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November 10, 2026

NOTICE OF PROPOSAL

Review of Surveillance Requirements - ADS-B in Canadian Airspace

GENERAL

Pursuant to Section 15 of the Civil Air Navigation Services Commercialization Act, S.C. 1996, c. 20 (the ANS Act), this document provides notice of NAV CANADA's proposal to amend civil air navigation services in Class C/D/E airspace.

Persons interested in making representations to NAV CANADA regarding the proposal set out in this Notice may do so in writing to the address identified in Section 2. Representations must be received by NAV CANADA no later than January 19, 2027.

This Notice consists of two Sections:

(1) Particulars of the Proposal
(2) Making Representations to NAV CANADA.

1. PARTICULARS OF THE PROPOSAL

Based on a Level of Service Aeronautical Study, NAV CANADA proposes the following amendment to civil air navigation services in Class C/D/E Airspace:

- Proceed with the previously approved ADS-B requirement for Class E airspace above FL600 as a separate activity. The above-FL600 requirement has already been considered through the earlier ADS-B mandate work. The specific effective date should be established through the implementation process, with sufficient lead time for publication and stakeholder notification.

- Designate Class C airspace and Class D/E transponder airspace as ADS-B airspace. These airspace volumes are appropriate candidates for ADS-B designation because they already require aircraft to meet specified transponder requirements and support ATS surveillance operations.

- Support ADS-B airspace at or below 12,500 feet ASL with surveillance capability that accommodates certified ADS-B Out installations without antenna diversity. Where operationally appropriate, the supporting surveillance solution should meet the surveillance requirements of the intended ATS service and permit certified 1090ES installations without antenna diversity to satisfy low-level ADS-B Out equipage requirements, subject to applicable certification and equipage requirements. This approach would accommodate the broadest range of existing aircraft installations and reduce unnecessary equipage costs.

- Consider ADS-B designation of additional Class D and Class E airspace only where operationally justified. The Study does not support an automatic expansion of ADS-B requirements across all Class D and Class E controlled airspace, nor does it require a comprehensive review of every Class D and E volume. Individual areas should be assessed when an operational, infrastructure, or airspace-design need is identified, with ADS-B designation pursued through an Aeronautical Notice process where the assessment demonstrates an operational requirement for transponder airspace.

- Maintain access options for aircraft that are not equipped with ADS-B. Access to ADS-B airspace should be maintained for aircraft operating under applicable exemptions, while requests from aircraft that cannot reasonably or practically be equipped with ADS-B should continue to be considered. Depending on the airspace and service requirements, access may be granted subject to conditions to maintain the intended ATS service.

In addition to the proposal described above, NAV CANADA has identified the following related items that support the broader initiative, but do not themselves constitute proposed changes to the level of service:

- NAV CANADA should support FIS-B and TIS-B functionality as separate capabilities from ADS-B surveillance. FIS-B and TIS-B provide pilot-facing information capabilities that are distinct from the ADS-B Out requirements for ATS surveillance and are not prerequisites for ADS-B airspace. NAV CANADA should support opportunities for third-party development of these capabilities on 978 MHz, without committing to provide, operate, or assume responsibility for the resulting services. NAV CANADA should continue to manage its operational use of 1090 MHz within its ATS surveillance environment and establish any necessary operational limitations to protect spectrum capacity and surveillance performance.

- NAV CANADA should support the standardization and adoption of Electronic Conspicuity devices for aircraft not required to meet certified ADS-B Out surveillance requirements. Electronic Conspicuity (EC) devices may provide a lower-cost means of supporting air-to-air traffic awareness for aircraft and operations not required to meet certified ADS-B Out surveillance requirements; however, their effectiveness depends on equipment compatibility, and some EC devices may not detect or display one another. NAV CANADA should continue to support Transport Canada and industry in developing an EC framework that addresses compatibility and visibility gaps, supports pilot situational awareness and RPAS integration, while protecting ATS surveillance performance.

This Notice of Proposal, along with other information related to the review of air navigation services, is available on the NAV CANADA Level of Service studies website.

2. MAKING REPRESENTATIONS TO NAV CANADA

Pursuant to Section 15 of the ANS Act, persons interested in making representations to NAV CANADA regarding the Proposal contained in this Notice may do so in writing to:

NAV CANADA
Level of Service
151 Slater Street
Ottawa, ON K1P 5H3
Canada

By e-mail: studies.etudes@navcanada.ca

Representations must be received by NAV CANADA no later than the close of business on January 19, 2027.