

# AERONAUTICAL INFORMATION CIRCULAR 9/20

## U.S. FEDERAL AVIATION ADMINISTRATION (FAA) MANDATE FOR AUTOMATIC DEPENDENT SURVEILLANCE – BROADCAST (ADS-B) AND THE EFFECTS ON CANADIAN AIRSPACE OPERATIONS

### Purpose of the Circular

This circular is being published as a reminder to pilots and air carriers that the U.S. Federal Aviation Administration (FAA) mandate for automatic dependent surveillance – broadcast (ADS-B) came into force 1 January 2020. Under these new U.S. regulations, planes flying in most U.S.-controlled airspace must be equipped with ADS-B Out.

ADS-B uses global positioning system (GPS) technology to calculate an airplane's precise location, speed and direction and transmits this information twice per second to ADS-B receivers. This provides greater situational awareness for air traffic controllers and provides safety and efficiency benefits for pilots.

### Background

On 1 January 2020, the U.S. FAA mandated that aircraft operating in most U.S. airspace are required to have an ADS-B system that includes a certified position source capability.

Under these new U.S. regulations, aircraft operating in most areas of the U.S. airspace system must be equipped with ADS-B out, and this requirement applies whether the operation is conducted under visual flight rules (VFR) or instrument flight rules (IFR). Further information on the FAA ADS-B mandate and operational requirements can be obtained from the FAA Government website:

[www.faa.gov/nextgen/programs/adsb/](http://www.faa.gov/nextgen/programs/adsb/)

### ADS-B Requirements in Canada

At this time, there are no mandatory requirements for ADS-B equipage in Canadian airspace. NAV CANADA and Transport Canada continue to work together on regulatory changes and equipment certification. It is expected that ADS-B will be mandated in Canadian airspace in a phased approach and that any aircraft that has been equipped according to the recommended Canadian ADS-B Out Performance Requirements will also comply with the FAA mandate.

### Aircraft Flying in U.S. Delegated Airspace Under NAV CANADA Control

Flights that originate in or enter U.S. sovereign airspace controlled by NAV CANADA (delegated airspace), and will not enter FAA-controlled airspace, will continue to operate as per Canadian Aviation Regulations (CARs) and as outlined in *AIP Canada (ICAO)*.

Flights originating in Canadian or U.S. delegated airspace under NAV CANADA control that will enter U.S. airspace where ADS-B is mandated will be required to ensure aircraft are suitably equipped to comply with FAA rules and meet the minimum performance standard and position source requirements.

## Further Information

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