

Canada ADS-B Mandate

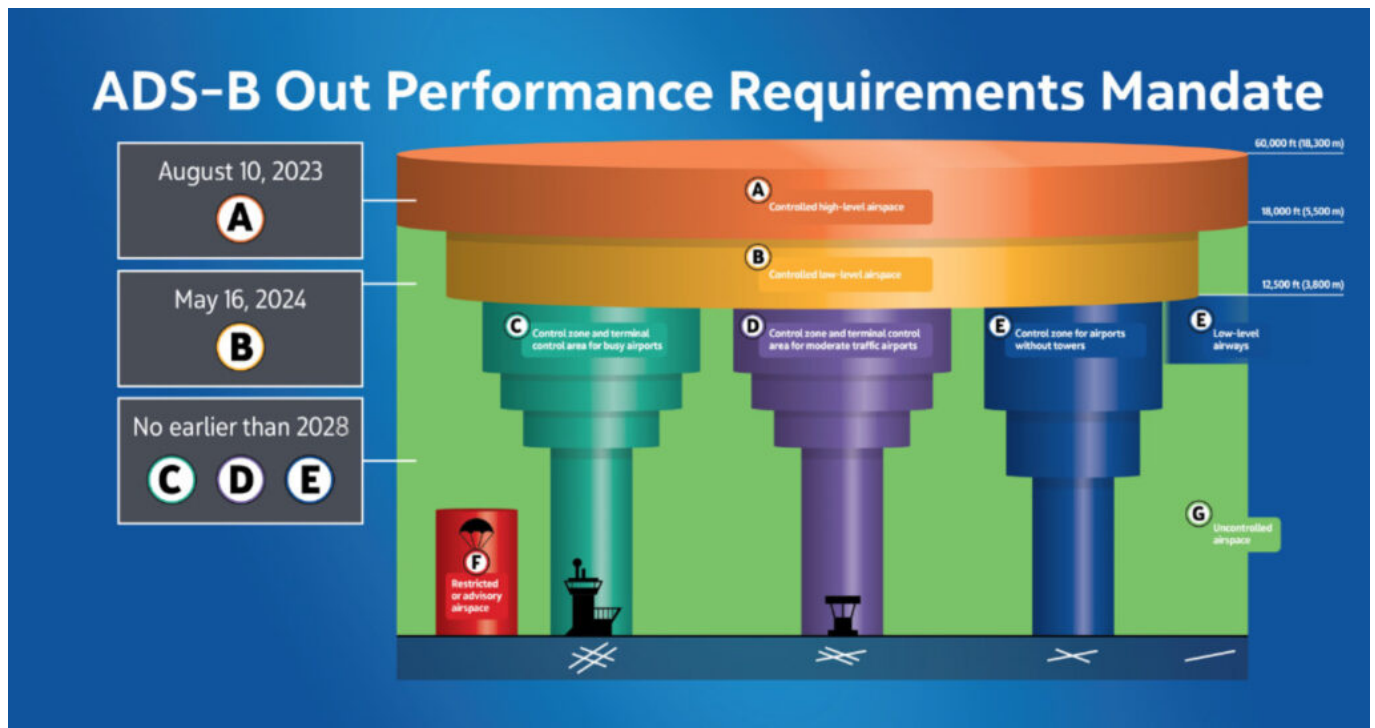
Chris Shieff

30 October, 2024



Key Points

- ADS-B became mandatory in Canadian **Class A airspace** in Aug 2023 (above FL180). It then became mandatory in **Class B airspace** (above FL125) in May 2024. Mandates in any **Class C, D and E airspace** will be determined no sooner than 2028.
- You need an antenna able to broadcast to ADS-B receivers both on the ground and in space, and you need to include some extra stuff on your flight plan.
- If you don't have ADS-B, you have to apply for an exemption online from NavCanada.



What equipment do I need?

- A transponder with **ADS-B out capability** that meet the minimum performance standards (or better) found in this fancy document. This needs to be attached to an antenna that can broadcast to ADS-B receivers both on the ground, and in space.
- You can also find more on this in section 551.103 of the **Canadian Aviation Regulations**.

Extra Flight Planning Requirements

- If you plan on entering airspace where the ADS-B mandate applies, there is some extra stuff you need to include in item 10b of your **ICAO flight plan** (assuming you have all the right gear on board).
- Use the code **B1** if you have ADS-B Out only, or **B2** if you have ADS-B In *and* Out.
- You'll also need to include **SUR/CANMANDATE** in item 18.
- **One other gotcha** - make sure the flight identification (flight number or aircraft reg) broadcast by your ADS-B equipment exactly matches the one used in item 7 of your flight plan. Lest there be trouble down the track!

My ride doesn't have this fanciness. What are my options?

- NavCanada will do their best to accommodate aircraft who don't have the right gear on board, in the same way they'll work to fit non-transponder equipped aircraft into transponder mandatory airspace.
- They'll assess each application on a **first-come, first-served basis**. It takes time to figure out behind the scenes, and so you'll need to ask **at least three business days** before your flight.
- There may also be suggested re-routes to make your request possible, along with special comments to include in Item 18 of your flight plan.

- **You can apply for an exemption online, here.** If you have a number of flights to operate, you can also submit a blanket request via service@navcanada.ca.

 ADS-B Accommodation Request Form

[Home](#) | [English](#) ▾

Aircraft operators and pilots who intend to operate aircraft that do not meet the Canadian ADS-B mandate within Class A airspace may submit a request for an accommodation using this form. Accommodations are intended for a single flight only and must be submitted 3 business days before flight. Accommodations will be based on the following principles: Safety of flight Air Traffic Services available in the affected airspace Impacts to other airspace users NAV CANADA will communicate the status of the accommodation via e-mail. More information is available at <https://www.navcanada.ca/en/aiceng202317.pdf>.



To enter mandated airspace without ADS-B, you'll need prior approval. Click the image above for that.

More Info

You can find that in the Canadian AIP (ENR 1.6.3), or even better – this page from NavCanada dedicated to the ADS-B Mandate. This includes a fairly extensive FAQ section at the bottom.

FAQ

What class of airspace is impacted as of May 16, 2024?

What are the equipment requirements effective May 16, 2024?

What are the flight planning requirements effective May 16, 2024?

What if I don't have the correct equipment?

How can I test my equipment to verify if it works with your system?

How can I request special accommodation if I won't have the correct equipment?

How can I get assistance with flight planning and/or the accommodation request form?

How can I get assistance if I am confused about my equipment and whether it conforms to the Mandate requirements?

What is the ADS-B Mandate?

Where can I find more information on the Canadian ADS-B Mandate?

When will implementation of the Canadian ADS-B mandate take effect?

Is antenna diversity a requirement?

How will the Canadian mandate differ from the FAA?

Why does Canada have different antenna performance requirements than the United States?

Who is responsible for the mandate?

Once the mandate is in effect, what will happen if an aircraft does not meet the equipment requirements?

Why is aircraft equipage so important?

What are the safety benefits?

How does this impact the general aviation community?

How does this impact the drone operator community?

When will we start to see the benefits of equipaging?

Will there be an extra cost for using ADS-B?

How will NAV CANADA ensure the implementation goes smoothly?

What is the ADS-B Exclusion List?

How to be removed from the ADS-B Exclusion List?

Have a question?

Please email service@navcanada.ca

 **Send us**

All your Canada ADS-B questions answered!