

### **ADS-B deferred under operator MEL**

If an air operator identifies ADS-B is inoperative immediately prior to flight (i.e.: MEL dispatch), the air operator should contact the Shift Manager/Air Traffic Flow Management office in the Area Control Centre that is anticipated to have first contact with the aircraft. The Shift Manager will coordinate a last-minute ADS-B accommodation for the air operator, and will identify what to file on the ATC flight plan in item 18 instead of the usual SUR/CANMANDATE. Air operators will only need to make this single call to NAV CANADA, and Shift Managers will advise any other relevant downstream Canadian ATC units.

Contact numbers for the Area Control Centers are listed in AIP CANADA ENR 1.9 – Air Traffic Flow Management, available here: <https://www.navcanada.ca/en/aeronautical-information/aip-canada.aspx> As always, any in-flight failures should be reported directly to the air traffic unit that is in communication with the aircraft, so that controllers can coordinate the remainder of the flight directly with the pilot.

(Note: if any flight will enter ADS-B mandatory airspace of another country, the air operator would need to contact that country separately).