

AERONAUTICAL INFORMATION CIRCULAR 10/23

NOTICE OF NEW FLIGHT PLANNING REQUIREMENT RELATED TO THE CANADIAN AUTOMATIC DEPENDENT SURVEILLANCE – BROADCAST MANDATE

Introduction

This aeronautical information circular (AIC) outlines new flight planning requirements related to the Canadian ADS-B mandate.

Background on Canada's ADS-B mandate

In February of 2022, Canada announced an automatic dependent surveillance – broadcast (ADS-B) performance requirements mandate for applicable Canadian domestic airspace.

ADS-B is an electronic surveillance technology on board an aircraft that automatically broadcasts flight information from the aircraft via a digital data link. The data is used by air traffic systems to depict the aircraft's position and altitude on situational displays.

The Canadian ADS-B mandate identifies that aircraft must broadcast these signals down to surveillance sensors on the surface of the earth as well as up to space-based sensors above the aircraft.

Details on affected airspace and the associated timelines for implementation of the Canadian ADS-B mandate are available in AIC 24/22 titled: *Notice of Updated Timeline for ADS-B Out Performance Requirements Mandate in Canadian Domestic Airspace*.

Equipment Identification on the Flight Plan

Aircraft operators entering ADS-B mandatory airspace must file the following ADS-B equipment 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

Including SUR/CANMANDATE in Item 18 will identify that the aircraft is equipped in accordance with the Canadian ADS-B mandate. Aircraft operators will need to include the appropriate B1 or B2 codes in Item 10 and are encouraged to begin including this new SUR/CANMANDATE equipment identification in Item 18 as soon as the aircraft is appropriately equipped, even if the flight does not plan to enter Canadian domestic airspace where ADS-B has been mandated.

Accommodation of Unequipped Aircraft

Since the Canadian ADS-B mandate was first announced, NAV CANADA and Transport Canada have worked closely to evaluate stakeholder feedback. Due to supply-chain limitations experienced in the context of the global pandemic, some customers have identified that they may not be able to meet the equipment requirements in time for the mandate effective date and, in some cases, they may require additional time to comply. To help this small number of customers bridge the gap, so long as system capacity permits, NAV

CANADA will strive to accommodate aircraft unable to transmit ADS-B in accordance with the Canadian ADS-B mandate, in a similar fashion as accommodations are handled today for aircraft without functioning transponders in transponder mandatory airspace. The three principles NAV CANADA will apply for ADS-B accommodation requests will be safety, type of ATC separation service available in a given airspace, and impacts to other airspace users.

Assessing ADS-B accommodation requests will be a manual process and will take time for each flight. NAV CANADA will need to assess alternative surveillance means for each flight and determine if all the affected air traffic control specialties will be able to adequately handle the procedural-separation needs of unequipped aircraft on requested routes and altitudes. To provide enough time to perform each of these assessments, NAV CANADA will require ADS-B accommodation requests to be submitted at least three business days in advance. ADS-B accommodation agreements for unequipped flights will generally be issued on a first-come first-served basis, although NAV CANADA will ensure that requests for unequipped priority flights (such as MEDEVAC, VIP, Rescue, etc) will be prioritized. Blanket accommodations may be made available to air operators with regularly scheduled flights.

NAV CANADA will always try to communicate the capability to accommodate the route and/or altitude as soon as possible, and in no case will it be later than four hours prior to the expected time of departure. In cases where routes and/or altitudes are not conducive to accommodate unequipped aircraft, NAV CANADA may be able to propose alternative flight planning options for the pilot to consider. For cases where NAV CANADA has agreed to accommodate a flight that is unequipped, details of what to include in Item 18 of the flight plan will be provided with the accommodation agreement.

ADS-B accommodation requests can be submitted online, and a weblink will be provided prior to August 2023.

In-flight accommodation requests will not be considered and, if traffic conditions or other operational circumstances change, NAV CANADA may need to rescind already agreed upon ADS-B accommodations.

Note: even if NAV CANADA agrees to accommodate a flight, NAV CANADA may still be required to file an Aviation Occurrence Report with Transport Canada identifying that an aircraft not equipped in accordance with the Canadian ADS-B mandate entered airspace where ADS-B is mandatory, and Transport Canada's enforcement team may follow up with the aircraft operator.

Accommodation of State Aircraft

Canadian State aircraft, as well as foreign State aircraft covered by diplomatic note or formal agreement, will not be required to provide advance notice and will automatically be accommodated by NAV CANADA. For these flights, the following entry will be required in Item 18 of the flight plan:

- SUR/CANADSBX

Unequipped foreign State aircraft not covered by a diplomatic note or formal agreement will be required to request accommodation in accordance with the procedure identified in the above section titled: *Accommodation of Unequipped Aircraft*.

Further Information

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