recognition, landing, strobe, and/or anti-collision lights.
- ⇒ 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 position to RED DEER RADIO at least five minutes before entering the control zone and provide:
  - ◇ Confirmation of receipt of ATIS
  - ◇ Position relative to an appropriate VFR call up point
  - ◇ Altitude
  - ◇ Estimated time of landing
  - ◇ Arrival procedure intentions
- ⇒ Follow the preferred VFR routing

## CONTROL ZONE RESTRICTIONS

Pursuant to CARS 602.96 (3)(D) during FSS station operating hours, FSS may limit the number of VFR aircraft operating within the Red Deer control zone. In flight aircraft contact RED DEER RADIO for approval to enter the zone. Departing aircraft contact RED DEER GROUND ADVISORY. Departure may be delayed due traffic volume.