

RED DEER VFR TERMINAL PROCEDURES CHART (VTPC)

Effective: **May 21, 2020**

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Summary of Changes

Changes to this document include:

- Removal of recommended inbound altitude of 4500 ASL for VFR arrivals (effective May 21, 2020)
- Traffic restrictions within Red Deer Control Zone
- FSS Runway Determination
- Surveillance installation at Red Deer
- ATC Conversion

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

Questions or Feedback

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Runway Determination - Aeronautical Information Circular 41/19

Many safety reports have indicated that runway incidents or incursions may have been prevented if Flight Service Specialists (FSS) at uncontrolled airports had phraseology to determine runways. In addition, documented recommendations from pilots suggest that FSS determine the runway to be used to provide a more complete picture of the traffic situation and to provide further assistance to training pilots or pilots with low hours.

As of November 20, 2019, FSS providing advisory services with wind instruments located on the aerodrome no longer provide the choice of "PREFERRED" or "ACTIVE" runways to pilots during the provision of advisory information. The phraseology associated with runway determination is now "RUNWAY". The determination of a runway may differ from a runway actively being used, but is issued in the interests of aviation safety. When required, pilots will receive full disclosure regarding conflicting situations in the traffic information portion of the advisory.

The FSS will determine the runway to be used in the initial advisory based on the following criteria:

- › The runway most closely aligned into the wind when the wind speed is 5 knots or more.
- › Runway determination is based primarily on the runway most closely aligned into the wind when the wind speed is 5 knots or more.
- › Calm wind runway (i.e., wind speed less than 5 knots).
- › Current traffic patterns.
- › Noise abatements or other restrictions that prohibit the use of certain runway(s).
- › Runway conditions (e.g., wet, dry, snow-covered, or sanded).
- › "Other" reasons (e.g., ground traffic occupying a runway and an alternate runway is available, cross-wind component, construction issues, wildlife on runway, bird activity, approach aids unavailable, taxiway closures affecting access).

Advisory example: FABC, RUNWAY THREE FIVE, WIND CALM, ALTIMETER TWO NINER NINER TWO.

Red Deer Control Zone Restrictions

Effective December 10, 2019 the following has been published either in a NOTAM or the CFS. Due to the continued increase in traffic in the Red Deer control zone, FSS may deny access to the control zone and delay departures.

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 GROUND ADVISORY. DEPARTURE MAY BE DELAYED DUE TRAFFIC VOLUME.

The intent of these restrictions is not to suggest that pilots should not fly to Red Deer Airport, rather it is to provide FSS the ability to limit traffic in the zone due to the traffic situation.

Example: GXJB, DUE TRAFFIC REMAIN OUTSIDE THE CONTROL ZONE UNTIL FURTHER ADVISED.

Surveillance Installation at Red Deer

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.

Air Traffic Control Service and Airspace Classification

In 2018, NAV CANADA conducted an aeronautical study that reviewed the Air Traffic Service (ATS) and airspace requirements for the Red Deer Regional airport. The study had concluded that the current airspace structure and level of ATS – Aerodrome Advisory Service (AAS) - was appropriate. Several risk mitigation measures were put in place to enhance safety and efficiency of aircraft operations. This included changes made to VFR Terminal Procedures Charts (VTPCs) on June 20, 2019.

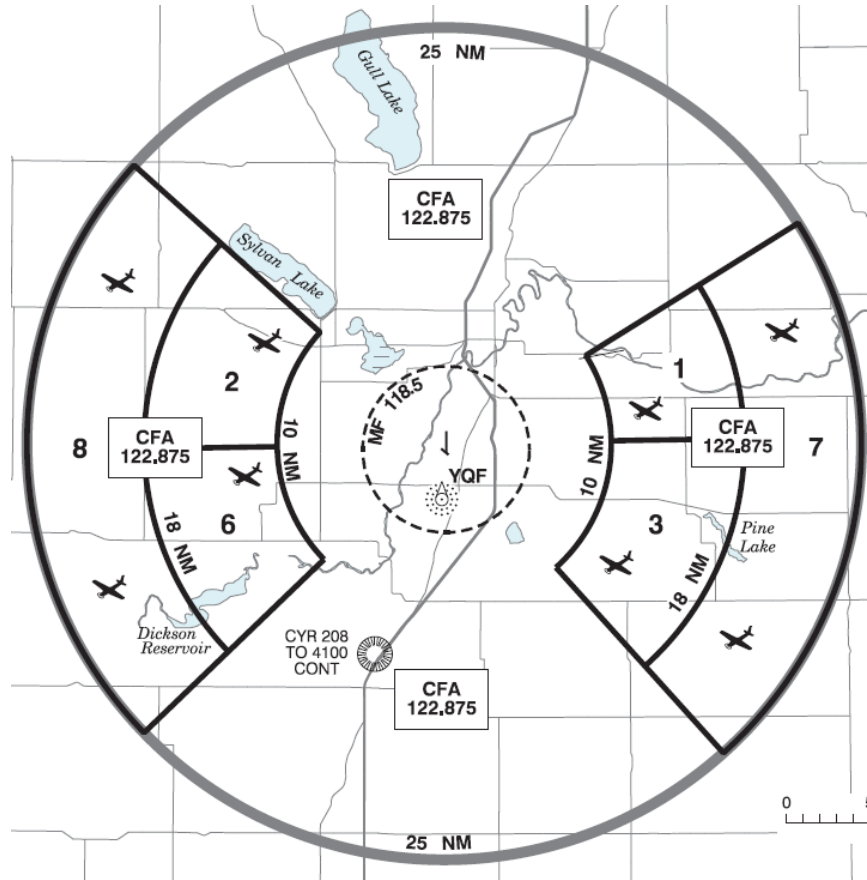
A post implementation review of these procedures along with the continued monitoring of traffic levels was conducted. The review concluded that a conversion to Air Traffic Control (ATC) service is warranted.

A progressive transition from the current AAS to ATC will occur by August 2021. When fully implemented, the ATC service will be in operation for 16-hours a day, 0600 - 2200 local time. The control zone will become Class D airspace when the control service is provided.

An Aeronautical Study will be conducted before implementation of the control service to determine the required level of service during the period of 2200 - 0600 local time.

There will be multiple changes to the publications and procedures as a result of this transition. Pilots are reminded that they should obtain a briefing and always check NOTAMs and current publications prior to any flight.

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, 8,000' 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.

Within the CFA, the following aerodromes 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 designated runway.

Based on the designated runway, pilots should approach the MF area via one of the designated VTPC routes (see specific arrival procedures on the following pages). VFR fixed wing traffic operating at speeds of less than 120 knots are expected to enter the control zone at circuit altitude (weather permitting) via published routes. Hi speed VFR fixed wing traffic are expected to join at 10NM final. Expect to follow published circuit procedures unless coordinated with Red Deer FSS.

Within 25nm of Red Deer, and outside of the control zone, pilots should use the common frequency 122.875 (see procedures above).

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 the procedures for joining the circuit. 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.



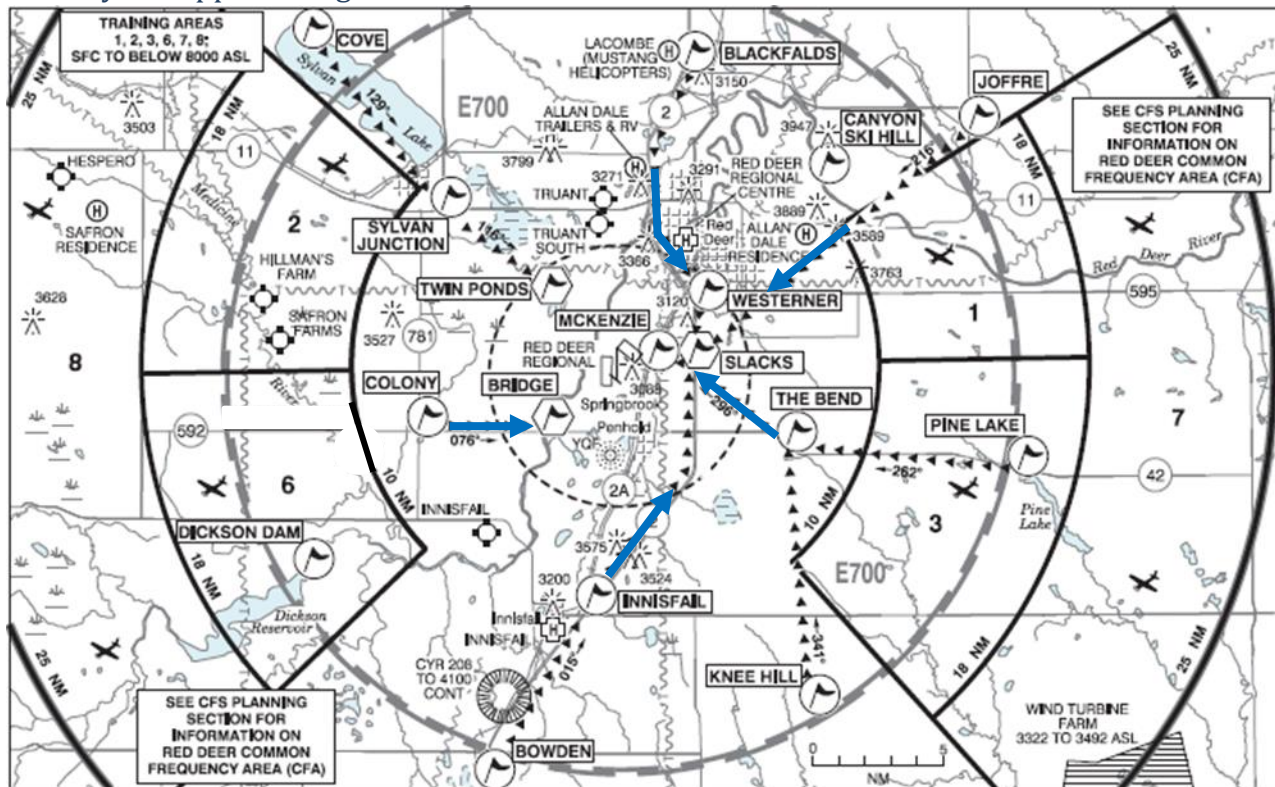
VFR call up point

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



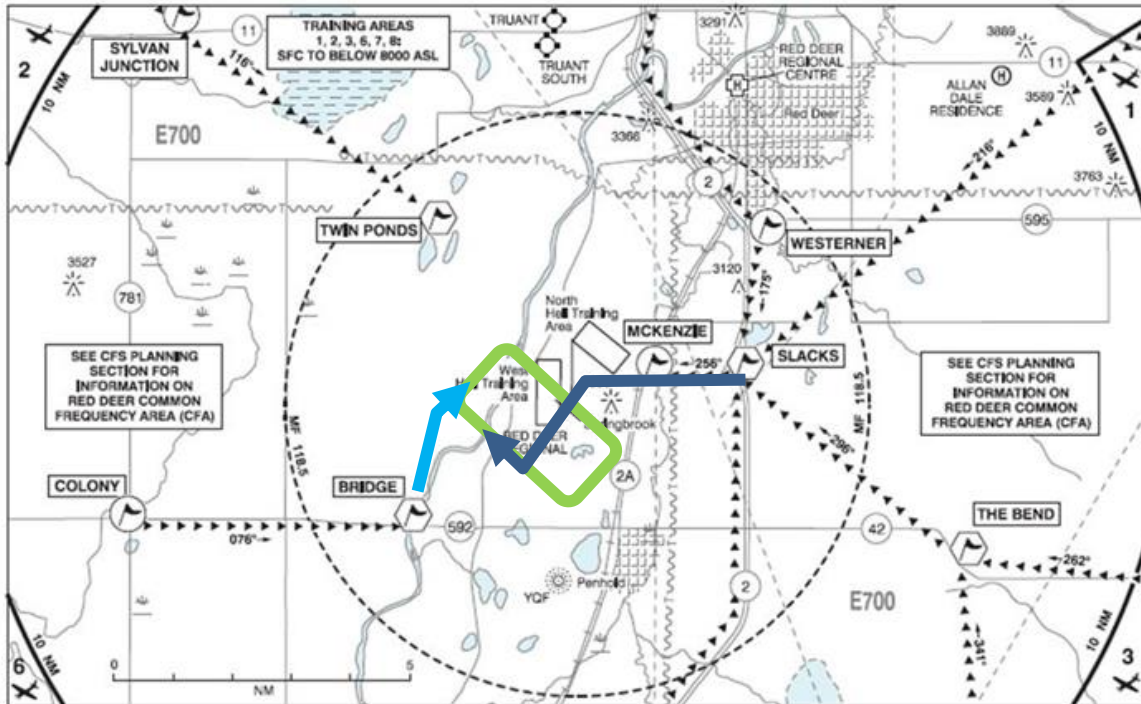
Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

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.

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

Runway 12: Joining the Circuit

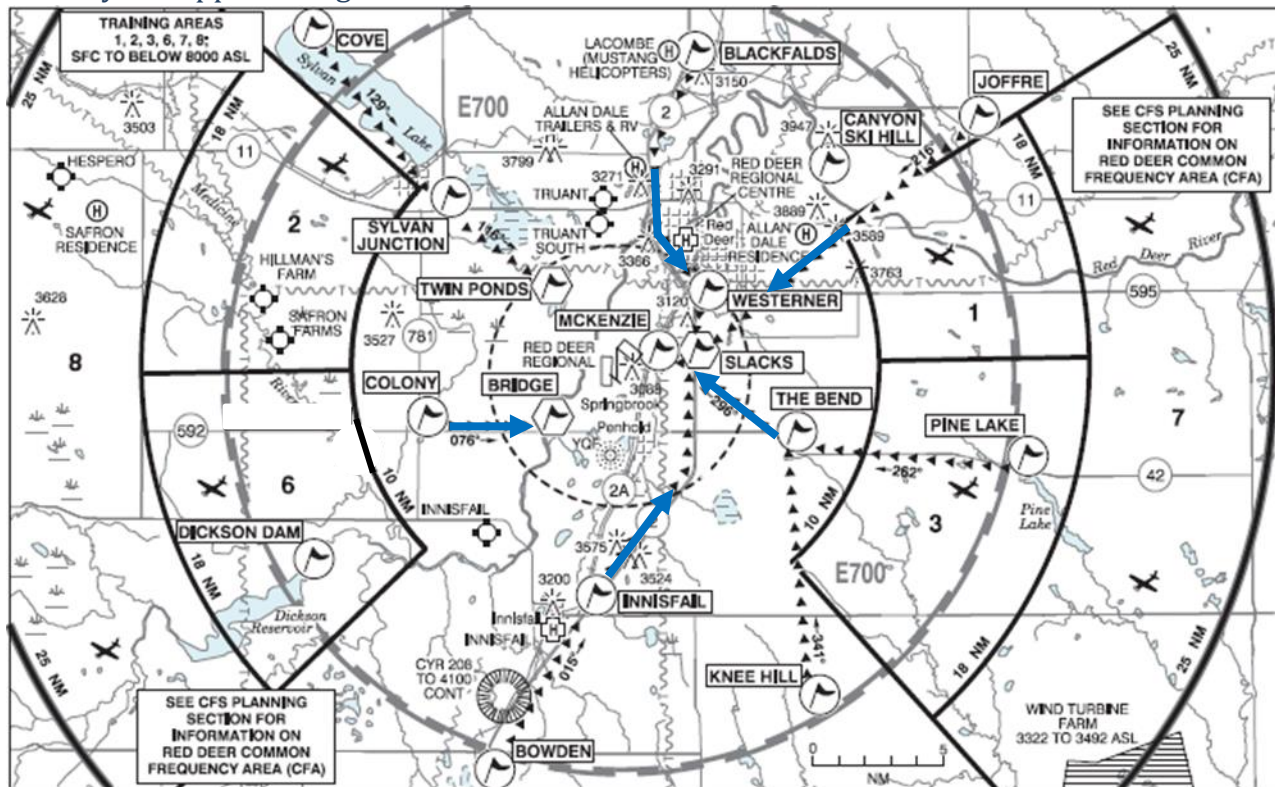


BRIDGE: report BRIDGE to Red Deer Radio and join the circuit on the right base.

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



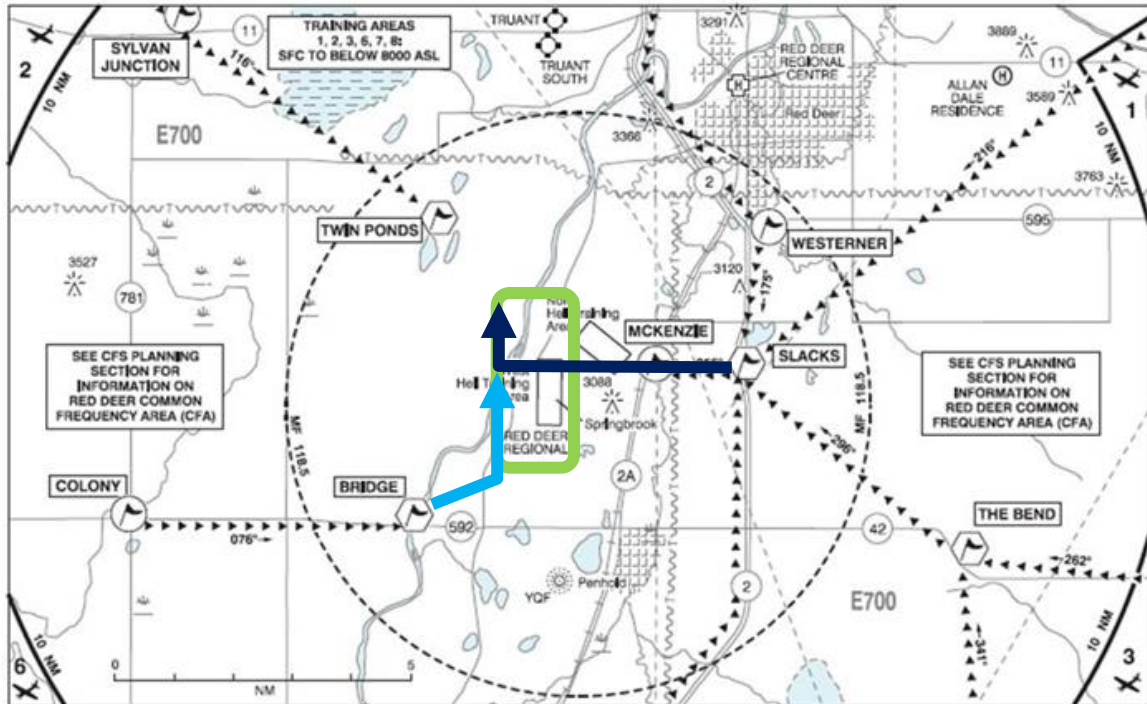
Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

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 12.

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

Runway 17: Joining the Circuit

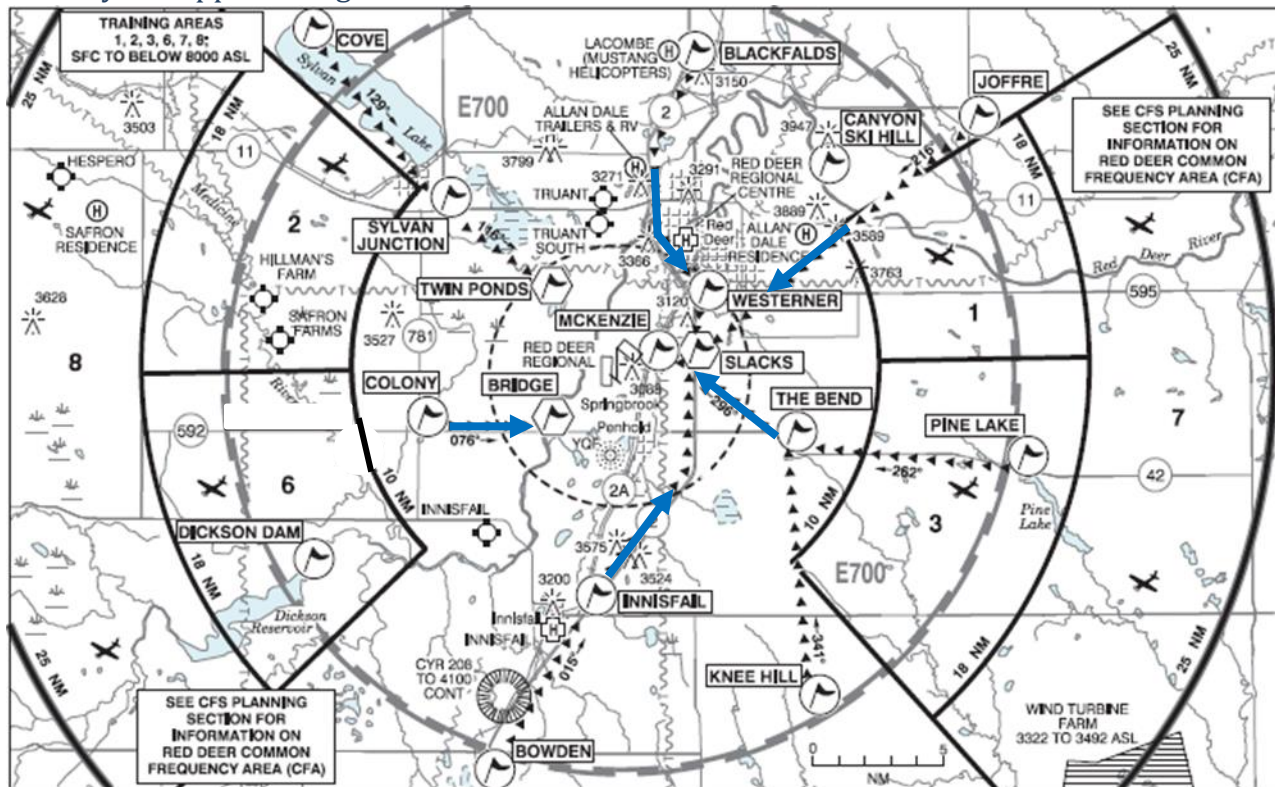


BRIDGE: report BRIDGE to Red Deer Radio-and join the circuit on the right downwind.

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



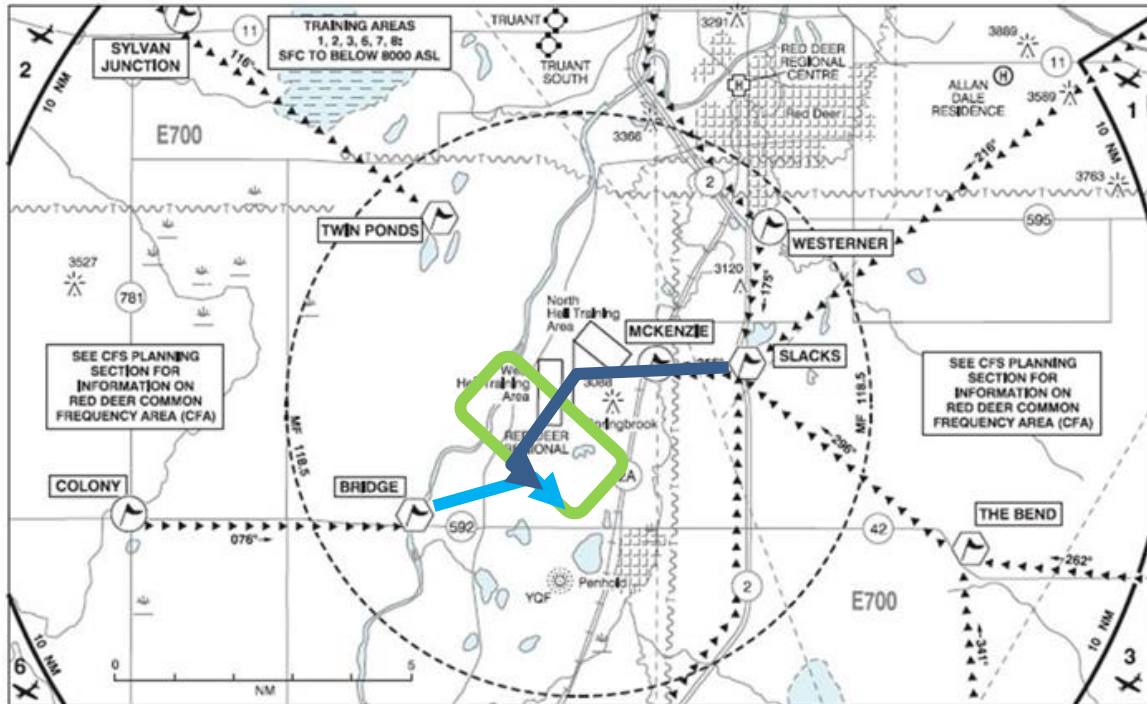
Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

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 12.

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

Runway 30: Joining the Circuit

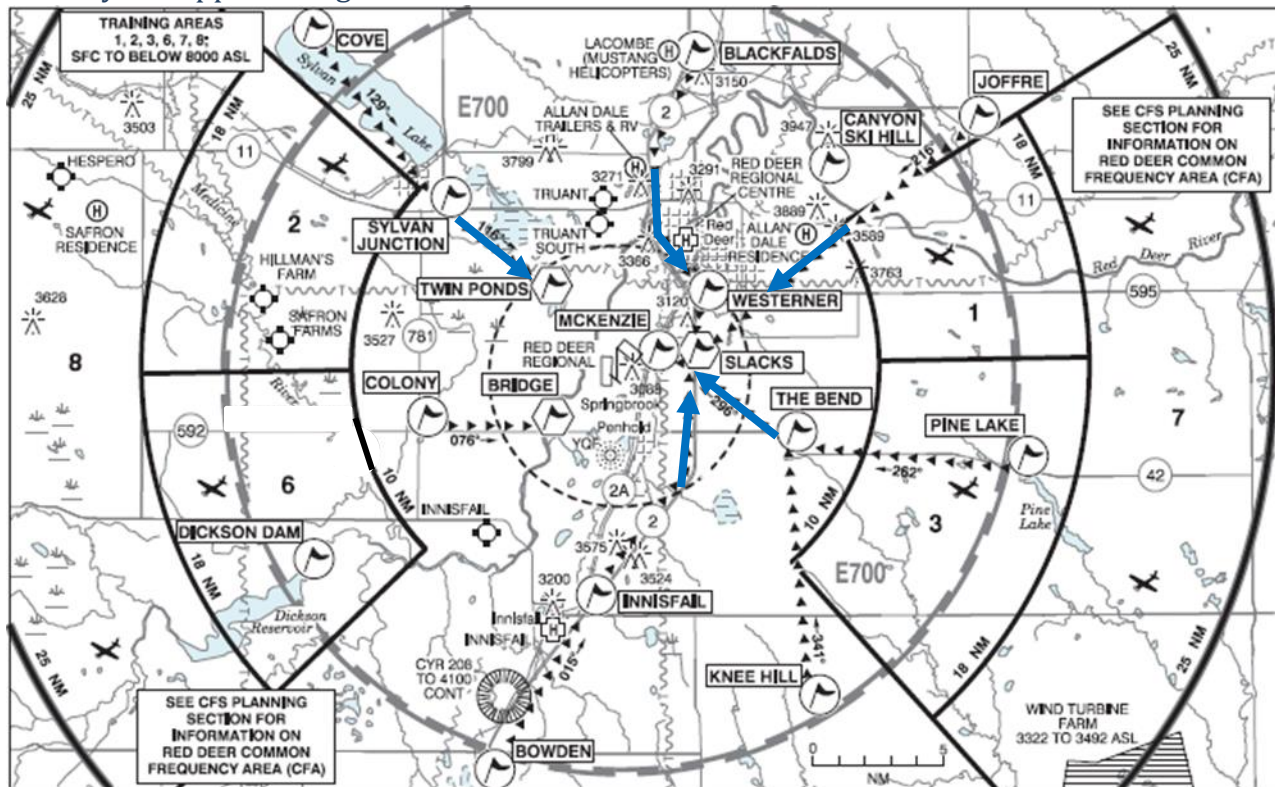


BRIDGE: report BRIDGE to Red Deer Radio and join the circuit on the left downwind.

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



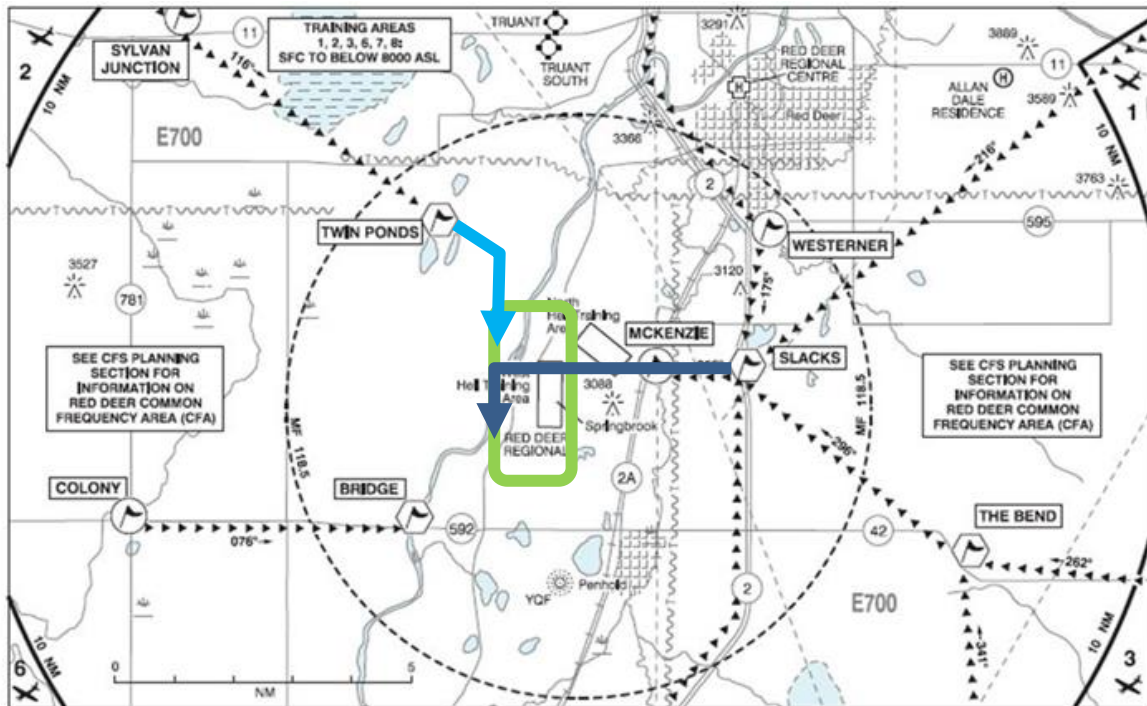
Report your position relative to an appropriate VFR call up point, to Red Deer Radio, at least five minutes before entering the control zone, giving your position, altitude and estimated time of landing, and arrival procedure intentions.

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 BRIDGE or SLACKS for runway 12.

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

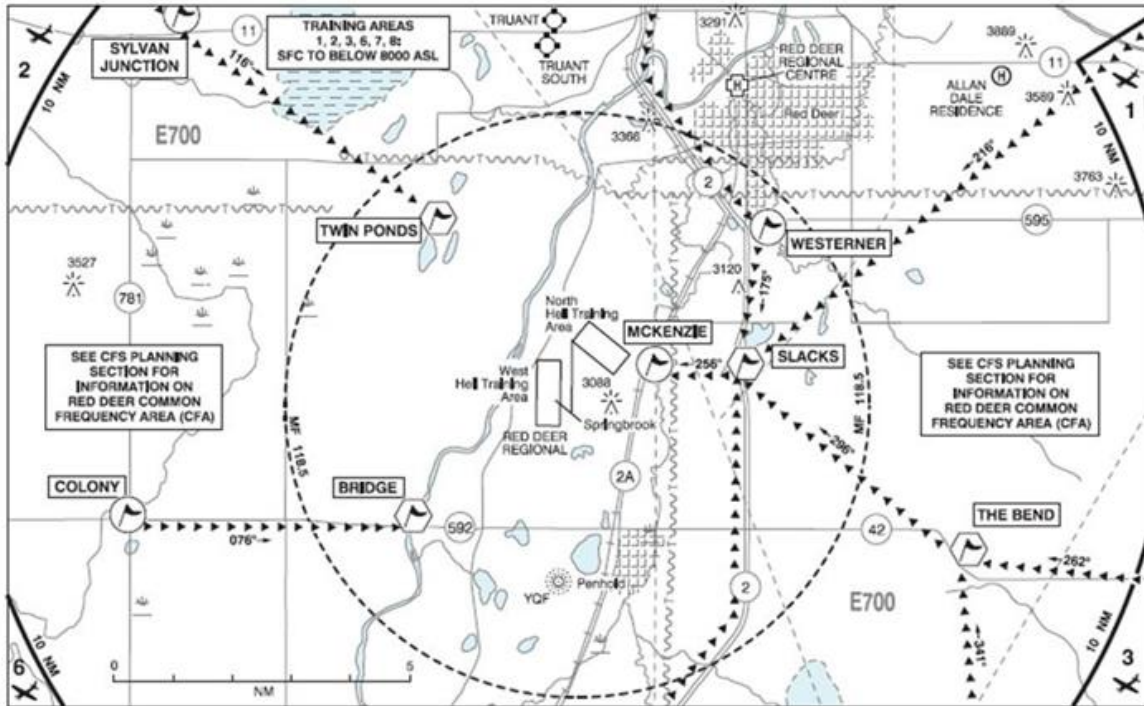
Runway 35: Joining the Circuit



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.

Contact RED DEER GND ADV on 121.9 prior to entering the maneuvering area, GND ADV will initiate communication transfer to RED DEER RADIO on 118.5 prior to entering the runway/departure surface.

Departing the Circuit

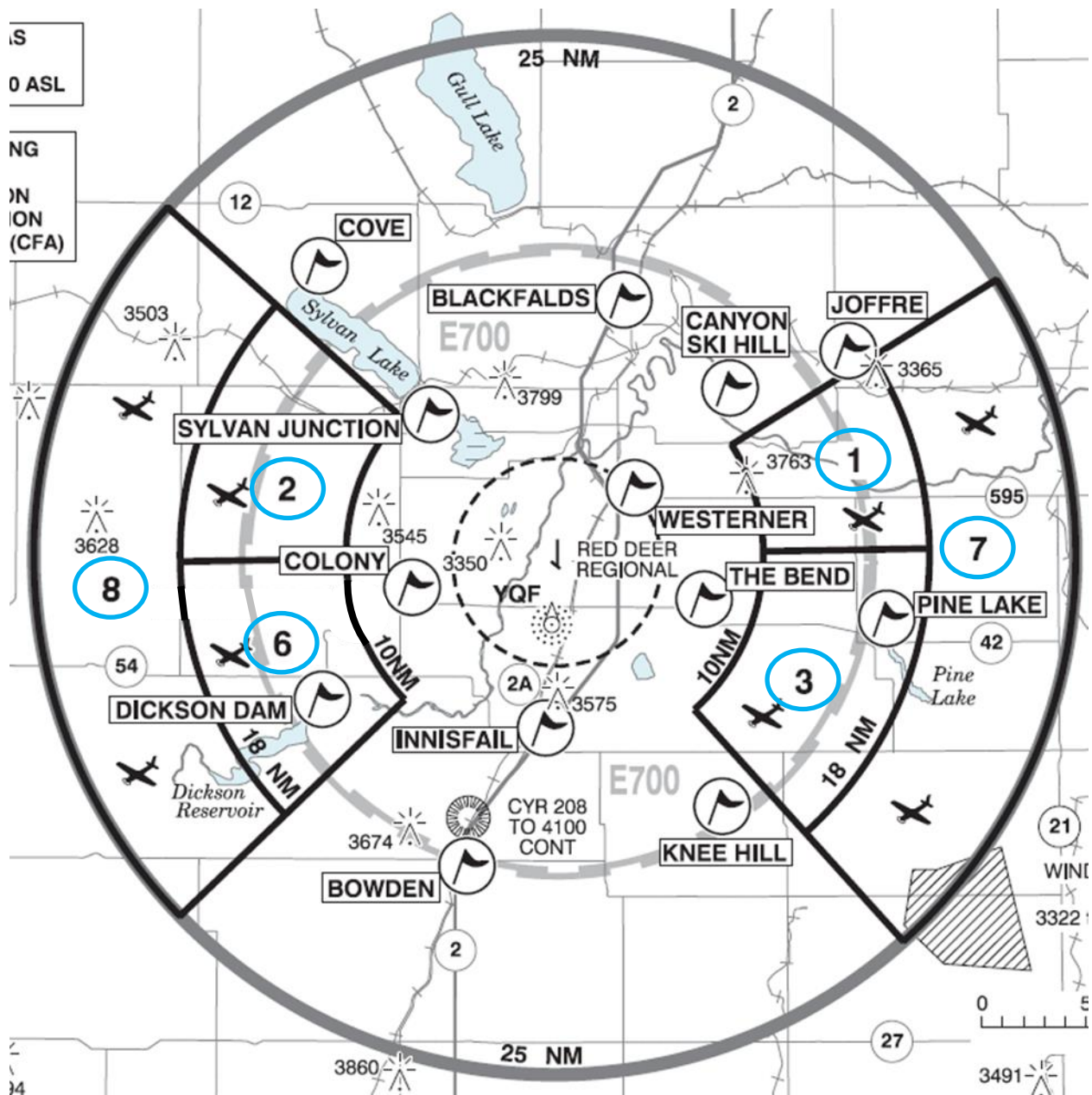
Aircraft should climb straight ahead on the runway heading until above 4000 ASL before commencing a turn in any direction. Turning above 4000 ASL will reduce conflict with inbound aircraft.

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.

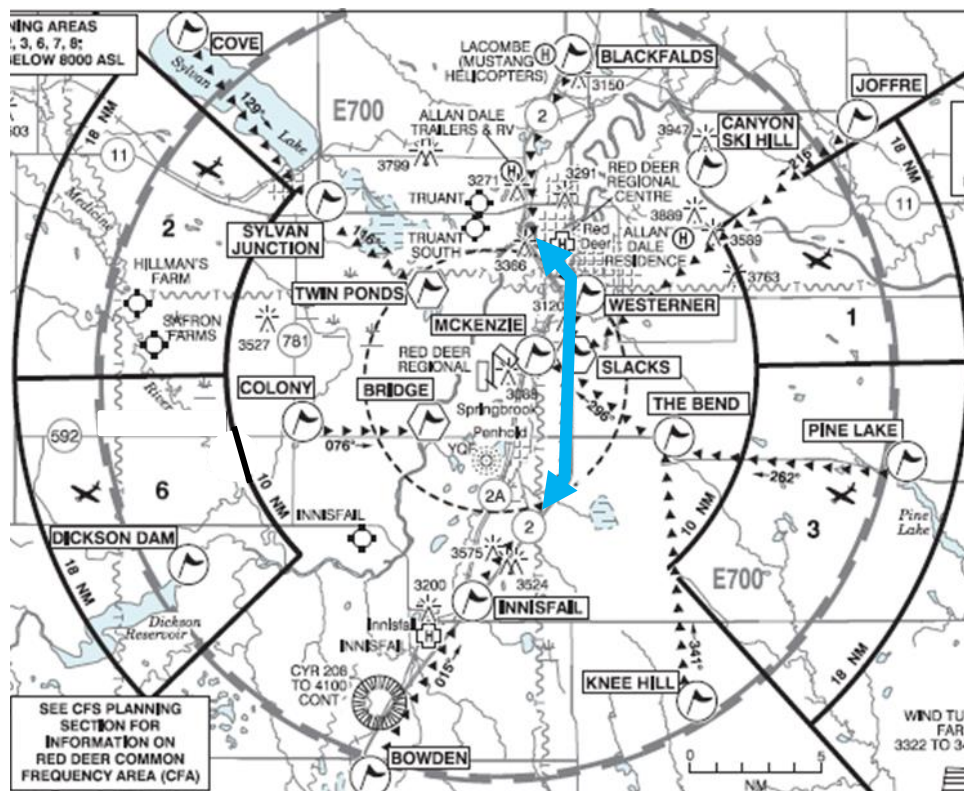
Using the common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency.

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 are 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