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NAV CANADA PROPRIETARY

VIA EMAIL

June 30, 2023

Subject: Update on Automatic Dependent Surveillance-Broadcast (ADS-B) capabilities in Canada.

To our valued customers,

NAV CANADA is pleased to share an update on the advancement of Automatic Dependent Surveillance-Broadcast (ADS-B) capabilities in Canada.

As you are aware, we will reach an important milestone with the implementation of the Canadian ADS-B mandate in Class A airspace on August 10, 2023.

We want to thank our customers who have supported NAV CANADA on this journey and who have undertaken the important work and investment of updating avionics.

We firmly believe that this foundational surveillance building block will support enhanced safety, improved cost effectiveness and operational efficiency over time.

90-day Implementation Transition

NAV CANADA and Transport Canada recognize the continuing supply chain challenges facing those that are in the process of equipping their aircraft to meet the Canadian ADS-B Mandate.

While the Class A mandate will be in effect on August 10, 2023, a 90-day transition period from August 10, 2023, to November 8, 2023, will be granted, in order to offer aircraft operators more time to acclimate. Aviation Occurrence Reports (AOR) will not be filed during this transition period in the event that an

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aircraft not equipped in accordance with the Canadian ADS-B mandate or has not received an accommodation agreement enters airspace where ADS-B is mandatory.

Subsequent to this period, NAV CANADA will continue to assess accommodation requests through ADS-B Accommodation Agreements and strive to accommodate aircraft unable to transmit ADS-B in accordance with Canada's ADS-B Out requirements, similar to circumstances where aircraft without functioning transponders request entry into transponder mandatory airspace.

Field 18 Entry

It is important that operators be aware of requirements when flight planning so that confirmation of ADS-B capability is appropriately ingested into flight data processing systems and shown on surveillance displays used by air traffic services.

Aircraft operators entering ADS-B mandatory airspace must file the following ADS-B equipage codes in Item 10 of the International Civil Aviation Organization (ICAO) flight plan, as appropriate:

- B1 (ADS-B with dedicated 1,090 MHz ADS-B "Out" capability); or
- B2 (ADS-B with dedicated 1,090 MHz ADS-B "Out" and "In" capability).

In addition to the B1 or B2 code, aircraft equipped in accordance with the Canadian ADS-B mandate will also need to include the following new entry in Item 18 of the flight plan: SUR/CANMANDATE

For additional information on how ADS-B performance requirements are being implemented, please refer to AIC 10/2023 available here: [AERONAUTICAL INFORMATION CIRCULAR 10/23 \(navcanada.ca\)](https://www.navcanada.ca/aeronautical-information-circular-10-23)

Note: It is expected that aircraft operators will file SUR/CANMANDATE in the flight plan as soon as the aircraft is appropriately equipped, including during the 90-day transition period. Including SUR/CANMANDATE in Item 18 will identify that the aircraft is equipped in accordance with the Canadian ADS-B mandate and ensure that confirmation of ADS-B capability is appropriately ingested into flight data processing systems and shown on surveillance displays used by air traffic services.

Understanding Performance

To support our customers in understanding transponder performance, NAV CANADA has developed a Public ADS-B Performance Report (PAPR) that outlines the performance of ADS-B Out equipment installed on aircraft. PAPR will be available on NAV CANADA's website in the near future.

Two hours after a flight has landed, aircraft owners and operators will be able to request a PAPR by filling in a form on the NAV CANADA website. They will receive a report that indicates if the ADS-B system was able to meet the corresponding performance requirements specified in the Airworthiness Manual (AWM) section 551.103 (effective July 17, 2023) and/or in AIP CANADA ENR 1.6.3 (effective August 10, 2023).

Looking ahead

ADS-B is a proven technology that is already improving safety and efficiency in several volumes of airspace through improved tracking and locating of aircraft in distress, enhanced situational awareness for ATC through improved accuracy and new flight profile data, and more efficient separation in airspace where surveillance wasn't previously available.

Looking to the not-distant future, NAV CANADA continues to move forward with implementation of ADS-B performance requirements in Class B airspace, scheduled for implementation on May 16, 2024.

NAV CANADA underscores that the implementation in any Class C, D and E Canadian airspace will be determined no sooner than 2026 pending further assessment and through engagement with stakeholders in support of benefit realization.

We again thank our customers for embarking on this transformative journey with us and would like to express our deep gratitude as you support us for future implementation phases.

Sincerely,



Jeff Dawson
Assistant Vice-President
Operational Support
NAV CANADA