

NAV CANADA has been asked if the Frobay VOR could be relocated to the other side of the community, to allow for new construction in the city of Iqaluit. Before committing to any move, NAV CANADA agreed to study the possibility of decommissioning the VOR rather than relocating it.

**Airport accessibility summary:**

Accessibility to RWY 17/35 at the Iqaluit airport (CYFB) is provided by five instrument approach procedures:

- RNAV RWY 17 (LNAV minima of 690' AGL and 2 miles visibility)
- NDB A (minima of 550' AGL and 1 ¼ miles visibility)
- VOR/DME B (minima of 510' AGL and 1 ½ miles visibility)
- LOC(BC)/DME RWY 17 (minima of 450' and 1 ½ miles visibility)
- ILS/DME RWY 35 (minima of 200' AGL and ¾ miles visibility)

The proposal is to revoke the DME arcs (which ATC uses for aircraft separation) in favour of a new STAR, revoke the VOR/DME B approach and redesign the ILS missed approach using the Frobay NDB.

**En-route operational summary:**

The only domestic airway associated with the Frobay VOR is J540. This airway originates at the Frobay VOR, but subsequent fixes on the airway are identified using Non Directional Beacons.

The proposal is to redesign J540 to originate from the Frobay NDB, rather than the Frobay VOR.

**Aircraft INS update summary:**

NAV CANADA is concerned that our international customers flying older aircraft may be using the Frobay VOR en-route to update certain legacy INS equipment. Carriers consulted so far report that they are using GPS as primary, DME/DME as a second source to update and VOR/DME only as a last resort. It appears unlikely the Frobay VOR is currently being used to update position, especially since it is not co-located with a DME.

Rest assured NAV CANADA does not want to reduce the accessibility to the Iqaluit airport, nor do we wish to affect en-route operations. Other than losing the VOR/DME B (circling only) instrument approach procedure, we would appreciate understanding how your operations would be affected if the Frobay VOR was decommissioned. Can you please confirm that sufficient remaining means are available to access the Iqaluit airport, to navigate en-route and to update navigational equipment if the Frobay VOR was decommissioned?

Thank you in advance for your comments,

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