

## RUNWAY 12

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



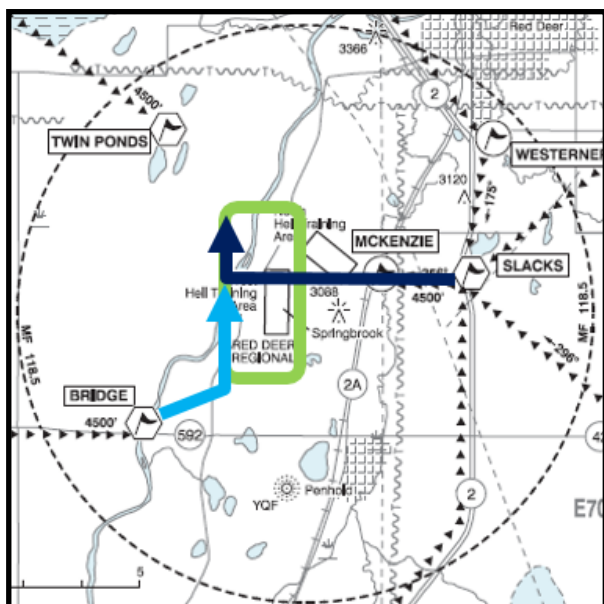
## RUNWAY 30

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



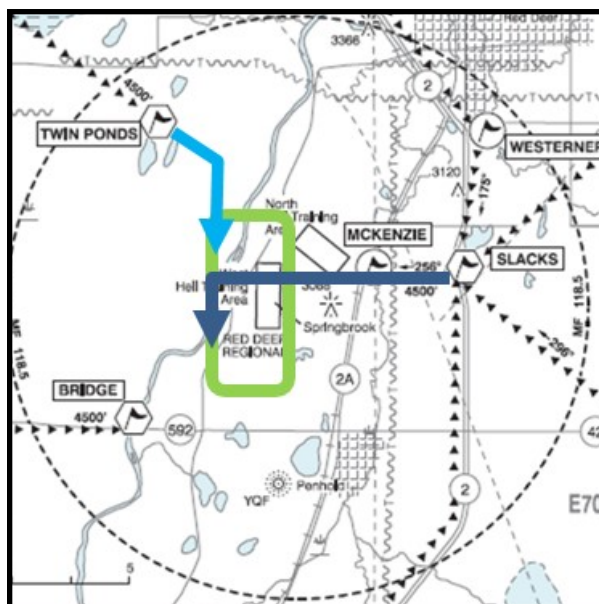
## RUNWAY 17

- ⇒ 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)**

**NEW  
VFR TERMINAL  
PROCEDURES**

**\*EFFECTIVE JUNE 20TH, 2019\***

**THIS BROCHURE IS A SUMMARY OF THE  
NEW CYQF VFR 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 MAKING A TRI-  
FOLD BROCHURE.**

**For more information contact:**

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## DEPARTING CYQF

- ⇒ Read NOTAMs
- ⇒ Obtain ATIS (124.0)
- ⇒ Prior to taxiing:  
Contact RED DEER GND ADV (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.

### FLYING IN THE MF AREA

If equipped, recognition, landing, strobe, and/or anti-collision lights shall be on at all times within the MF area.

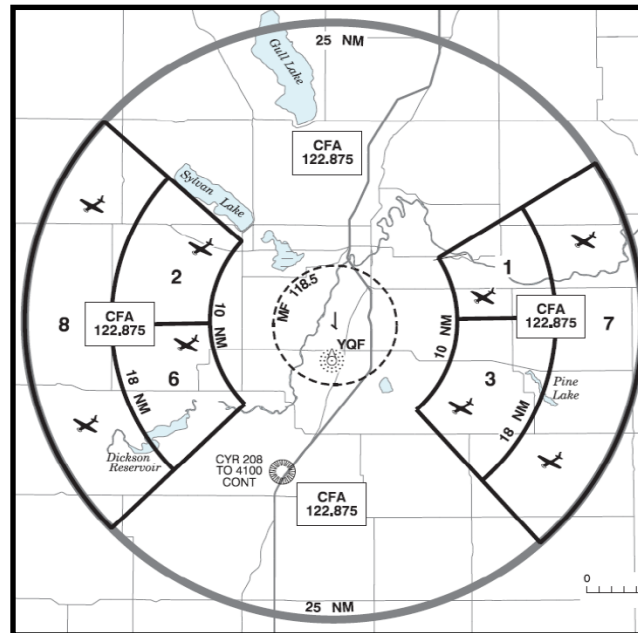
Use landing and strobe lights as per TC AIM AIR 4.5 and 4.6 and CARS 605.17

### TRANSITING THE AREA

- ⇒ 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
- ⇒ Pilot should use the frequency:
  - Outside of the MF;
  - Within 25nm of CYQF;
  - 12 500' and below;
- ⇒ 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



### PRACTICE AREAS

- ⇒ The areas have been published to aid in situational awareness.
- ⇒ Both training and non-training aircraft may operate in the designated areas.

## ARRIVING CYQF

- ⇒ 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 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 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.

It is the pilot's responsibility to initiate a descent to the circuit altitude, Red Deer Radio will not direct altitude changes.