Drone Pilot Association of Canada

WWW.DRONEPILOTASSOCIATIONOFCANADA.COM

DPAC NEWSLETTER

June 30-2026

OUR MISSION

To represent recreational and small commercial drone operators by promoting safety and a reasonable regulatory environment in Canada.

Here's a quarterly review of drone-related events and news across Canada from April to June 2026.

APRIL 2026

TRANSPORT CANADA DRONE ZONE ISSUE 6 PUBLISHED.

- **April 6 - Transport Canada's April drone bulletin** covered several operational/regulatory reminders: RPAS Safety Assurance Declarations under Standard 922, **why obstacle avoidance is not the same as a detect-and-avoid system**, training-provider and flight-review reminders**, foreign-pilot/SFOC-RPAS** guidance, **the new TC AIM edition**, **command-and-control link considerations for urban operations**, and ISED's C2/CNPC consultation. (Transport Canada)

AG SUMMIT 2026, CANADA

- **Ag Drone Summit 2026, Camrose, Alberta.** This was a **Canadian agriculture-drone event** for producers, agronomists, researchers, contractors, and regulators. It included indoor sessions, outdoor demos, and streams on livestock, vegetation management, crop sensing, remote sensing, spray quality, pesticide application, and data workflows. (agdronesummit.com)

TRANSPORT CANADA UPDATED ITS SUMMARY OF THE 2025 DRONE-REGULATION CHANGES.

- The page explained expanded rules for **medium-sized drones and certain BVLOS operations**, **new SFOC-RPAS fee categories**, and terminology such as "**populated area," "sparsely populated area**," "**visual observer**," and "**advertised event**." (Transport Canada)

NAV CANADA RELEASES MAJOR RPAS/AAM MARKET STUDY

- NAV CANADA projected Canadian RPAS and advanced air mobility **could grow from about 24,000 aircraft in 2024 to 507,000 by 2045.**

- The study projected **20x GDP contribution growth and 10x jobs growth by 2045.** (**NAV CANADA**)

KELOWNA AIRPORT DRONE-INCURSION WARNING

- Kelowna RCMP warned that **unauthorized drone activity continues to pose risk at Kelowna International Airport.**

- RCMP **reported five RPAS entered YLW controlled airspace in 2025** and reminded pilots of airport-distance, altitude, registration and certification rules. (**Royal Canadian Mounted Police**)

CONTRABAND SEIZED AT DONNACONA INSTITUTION, QUEBEC

- **CSC reported seizure of hashish, cannabis, tobacco and edged weapons. Estimated institutional value: $110,600.**
- Again, CSC did not confirm drone delivery in this specific release, but it is relevant to unlawful drone/contraband monitoring. (**Canada**)

NRC OTTAWA DRONE-TESTING PROJECT BEGAN.

- **The National Research Council announced drone testing at its Ottawa campus from April 27 to July 17**. Phase 1, from April 27–30, involved temporary fencing and scaffolding near building M-46. (nrc.canada.ca)

MAY 2026

CERRA "THE INTEGRATED EDGE" DRONE/ROBOTICS EVENT.

- **CERRA listed a May 2026 event titled *The Integrated Edge: Drones, Robotics and Interagency Command*, focused on better decisions, safer operations, and smarter emergency/public-safety response.** (cerracanada.ca)

NAV CANADA SELECTED INDRA FOR RPAS TRAFFIC-MANAGEMENT TECHNOLOGY.

- **NAV CANADA announced Indra Group as technology partner for its RPAS Flight Information Management System**, a step toward Canada's broader RPAS Traffic Management transformation. (NAV CANADA)

CANADA–UKRAINE DRONE-PRODUCTION ARRANGEMENT SIGNED.

- **Canada and Ukraine signed an arrangement at CANSEC in Ottawa to support production of Ukrainian uncrewed aerial systems in Canada**. The arrangement involved Ukrainian company Airlogix and Canadian Sentinel R&D, with drones intended to support Ukraine's defence needs. (Canada)

NRC OTTAWA DRONE-TEST PREPARATION PHASE.

- **The NRC project moved into Phase 2, involving boom-lift operations inside a fenced area and occasional wind-tunnel operation** before the June drone-flight-testing phase. (nrc.canada.ca)

TRANSPORT CANADA DRONE ZONE ISSUE 7

- Transport Canada reminded pilots about **giving way to aircraft, recency requirements, drone operating weight, SFOC-RPAS processing times and updated fees.**

- It also promoted the NAV CANADA market study and a survey on medium RPAS operations over 25–150 kg, closing May 31, 2026. (**Transport Canada**)

MORE CONTRABAND SEIZED AT COLLINS BAY INSTITUTION

- **CSC reported multiple packages containing tobacco, marijuana, crystal methamphetamine, drug paraphernalia and edged weapons. Estimated institutional value: $179,765.** (Canada)

MEDIUM RPAS CONSULTATION

- Transport Canada/NAV CANADA **sought operator input on medium RPAS operations over 25–150 kg, especially service needs in uncontrolled airspace**. This matters for larger commercial drones used in agriculture, inspection, cargo and industrial missions. (**Transport Canada**)

DRONES ACTIVITY NEAR WARKWORTH INSTITUTION

- **Two people from Quebec are facing multiple charges after Northumberland OPP responded to reports of suspicious drone activity near Warkworth Institution.**

- According to information released by the OPP, officers responded to the area on May 17th after receiving reports involving a drone near the correctional facility. Police located two individuals in the area.

  As part of the investigation, officers seized;
  - **a drone**
  - **cell phones**
  - **approximately 650 grams of suspected drugs, including cocaine, methamphetamine, and cannabis.**

- **The two individuals, both from Quebec, have been charged with multiple offences.** According to reports we have received from our readers, the names of the accused and the charges are:

- A drone pilot from Gatineau, Quebec, has been charged with: mischief for allegedly obstructing, interrupting, or interfering with the lawful use, enjoyment, or operation of property. He is also charged with possession of a Schedule I substance for the purpose of trafficking and delivering contraband to, or receiving contraband from, an inmate.

- A drone pilot from Montreal, Quebec, is also facing the same charges. Seizures of contraband and unauthorized items at Warkworth Institution - Canada.ca

ONTARIO RESTRICTING GOVERNMENT USE OF CHINESE-MADE DRONES

As part of the government's plan to protect provincial data and enhance security across the province, **Ontario is bringing in new restrictions on the use and purchase of Chinese-made drones by the government and the Ontario Provincial Police (OPP), beginning with an immediate ban on the use of Chinese drones for highly sensitive OPP operations.**

As part of this initiative, work is also underway **to phase out broader government use of Chinese-made drones and replace them with those manufactured in Canada and other approved jurisdictions**, consistent with the provincial Buy Ontario policy, while ensuring critical frontline operations continue without interruption.

"**Now more than ever, it is critical that we are protecting our province's data and safeguarding our security against bad actors**," said Minister of Public and Business Service Delivery and Procurement, Stephen Crawford. "Banning government use and future purchases of Chinese-made drones is another important step in our plan to protect Ontario and better leverage Canada's world-class drone manufacturing sector."

Under current Chinese law, companies incorporated in China may be required to disclose data, even if that data is stored outside the country. This raises security concerns about Chinese-made drones, which could possibly access or store sensitive information. To address these risks, the province is taking action to ban the future procurement of Chinese-made drones by the government and the OPP and begin phasing out those currently in use without interrupting or compromising any critical frontline service work.

If approved, this updated policy **will align Ontario with the approach taken by numerous other government organizations, including the Canadian Armed Forces, Royal Canadian Mounted Police and the United States Federal Communications Commission, which have all already taken steps to restrict or limit the use of Chinese-made drones.**

"**Police services across Ontario rely on drones to support critical operations and protect public safety, but we cannot ignore growing security and privacy concerns tied to foreign-made technology,"** said Solicitor General Michael Kerzner. "That's why our government is exploring options to address potential security risks while ensuring police have access to the modern, reliable tools they need to help protect Ontario communities." Ontario Restricting Government Use of Chinese-Made Drones | Ontario Newsroom

EXPECTED HIGHER ENFORCEMENT RISK AROUND SPECIAL EVENTS AND WILDFIRES

Transport Canada's May bulletin emphasizes drone pilots must give **way to aircraft and follow restrictions, while RCMP messaging highlights penalties up to $5,000 for certain drone-related aviation offences.** (**transport canada**)

JUNE 2026

2026 FIFA WORLD CUP – CANADIAN DRONE RESTRICTIONS AND ENFORCEMENT OPERATIONS (TORONTO & VANCOUVER)

Period: April–July 2026

- As Canada prepared to co-host the 2026 FIFA World Cup**, federal, provincial, municipal and aviation authorities implemented one of the largest coordinated drone security operations ever conducted in the country.** The operation was designed to protect players, spectators, critical infrastructure, and dignitaries attending matches in Toronto and Vancouver.

PLANNING AND SECURITY PREPARATION (APRIL–MAY 2026)

- **The Government of Canada announced up to $145 million in additional security funding dedicated to FIFA World Cup operations.**

- **Funding was allocated primarily to Toronto and Vancouver to support integrated policing, aviation security, counter-drone capabilities, emergency response, and public safety operations.**

- Planning involved coordination among:
    - Public Safety Canada
    - Transport Canada
    - NAV CANADA
    - Royal Canadian Mounted Police (RCMP)
    - Toronto Police Service
    - Vancouver Police Department
    - Local emergency management organizations
    - Municipal governments
    - (**Reuters**)

AIRSPACE RESTRICTIONS

- **Beginning June 10, 2026, NAV CANADA published Aeronautical Information Circulars (AICs) and associated NOTAMs establishing temporary flight restrictions surrounding FIFA venues.**
- Restricted areas included:
    - Toronto
    - BMO Field
    - Fort York FanFest
    - Centennial Park
    - Downsview Park
    - Nottawasaga Resort (training site)
    - Vancouver
    - BC Place Stadium
    - Pacific National Exhibition (PNE)
    - Killarney Park
    - University of British Columbia (UBC) training areas
- The restrictions remained in force throughout much of the Canadian portion of the tournament, extending into early July, and prohibited unauthorized drone operations within designated protected airspace below specified altitudes.
- (**Wikipedia**)

PUBLIC AWARENESS CAMPAIGN

Prior to the opening matches:

- **Vancouver Police issued public warnings reminding drone operators that stadiums, fan zones, training sites, and event venues were designated no-drone zones during the tournament.**
- Authorities emphasized that even recreational drone flights could interfere with police aviation, emergency response aircraft, television broadcasting helicopters, and security operations.
- **Drone pilots were advised to review NOTAMs before every flight.**

INITIAL ENFORCEMENT ACTIONS

- During the FIFA World Cup Countdown Concert at Fort York and The Bentway in Toronto:
  - **Toronto Police intercepted unauthorized drones operating within restricted airspace.**
  - **Two operators were charged under the Canadian Aviation Regulations following separate incidents.**
  - **These represented the first publicly reported enforcement actions during the tournament.**

CONTINUED ENFORCEMENT DURING TOURNAMENT MATCHES

As tournament play progressed:

- **Additional unauthorized drones were intercepted near BMO Field during Canada's World Cup match against Bosnia and Herzegovina.**
- **Police laid additional charges against operators for violating temporary flight restrictions and aviation safety regulations.**
- **Authorities noted that counter-drone detection systems were actively monitoring protected airspace throughout the event.**

ENFORCEMENT STATISTICS

By late June:

- **Toronto Police reported intercepting 14 unauthorized drones around FIFA-designated venues.**
- **Fourteen individuals had been charged under the Canadian Aviation Regulations.**
- **An additional operator was later charged following a reckless drone operation near Exhibition Place.**
- **Officials stated that the enforcement campaign demonstrated a zero-tolerance approach toward unauthorized RPAS operations during international sporting events.**

OPERATIONAL SIGNIFICANCE

The FIFA World Cup represented Canada's most extensive drone-security operation to date. Authorities employed:

- Temporary restricted airspace (NOTAMs)
- Integrated police and aviation coordination
- Counter-drone detection technology
- Public education campaigns
- Rapid enforcement under the Canadian Aviation Regulations

The operation serves as a model for future major events hosted in Canada, demonstrating the increasing role of RPAS detection and enforcement in protecting large public gatherings.

NRC OTTAWA DRONE FLIGHT TESTING.

- **NRC's Phase 3 involved drone flight testing inside a fenced area at its Ottawa campus,** between 8 a.m. and 5 p.m.; NRC noted drones might be visible on the premises. (nrc.canada.ca)

VANCOUVER ISLAND SAR DRONE USE IN INJURED-HIKER RESPONSE.

- **A search-and-rescue crew on Vancouver Island reportedly used a drone during a response to an injured hiker, including using it to help return gear to base after the rescue.** (Global News)

VANCOUVER POLICE "DRONE AS FIRST RESPONDER" PROGRAM.

- **Vancouver Police launched a Canadian first-responder drone program using Skydio X10 drones. Reporting said the program had Transport Canada approval and would allow rooftop drone deployment and live video feeds when activated by a pilot.** (Global News)

CANADA CONDEMNED RUSSIA'S THREATS OVER THE CANADA–UKRAINE DRONE DEAL.

- After the May 29 Airlogix–Sentinel drone-production arrangement, Russia criticized the deal and threatened to disclose information about Canadian production sites. Canada condemned the threats and defended the drone-production partnership. (Global News)

TRANSPORT CANADA UPDATED FOREIGN-PILOT DRONE GUIDANCE.

- **Transport Canada clarified that foreign pilots flying drones 250 g or more in Canada need a Canadian drone pilot certificate, even if they are authorized in their home country,** and explained when foreign pilots/operators need an SFOC-RPAS. (Transport Canada)

HEALTH CANADA AGRICULTURAL SPRAY-DRONE UPDATE.

- **Health Canada issued a letter of no objection allowing drones/RPAS to apply pest-control products already registered for conventional aerial application, creating an interim pathway for spray-drone use;** farm media noted that provincial rules, especially Ontario's, still matter. (The Western Producer)

ROAR EAST 2026, NORTH YORK/TORONTO.

- **ROAR East brought together Canada's public-safety and industrial robotics/drone communities for live demos, expert panels, and workshops at York University.** (roarconference.ca

CANADIAN DRONE PILOT REGULATORY

TRANSPORT CANADA PROPOSES REMOTE ID, CBO RULES, AND RPAS-SPECIFIC AIRSPACE TOOLS

Transport Canada is proposing a major update to Canada's RPAS rules focused on three areas:

- **Remote Identification**
- **Community-Based Organizations for recreational and model aircraft operations**
- **Designated RPAS airspace, geo-zones, and geo-awareness**

These changes are aimed at preparing Canada for more complex drone operations, including expanded BVLOS, higher-volume RPAS activity, and future RPAS Traffic Management.

The proposal is not yet final law. It is a Notice of Proposed Amendment, with a consultation period open until **September 9, 2026**.

1. REMOTE ID: CANADA IS MOVING TOWARD ELECTRONIC VISIBILITY FOR DRONES

Transport Canada proposes that RPA weighing 250 g up to 150 kg would need to comply with Remote ID requirements.

This would affect pilots conducting:

- **Basic operations**
- **Advanced operations**
- **Level 1 Complex operations**

Remote ID would allow an RPAS or Remote ID module to transmit identification and position-related information.

The proposed minimum message elements include:

- **RPA identity, such as the manufacturer serial number or broadcast module serial number**
- **Control station latitude, longitude, and altitude**
- **RPA latitude, longitude, and altitude**
- **Timestamp**

Pilots would need to confirm that Remote ID is working before and during flight.

If Remote ID stops working during flight, the pilot would be expected to land as soon as feasible.

Tampering with Remote ID would be prohibited.

When buying or upgrading a drone, pilots should start checking whether the aircraft or module can support Remote ID.

Older drones and homebuilt aircraft may face more complexity, especially if they are 250 g or heavier.

Pilots who fly in specialized situations where Remote ID would interfere with the operation may need an SFOC pathway.

2. BROADCAST VS NETWORK REMOTE ID:

Broadcast Remote ID sends information locally using technologies such as Wi-Fi or Bluetooth.

The advantage of Broadcast Remote ID is that it does not depend on cellular or internet coverage.

The limitation is range. Transport Canada notes that some systems may transmit only about 200 feet, while others may reach a few kilometres.

Network Remote ID sends information through a network such as cellular, 4G, 5G, satellite, or another internet-based system.

The advantage of Network Remote ID is broader coverage where connectivity exists.
The limitation is that it does not work reliably where networks are unavailable, which is a major Canadian concern in rural, northern, and remote regions.

Broadcast Remote ID is likely the more realistic baseline for many Canadian pilots. Network Remote ID may become more important for future BVLOS and RPAS Traffic Management, especially in controlled or higher-density environments. Remote ID is not a detect-and-avoid system. It should not be treated as a collision-avoidance tool.

3. ADS-B IS NOT THE ANSWER FOR SMALL AND MEDIUM DRONES

Transport Canada does not encourage ADS-B for small and medium RPA.
The reason is first-principles practical: if large numbers of drones used ADS-B, the system could become overloaded.

ADS-B is designed for conventional aviation needs, not for mass low-altitude RPAS identification.

Do not assume that “more visibility technology” automatically means ADS-B. Transport Canada is clearly separating Remote ID from conventional aircraft e-conspicuity systems.

4. MANUFACTURERS AND REMOTE ID MODULES WILL NEED DECLARATIONS

Manufacturers of RPAS requiring Remote ID would need to submit a declaration to Transport Canada before the product could be used where Remote ID is required.

Manufacturers of Broadcast Remote ID modules would also need to submit declarations.

Transport Canada points to ASTM F3411 as an example of an acceptable Remote ID standard.

The existing Transport Canada list of drones with safety declarations could be updated to include Remote ID status.

Expect a future where pilots check not only whether a drone is registered or safety-assured, but also whether it has a Remote ID declaration.
Before spending money on a drone or module, pilots should verify Canadian compliance, not just U.S. or European compliance.

5. PRIVACY: PUBLIC VISIBILITY, BUT NOT PUBLIC PERSONAL IDENTITY

Transport Canada is considering an approach similar to the U.S. and EU.

The public could access Remote ID information through a third-party app.

However, only Transport Canada would have access to the registration and identity information linked to Remote ID data.

A public app would not provide personal identifying information such as the pilot's name.

Remote ID is about accountability and enforcement, but Transport Canada appears to be trying to avoid making pilot identity directly public.
The privacy concern is still real and worth commenting on during consultation, especially for operators working near sensitive sites, private clients, or critical infrastructure.

6. COMMUNITY-BASED ORGANIZATIONS: A PROPOSED PATHWAY FOR CLUBS AND MODEL AIRCRAFT GROUPS

Transport Canada proposes a **Community-Based Organization** model for recreational and educational RPAS organizations.

This is aimed especially at model aircraft organizations and recreational groups that operate at fixed sites and already have safety procedures.

A CBO could apply to Transport Canada for recognition and provide:

- Description of the organization
- Nature of member activities
- Typical operations
- Part IX provisions that create operational difficulty
- Safety and operating procedures
- Oversight structure
- Incident reporting process
- Member competency requirements
- Membership numbers
- A national or regional responsible contact

Once approved, a CBO could declare fixed sites where members may operate under CBO procedures instead of some standard Part IX rules.

Operations that may become possible at CBO fixed sites

- **Operating above 400 feet in uncontrolled airspace, subject to a likely altitude cap**
- **FPV operations without a visual observer**
- **Operating RPA above 25 kg, likely up to 35 kg, with a Basic RPAS Pilot Certificate**
- **Operating near airports and heliports with a Basic certificate**
- **Operating in controlled airspace with a Basic RPAS Pilot Certificate**
- **Operating without Remote ID at approved fixed sites**
- **Hosting advertised events and foreign operators without SFOCs**

This could be very important for model aircraft clubs, FPV groups, and recreational pilots.

The flexibility would likely be tied to fixed sites, documented procedures, responsible people, and Transport Canada oversight.

CBO status is not a free-for-all exemption. It is a structured alternative safety model.

7. CBO FIXED SITES WOULD COME WITH OBLIGATIONS

A CBO fixed site would need a responsible authority.
The site declaration would include:

- **Coordinates**
- **Requested operating parameters**
- **Maximum altitude, if above 400 feet in uncontrolled airspace**
- **Operating times, especially in controlled airspace**
- **Proof of consultation**
- **Contact information for the responsible site authority**
- **Fixed site declarations would be valid for 48 months and subject to renewal.**

CBOs would need to keep documentation available for Transport Canada oversight or enforcement.

Transport Canada is considering requiring consultation with:

- **The public**
- **Local land-use authorities**
- **Authorities responsible for protected areas**
- **NAV CANADA, if in controlled airspace**
- **Nearby aerodrome operators, depending on distance**
- **Notice may need to be given at least 30 days before opening a fixed site.**

Clubs should start documenting their existing safety practices now.
Site maps, member rules, incident reporting, contact persons, and local consultation records could become valuable.

8. DESIGNATED RPAS AIRSPACE: NEW LOW-ALTITUDE TOOLS FOR DRONE-SPECIFIC RESTRICTIONS

Transport Canada proposes creating designated RPAS airspace.
This would allow Transport Canada to create RPAS-specific restrictions, conditions, caution areas, equipment requirements, or future RTM-related notices.

This airspace would usually apply to very low-level airspace, typically 400 feet AGL and below.

It would not replace Class A to G airspace.

It would not make the airspace “RPAS-only.”

It would not remove the need for controlled airspace authorization where that authorization is otherwise required.

Current tools are not well suited for drone-specific restrictions.
Using Class F airspace for every RPAS restriction could overload aviation charts with low-altitude drone-only information.

Section 5.1 of the Aeronautics Act is temporary in nature, while Transport Canada wants more tailored tools for both temporary and permanent RPAS restrictions.
Drone pilots should expect more digital, drone-specific airspace information in the future.
Pre-flight planning may depend more heavily on official digital geo-zone data.

9. GEO-ZONES: DRONE AIRSPACE DATA IN A DIGITAL FORMAT

RPAS geo-zones would represent designated RPAS airspace in a standardized digital geographic format.
The goal is to distribute this information digitally and in near real time to RPAS pilots and operators.
Geo-zones could communicate:

- **Prohibited areas**
- **Restricted areas**
- **Operating conditions**
- **Caution areas**
- **Equipment requirements**
- **Future RPAS Traffic Management services**

Geo-zones are not just a map layer. They are the digital delivery mechanism for drone-specific airspace rules.

Pilots should become comfortable using official digital planning tools rather than relying only on static charts, PDFs, or manufacturer maps.

10. GEO-AWARENESS: YOUR CONTROL STATION MAY NEED TO ALERT YOU

Transport Canada proposes that manufacturers of RPAS models capable of displaying airspace data would need to support geo-awareness.

Geo-awareness would help pilots understand their location in relation to airspace restrictions.

Compatible systems would need to:

- **Alert pilots to potential or actual airspace breaches**
- **Use accurate, complete, current, and correctly depicted airspace data**
- **Display geo-zone datasets provided by Transport Canada or NAV CANADA**
- **Avoid tampering with official airspace data**
- **Transport Canada recognizes that not all RPAS can support this, especially older drones and many model aircraft.**

This is not necessarily a requirement that every drone be retrofitted.

The obligation appears aimed at drones already capable of displaying and using airspace data.

Pilots should be cautious about relying on manufacturer geofencing data if it is based on incomplete or unofficial sources.

11. WHY TRANSPORT CANADA IS PROPOSING THESE CHANGES

RPAS registrations surpassed 116,000 in Canada in 2025.

RPAS are increasingly used in agriculture, mining, inspection, conservation, research, law enforcement, firefighting, media, real estate, recreation, FPV racing, and model aviation.

Existing RPAS rules rely partly on separating drones from conventional aviation, such as keeping most operations below 400 feet AGL and requiring controlled airspace authorization.

As Canada moves toward more complex BVLOS, populated-area operations, and higher traffic volumes, Transport Canada wants:

- **Better identification**
- **Better airspace communication**
- **Better enforcement tools**
- **Better public trust**
- **Better preparation for RPAS Traffic Management**

This proposal is less about today's casual VLOS flight and more about building the regulatory plumbing for tomorrow's higher-volume drone ecosystem.

Transport Canada Announces Important Drone Rule Changes: Let's Discuss!