

AERONAUTICAL INFORMATION CIRCULAR 2/23

CHANGES TO THE IQALUIT, NU (CYFB) STANDARD INSTRUMENT DEPARTURE

The standard instrument departure (SID) published at CYFB Iqaluit, NU (CYFB) has been the subject of a trend of non-conformities by departing aircraft. Through collaboration with external stakeholders, NAV CANADA has identified that the non-conformities associated with the CYFB SID have involved transient aircraft that may not be familiar with operations at an airport that receives the services of a flight service station (FSS) as opposed to an air traffic control (ATC) tower.

The CYFB SID instruction requires aircraft to fly a prescribed heading to 5,000 feet until otherwise instructed by Montreal area control centre (ACC) to turn. However, a trend has developed where aircraft begin turning off the SID before contacting Montreal ACC.

NAV CANADA has amended the text description of the CYFB SID to emphasize the requirement for pilots to continue on the prescribed SID heading, initially for obstacle clearance requirements, then to continue on the same heading for operational requirements. The new CYFB SID text description will appear in the *Canada Air Pilot*, Volume 1 (CAP 1) as shown below:

SID (VECTOR) IQALUIT, NU – IQALUIT EIGHT DEP (CYFB8.)

Rwy 16: Climb hdg 161° to 1100. Then continue climb hdg 161° to 5000 or as assigned by ATC.

Rwy 34: Climb hdg 341° to 1000. Then continue climb hdg 341° to 5000 or as assigned by ATC.

Note: Elevated terrain to 300 ASL right of centreline, 2500' from departure end.

Note: Pursuant to the *Transport Canada Criteria for the Development of Instrument Approach Procedures* (TP308), obstacle clearance criteria of 1,000 feet for Runway 34, and 1,100 feet for Runway 16 are required to be included in the SID description.

This aeronautical information circular (AIC) will expire 31 December 2023.

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