

Transport Canada
Fees Report
Fiscal year 2020–21

The Honourable Omar Alghabra
Minister of Transport

© Her Majesty the Queen in Right of Canada, represented by the Minister Transport, 2021

Catalogue No. T1-31E-PDF

ISSN 2562-4350

This document is available on the Government of Canada website at www.canada.ca.

This document is available in alternative formats upon request.

Table of contents

Transport Canada Fees Report Fiscal year 2020–21.....	i
Minister’s message	5
About this report	7
Remissions	8
Overall totals, by fee-setting mechanism	8
Totals, by fee grouping, for fees set by act, regulation or fees notice	9
Details on each fee set by act, regulation or fees notice	14
Endnotes.....	188

Minister's message

I am pleased to present Transport Canada's report on fees for the 2020-21 fiscal year. This is the department's fourth annual report under the *Service Fees Act*, and my first since being named Minister of Transport.



This report provides details on all fees charged by Transport Canada and information on revenues from contracts. The *Service Fees Act* and its reporting regime are part of a wider Government of Canada commitment to openness and transparency.

The global COVID-19 pandemic was undoubtedly the most significant factor affecting transportation in Canada over the 2020-21 fiscal year. Transport Canada's primary focus throughout the year was protecting Canadians from COVID-19.

As we continue to review fees, we are considering the economic impacts of the global pandemic and the recovery of the transportation sector.

Transport Canada remains dedicated to promoting a safe and secure, efficient, and environmentally responsible transportation system.

Service Fees support the sustainability and quality of the services provided by Transport Canada.

The Honourable Omar Alghabra,
Minister of Transport

About this report

This report, which is tabled under section 20 of the *Service Fees Act*ⁱ, including the *Low-Materiality Fees Regulations*ⁱⁱ and subsection 4.2.8 of the *Directive on Charging and Special Financial Authorities*ⁱⁱⁱ, contains information about the fees that Transport Canada had the authority to set in 2020–21.¹

Government of Canada departments may set fees for services, licences, permits, products, the use of facilities, for other authorizations of rights or privileges, or to recover, in whole or in part, costs incurred in relation to a regulatory scheme.

For reporting purposes, fees must be categorized under the following three fee-setting mechanisms:

1. Act, regulation or fees notice
 - An act of Parliament delegates the fee-setting authority to a department, minister or Governor in Council.
2. Contract
 - Ministers have the authority to enter into contracts, which are usually negotiated between the minister and an individual or organization, and which cover fees and other terms and conditions. In some cases, that authority may also be provided by an act of Parliament.
3. Market rate or auction
 - The authority to set these fees is pursuant to an act of Parliament or regulation, and the minister, department or Governor in Council has no control over the fee amount.

This report contains information about all fees that are under Transport Canada's authority. The report also includes any fees that are collected by another department.

The information covers fees subject to the *Service Fees Act* and fees that are exempted from the *Service Fees Act*.

For fees set by contract and fees set by market rate or auction, the report provides totals only. For fees set by act, regulation or fees notice, the report provides totals for fee groupings, as well as detailed information for each fee.

Although the fees that Transport Canada charges under the *Access to Information Act*^{iv} were subject to the *Service Fees Act*, they are not included in this report. Information on Transport Canada's access to information fees for 2020–21 can be found in our access to

1. All years presented in this manner refer to fiscal years.

information report, which is posted on our Web page: [Transport Canada Access to Information and Privacy website^v](#).

Remissions

This report does not include remissions issued under the authority of the *Service Fees Act*, since this requirement took effect on April 1, 2021. Remissions issued under the *Service Fees Act* will be reported for the first time, as applicable, in the 2021–22 Fees Report, which will be published in 2022–23.

The *Service Fees Act* requires departments to remit a fee, in part or in full, to a fee payer when a service standard is deemed not met. Under the *Service Fees Act* and the *Directive on Charging and Special Financial Authorities*, departments had to develop policies and procedures for determining:

- whether a service standard has been met
- how much of a fee will be remitted to a fee payer if a service standard is deemed not met

The Transport Canada remission policy and procedures were made available to the public as of April 1, 2021, and can be found on the following web page: [Transport Canada's Policy on remissions^{vi}](#).

For Transport Canada, no remissions related to fees were issued in 2020-2021.

Overall totals, by fee-setting mechanism

The following table presents the total revenue, cost and remissions for all fees that Transport Canada had the authority to set in 2020–21, by fee-setting mechanism.

Overall totals for 2020–21, by fee-setting mechanism

Fee-setting mechanism	Revenue (\$)	Cost (\$)	Remissions (\$)
Fees set by contract	2,951,330	4,171,847	Remissions do not apply to fees set by contract.
Fees set by either market rate or auction	0	0	0
Fees set by act, regulation or fees notice	24,190,079	189,191,320	0

Fee-setting mechanism	Revenue (\$)	Cost (\$)	Remissions (\$)
Total	27,141,410	193,363,168	0

Totals, by fee grouping, for fees set by act, regulation or fees notice

The following section presents, for each fee grouping, the total revenue, cost and remissions for all fees that Transport Canada had the authority to set in 2020–21 that are set by any of the following:

- act
- regulation
- fees notice

A fee grouping is a set of fees relating to a single business line, directorate or program that a department had the authority to set for those activities.

CAR 104.04 – Processing of Applications outside of Canada: totals for 2020-21

Fee grouping	CAR 104.04 – Processing of Applications outside of Canada		
Revenue (\$)	Cost (\$)	Remissions (\$)	
165,823	165,823	0	

Civil Aviation Schedule I – General: totals for 2020-21

Fee grouping	Civil Aviation Schedule I – General		
Revenue (\$)	Cost (\$)	Remissions (\$)	
30,790	2,249,470	0	

Civil Aviation Schedule II – Aircraft Registration: totals for 2020-21

Fee grouping	Civil Aviation Schedule II – Aircraft Registration		
Revenue (\$)	Cost (\$)	Remissions (\$)	
627,050	2,868,812	0	

Civil Aviation Schedule III – Aircraft Leasing: totals for 2020-21

Fee grouping	Civil Aviation Schedule III – Aircraft Leasing	
Revenue (\$)	Cost (\$)	Remissions (\$)
34,536	71,213	0

Civil Aviation Schedule IV – Personnel Licensing and Training: totals for 2020-21

Fee grouping	Civil Aviation Schedule IV – Personnel Licensing and Training	
Revenue (\$)	Cost (\$)	Remissions (\$)
2,826,141	16,483,116	0

Civil Aviation Schedule V – Aeronautical Product Approvals: totals for 2020-21

Fee grouping	Civil Aviation Schedule V – Aeronautical Product Approvals	
Revenue (\$)	Cost (\$)	Remissions (\$)
762,118	11,990,803	0

Civil Aviation Schedule VI – Maintenance and Manufacturing: totals for 2020-21

Fee grouping	Civil Aviation Schedule VI – Maintenance and Manufacturing	
Revenue (\$)	Cost (\$)	Remissions (\$)
476,026	9,463,538	0

Civil Aviation Schedule VII – Air Operations: totals for 2020-21

Fee grouping	Civil Aviation Schedule VII – Air Operations	
Revenue (\$)	Cost (\$)	Remissions (\$)
497,553	19,035,324	0

Blanc-Sablon Airport: totals for 2020-21

Fee grouping	Blanc-Sablon Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
176,263	1,998,826	0

Churchill Airport: totals for 2020-21

Fee grouping	Churchill Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
209,886	3,985,833	0

Eastmain River Airport: totals for 2020-21

Fee grouping	Eastmain River Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
39,536	2,715,673	0

Havre Saint-Pierre Airport: totals for 2020-21

Fee grouping	Havre Saint-Pierre Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
106,896	1,723,532	0

Îles-de-la-Madeleine Airport: totals for 2020-21

Fee grouping	Îles-de-la-Madeleine Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
302,569	2,679,778	0

Penticton Airport: totals for 2020-21

Fee grouping	Penticton Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
273,523	4,037,892	0

Port Hardy Airport: totals for 2020-21

Fee grouping	Port Hardy Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
94,690	2,994,003	0

Sandspit Airport: totals for 2020-21

Fee grouping	Sandspit Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
37,693	2,886,159	0

Sept-Îles Airport: totals for 2020-21

Fee grouping	Sept-Îles Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
984,354	8,497,515	0

St Anthony Airport: totals for 2020-21

Fee grouping	St Anthony Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
352,086	2,918,551	0

Wabush Airport: totals for 2020-21

Fee grouping	Wabush Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
1,584,951	9,359,035	0

Waskaganish Airport: totals for 2020-21

Fee grouping	Waskaganish Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
85,967	2,042,681	0

Wemindjii Airport: totals for 2020-21

Fee grouping	Wemindjii Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
55,660	1,221,006	0

Victoria Airport: totals for 2020-21

Fee grouping	Victoria Airport	
Revenue (\$)	Cost (\$)	Remissions (\$)
0	994,120	0

Domestic Vessel Regulatory Oversight: totals for 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight	
Revenue (\$)	Cost (\$)	Remissions (\$)
3,383,799	19,890,660	0

Marine Cargo: totals for 2020-21

Fee grouping	Marine Cargo	
Revenue (\$)	Cost (\$)	Remissions (\$)
4,958,410	8,942,790	0

Marine Personnel: totals for 2020-21

Fee grouping	Marine Personnel	
Revenue (\$)	Cost (\$)	Remissions (\$)
308,665	24,301,864	0

Vessel Registry: totals for 2020-21

Fee grouping	Vessel Registry	
Revenue (\$)	Cost (\$)	Remissions (\$)
1,086,952	4,541,336	0

Port State Control Follow-up Inspection: totals for 2020-21

Fee grouping	Port State Control Follow-up Inspection	
Revenue (\$)	Cost (\$)	Remissions (\$)
43,047	270,690	0

Marine Pilotage administrative charge: totals for 2020-21

Fee grouping	Marine Pilotage administrative charge	
Revenue (\$)	Cost (\$)	Remissions (\$)
917,401	2,010,967	0

Public Ports: totals for 2020-21

Fee grouping	Public Ports	
Revenue (\$)	Cost (\$)	Remissions (\$)
3,767,693	18,850,310	0

Details on each fee set by act, regulation or fees notice

This section provides detailed information on each fee that Transport Canada had the authority to set in 2020–21 and that was set by any of the following:

- act
- regulation
- fees notice

The complete list of Transport Canada’s fees is available on the department’s [website](#).^{vii}

Fee grouping	Civil Aviation Schedule I – General
Fee	Replacement of a mutilated, lost or destroyed Canadian aviation document
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	10 working days. Actual processing times can vary depending on the complexity and completeness of the request.
Performance result	Service Standard met for 613 of the 816 fee(s) charged

Fee grouping	Civil Aviation Schedule I – General
---------------------	-------------------------------------

Fee	Issuance of a ministerial exemption under subsection 5.9(2) of the Aeronautics Act
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	90 working days. Actual processing times can vary depending on the complexity and completeness of the request.
Performance result	Service Standard met for 25 of the 46 fee(s) charged

Fee grouping	Civil Aviation Schedule I – General
Fee	Issuance, in response to a request by industry, of an evaluation or authorization of industry training products
	Provision of a response to a request by the public for aircraft history
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	No service standard for this fee
Performance result	The fees did not have an established service standard

Fee grouping	Civil Aviation Schedule II – Aircraft Registration
Fee	Issuance of a certificate of registration, in respect of a small remotely piloted aircraft registration
	Reservation of a registration mark
	Issuance or reservation of a special aircraft registration mark
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	10 working days. Actual processing times can vary depending on the complexity and completeness of the request.

Performance result	Service Standard met for 22967 of the 23044 fee(s) charged
---------------------------	--

Fee grouping	Civil Aviation Schedule II – Aircraft Registration
Fee	Issuance of a certificate of registration, in respect of a provisional or temporary registration
	Issuance of a certificate of registration, in respect of an amendment to a certificate, other than a change of address
	Issuance of a certificate of registration, in respect of a continuing registration
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	60 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 3199 of the 3448 fee(s) charged

Fee grouping	Civil Aviation Schedule III – Aircraft Leasing
Fee	Issuance of an authorization permitting the operation of an aircraft as part of a leasing operation, to a Canadian air operator that leases a Canadian commercial aircraft from another Canadian air operator [CAR 203.02(1)(a)]
	Issuance of an authorization permitting the operation of an aircraft as part of a leasing operation, to a Canadian air operator that leases an aircraft that is registered in a foreign state [CAR 203.02(1)(c)]
	Issuance of an authorization permitting the operation of an aircraft as part of a leasing operation, to a foreign air operator that leases a Canadian commercial aircraft from a Canadian air operator or Canadian aircraft manufacturer [CAR 203.02(1)(b) and (d)]
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	20 working days. Actual processing times can vary depending on the complexity and completeness of the request.
Performance result	Service Standard met for 18 of the 25 fee(s) charged

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Conduct of the taking or retaking of an examination for a flight reviewer rating

	Conduct of the taking or retaking of an examination for a pilot certificate — small remotely piloted aircraft (VLOS)
	Issuance of a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations
	Issuance of a temporary license, permit or medical certificate at the request of the applicant or holder
	Issuance of an extension to the validity period of an instrument rating, a flight instructor rating or a medical certificate
	Approval of an amendment to a flight training unit operator certificate or to an operations specification
	Endorsement of a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations with a flight reviewer rating
	Reinstatement of a suspended flight training unit operator certificate or operations specification
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	10 working days. Actual processing times can vary depending on the complexity and completeness of the request.
Performance result	Service Standard met for 41129 of the 41277 fee(s) charged

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Conduct, by an employee of the Department of Transport, of the writing or rewriting of each technical examination for the issuance of an aircraft maintenance engineer license
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	10 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to situations where the Department of Transport must schedule an appointment for the writing of an exam at the request of an applicant. Under all other situations, applicants can write their exams in person at a local TCC and obtain their results within the same day.
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Issuance of an approved training organization certificate to an organization providing aircraft maintenance engineer training (CAR 403.08)

Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	120 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 3 of the 3 fee(s) charged

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Endorsement of an aircraft maintenance engineer license with an additional rating
	Issuance of a foreign license validation certificate (CAR 401.07)
	Renewal of an aircraft maintenance engineer license
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	20 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 2759 of the 2947 fee(s) charged

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Conduct, by an employee of the Department of Transport, of the writing or rewriting of the Transport Canada regulatory requirements examination for the issuance of an aircraft maintenance engineer license
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year introduced	1996
Last year fee-setting authority was amended	2019
Service standard	20 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to situations where the Department of Transport must schedule an appointment for the writing of an exam at the request of an applicant. Under all other situations, applicants can write their exams in person at a local TCC and obtain their results within the same day
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Conduct of the writing or rewriting of a supplementary examination for a flight crew license
	Conduct of the writing or rewriting of an examination for a flight crew permit, rating or endorsement, or for recency requirements
	Conduct, by an employee of the Department of Transport, of a practical test (CAR 404.05)
	Conduct, by an employee of the Department of Transport, of the writing or rewriting of an examination for a flight crew license
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	30 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to situations where the Department of Transport must schedule an appointment for the writing of an exam at the request of an applicant. Under all other situations, applicants can write their exams in person at a local TCC and obtain their results within the same day
Performance result	The department did not have a mechanism for tracking the overall performance result.

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Conduct, by an employee of the Department of Transport, of a flight test required under Part IV, VI or VII, including the endorsement of a rating
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	30 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to the scheduling of an employee of the Department of Transport who will conduct of the flight test
Performance result	Service Standard met for 168 of the 231 fee(s) charged

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Endorsement of a flight crew license or permit with a rating, other than an endorsement referred to in item 5
	Issuance of a flight engineer license
	Issuance of an air traffic controller license

	Issuance of an aircraft maintenance engineer license
	Issuance of: a commercial pilot license
	Issuance of: a pilot license—balloon or a pilot license—glider
	Issuance of: a pilot permit—recreational
	Issuance of: a pilot permit—ultra-light aeroplane or a pilot permit—gyroplane
	Issuance of: a private pilot license—aeroplane or a private pilot license—helicopter
	Issuance of: an airline transport pilot license
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	40 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 9823 of the 11892 fee(s) charged

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Processing, by an employee of the Department of Transport, of a medical certificate in respect of a pilot license or a pilot permit other than a student pilot permit
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	40 working days. Actual processing times can vary depending on the complexity and completeness of the request. Service standard is not applicable in circumstances where there is a medical finding on a Medical Examination Report and/or where additional medical examinations are required in order to ensure that requirements are met
Performance result	The department did not have a mechanism for tracking the overall performance result.

Fee grouping	Civil Aviation Schedule IV - Personnel Licensing and Training
Fee	Approval of an aircraft maintenance engineer training course: that is an additional course that will form part of the training to be provided under an approved training organization certificate
	Approval of an aircraft maintenance engineer training course: that is to be given on a one-time basis
	Issuance of a flight training unit operator certificate

Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	60 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 19 of the 37 fee(s) charged

Fee grouping	Schedule IV - Personnel Licensing and Training
Fee	Conduct, by a person other than an employee of the Department of Transport, of the writing or rewriting of an examination for a flight crew license
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-standing was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	N/A - Offered by Delegate
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Civil Aviation Schedule V - Aeronautical Product Approvals
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders

	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating
	Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap

	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers
	Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap

	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap

	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers
	Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships

	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating
	Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders

	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers
	Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes

	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap

	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers
	Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap
	Issuance of a Canadian Technical Standard Order (CAN-TSO) design approval for an appliance or part
	Issuance of an amended Canadian Technical Standard Order (CAN-TSO) design approval for an appliance or part
	Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a supplemental type certificate (single product serial number)
	Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a supplemental type certificate (several product serial numbers)
	Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a repair design approval (repair design)
	Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a repair design approval (repair process)

	Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a supplemental type certificate
	Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a part design approval
	Issuance of the following amended design approval documents associated with a repair, a replacement part or a change to the type design for which the design was initially approved by an employee of the Department of Transport: a supplemental type certificate
	Issuance of the following amended design approval documents associated with a repair, a replacement part or a change to the type design for which the design was initially approved by an employee of the Department of Transport: a part design approval
	Issuance of the following amended design approval documents associated with a repair, a replacement part or a change to the type design for which the design was initially approved by an employee of the Department of Transport: a repair design approval
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	TCCA shall acknowledge receipt of the application and provide the applicant with the name of the responsible Project Manager and the project number assigned to the file and the hourly rate to be charged within 30 working days of receiving an application
Performance result	Service Standard met for 208 of the 208 fee(s) charged

Fee grouping	Civil Aviation Schedule V - Aeronautical Product Approvals
Fee	Issuance of the following amended design approval documents associated with a repair or a change to the type design for which the design was initially approved by a delegate of the Department of Transport: a supplemental type certificate
	Issuance of the following design approval documents to record a repair or a change to the type design for which the design was approved by a delegate of the Department of Transport: a supplemental type certificate (several product serial numbers)
	Issuance of the following design approval documents to record a repair or a change to the type design for which the design was approved by a delegate of the Department of Transport: a supplemental type certificate (single product serial number)
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996

Last year fee-setting authority was amended	2019
Service standard	TCCA shall establish the initial certification basis, pursuant to section 521.204 of the Canadian Aviation Regulations, within 120 working days of being satisfied that all necessary regulatory and design standard requirements for the product's type design have been identified
Performance result	Service Standard met for 363 of the 363 fee(s) charged

Fee grouping	Civil Aviation Schedule V - Aeronautical Product Approvals
Fee	Issuance of the following amended design approval documents associated with a repair or a change to the type design for which the design was initially approved by a delegate of the Department of Transport: a repair design approval
	Issuance of the following design approval documents to record a repair or a change to the type design for which the design was approved by a delegate of the Department of Transport: a repair design approval
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	TCCA shall establish the initial certification basis, pursuant to section 521.254 of the Canadian Aviation Regulations, within 120 working days of being satisfied that all necessary regulatory and design standard requirements for the product's type design have been identified
Performance result	Service Standard met for 242 of the 242 fee(s) charged

Fee grouping	Civil Aviation Schedule V - Aeronautical Product Approvals
Fee	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: airships
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: airships - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating - Fee cap

	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—turbine
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—turbine - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: manned free balloons
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: manned free balloons - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: propellers
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: propellers - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft - Fee cap
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes
	Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap

	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: airships
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: airships - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—turbine
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—turbine - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: manned free balloons
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: manned free balloons - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: propellers
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: propellers - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes - Fee cap
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft - Fee cap

	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes
	Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes - Fee cap
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	TCCA shall issue a design approval document within 60 working days after accepting the applicant's declaration attesting to the demonstration of conformity made pursuant to sub-paragraph 521.33(b) of the Canadian Aviation Regulations
Performance result	Fee(s) not charged in 2020-21

Fee Grouping	Civil Aviation Schedule VI - Maintenance and Manufacturing
Fee	Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: 51 or more employees
	Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: more than 10 but fewer than 51 employees
	Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: more than three but fewer than 11 employees
	Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: three employees or fewer
	Validation of a flight authority, in respect of: a foreign aircraft, other than a foreign amateur-built aircraft, operating in Canada
Fee-setting authority	Validation of a flight authority, in respect of: a foreign amateur-built aircraft operating in Canada
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	10 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 384 of the 427 fee(s) charged

Fee grouping	Civil Aviation Schedule VI - Maintenance and Manufacturing
Fee	Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): three employees or fewer
	Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): more than three but fewer than 11 employees
	Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): more than 10 but fewer than 51 employees
	Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): 51 or more employees
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	120 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 35 of the 43 fee(s) charged

Fee grouping	Civil Aviation Schedule VI - Maintenance and Manufacturing
Fee	Approval of an aircraft maintenance schedule, in respect of: a large aircraft, a turbine-powered pressurized aircraft, a turbine-powered helicopter or an airship
	Approval of an aircraft maintenance schedule, in respect of: any other aircraft
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	140 working days. Actual processing times can vary depending on the complexity and completeness of the request

Performance result	Service Standard met for 154 of the 163 fee(s) charged
---------------------------	--

Fee grouping	Civil Aviation Schedule VI - Maintenance and Manufacturing
Fee	Approval of an amendment to the tasks or intervals set out in an aircraft maintenance schedule, other than an amendment requested by an employee of the Department of Transport
	Inspection, by an employee of the Department of Transport, of an amateur-built aircraft during construction
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	30 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 479 of the 588 fee(s) charged

Fee grouping	Civil Aviation Schedule VI - Maintenance and Manufacturing
Fee	Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft in the transport category, other than a certificate issued on importation of the aircraft
	Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft not in the transport category, other than a certificate issued on importation of the aircraft
	Issuance of a special certificate of airworthiness
	Reinstatement of a suspended certificate of airworthiness
	Approval of an amendment to the operations specifications set out in the flight authority in respect of an amateur-built aircraft
	Issuance of a restricted certification authority
	Issuance of a flight permit in the following classification: experimental
	Issuance of a flight permit in the following classification: specific-purpose
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996

Last year fee-setting authority was amended	2019
Service standard	5 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 635 of the 920 fee(s) charged

Fee grouping	Civil Aviation Schedule VI - Maintenance and Manufacturing
Fee	Issuance of a letter of initial acceptance to European Aviation Safety Agency (EASA-145) maintenance organizations
	Issuance of a letter of renewal to European Aviation Safety Agency (EASA-145) maintenance organizations
	Issuance of an export airworthiness certificate by an employee of the Department of Transport, in respect of: gliders, powered gliders and manned free balloons
	Issuance of an export airworthiness certificate by an employee of the Department of Transport, in respect of: transport category aeroplanes and transport category rotorcraft
	Issuance of an export airworthiness certificate by an employee of the Department of Transport, in respect of: very light aeroplanes, airships and aeroplanes and rotorcraft other than transport category aeroplanes and transport category rotorcraft
	Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft in the transport category, issued on importation of the aircraft
	Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft not in the transport category, issued on importation of the aircraft
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year introduced	1996
Last year fee-setting authority was amended	2019
Service standard	90 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 13 of the 16 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of an Air Operator Certificate, in respect of: air taxi operations—IFR (CAR 703)
	Issuance of an air operator certificate, in respect of: aerial work (CAR 702)
	Issuance of an air operator certificate, in respect of: air taxi operations — VFR (CAR 703)

Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	120 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 9 of the 19 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of a ministerial authorization under Part VII, other than under section 701.10
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	14 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 54 of the 64 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of a Canadian Foreign Air Operator Certificate (CAR 701) Issuance of an Air Operator Certificate, in respect of: commuter operations (CAR 704)
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	180 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 65 of the 66 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Printing of a copy of an Air Operator Certificate for a non-holder of the certificate

Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	2 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of a special flight operations certificate, in respect of: a special aviation event with 10 000 or fewer spectators
	Issuance of a special flight operations certificate, in respect of: a special aviation event with more than 10 000 spectators and 50 000 or fewer spectators
	Issuance of a statement of aerobatic competency (CAR Standard 623.06)
	Issuance of a special flight operations certificate, in respect of: a special aviation event with more than 50 000 spectators
	Issuance of a special flight operations certificate, in respect of: balloon operations with fare-paying passengers
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	20 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 4 of the 9 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of an Air Operator Certificate, in respect of: airline operations—turbine-powered aircraft having 50 or more passenger seats (CAR 705)
	Issuance of an Air Operator Certificate, in respect of: other airline operations (CAR 705)
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—airline operations—turbine-powered aircraft having 50 or more passenger seats
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—commuter operations

	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—other airline operations
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	210 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 25 of the 28 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of an amendment to an air operator certificate or a Canadian foreign air operator certificate or to operations specifications to remove an authority
	Reinstatement of an Air Operator Certificate or Canadian Foreign Air Operator Certificate that was voluntarily surrendered
	Issuance of an amendment to a Canadian Foreign Air Operator Certificate
	Issuance of an amendment to the operations specifications in a Canadian Foreign Air Operator Certificate, other than to remove an authority
	Reinstatement of a Canadian Foreign Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	30 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 213 of the 265 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—aerial work
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—air taxi operations—VFR
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—aerial work

	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—air taxi operations—VFR
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	40 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 107 of the 156 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—air taxi operations—IFR
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—commuter operations
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—air taxi operations—IFR
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	60 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 70 of the 121 fee(s) charged

Fee grouping	Civil Aviation Schedule VII - Air Operations
Fee	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate or operations specifications—airline operations—turbine-powered aircraft having 50 or more passenger seats
	Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate or operations specifications—other airline operations
	Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: aerial work

	Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: air taxi operations—IFR
	Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: air taxi operations—VFR
	Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: airline operations—turbine-powered aircraft having 50 or more passenger seats
	Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: commuter operations
	Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: other airline operations
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	90 working days. Actual processing times can vary depending on the complexity and completeness of the request
Performance result	Service Standard met for 93 of the 145 fee(s) charged

Fee grouping	Civil Aviation - CAR 104.04 Fees ²
Fee	Travel expenses for out-of-country travel - CAR 104.04
	Overtime expenses for out-of-country travel - CAR 104.04
Fee-setting authority	Aeronautics Act - Canadian Aviation Regulations (CARs)
Year fee-setting authority was introduced	1996
Last year fee-setting authority was amended	2019
Service standard	The service standard is related to the service being provided within the Civil Aviation Program
Performance result	These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied

² These fee groupings are not considered new although they were not reported in Transport Canada's 2017-18, 2018-19 and 2019-20 Fees Reports.

Fee grouping	All other airports
Fee	Domestic Flight General Terminal Charges - All other airports - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 401 or more Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - All other airports - 90-125 Seat Capacity
	International Flight General Terminal Charges - All other airports - 0-9 Seat Capacity
	International Flight General Terminal Charges - All other airports - 10-15 Seat Capacity
	International Flight General Terminal Charges - All other airports - 126-150 Seat Capacity
	International Flight General Terminal Charges - All other airports - 151-200 Seat Capacity
	International Flight General Terminal Charges - All other airports - 16-25 Seat Capacity
	International Flight General Terminal Charges - All other airports - 201-250 Seat Capacity
	International Flight General Terminal Charges - All other airports - 251-300 Seat Capacity
	International Flight General Terminal Charges - All other airports - 26-45 Seat Capacity
	International Flight General Terminal Charges - All other airports - 301-400 Seat Capacity
	International Flight General Terminal Charges - All other airports - 401 or more Seat Capacity
	International Flight General Terminal Charges - All other airports - 46-60 Seat Capacity

	International Flight General Terminal Charges - All other airports - 61-89 Seat Capacity
	International Flight General Terminal Charges - All other airports - 90-125 Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	All other airports
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 21,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 30,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year introduced	1985

Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	All other airports
Fee	Annual Aircraft Parking Fees - All other airports - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - All other airports - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 300,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 300,000 kg	
Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 5,000 kg but not more than 10,000 kg	

	Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Blanc-Sablon Airport
Fee	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 401 or more Seat Capacity
International Flight General Terminal Charges - Blanc-Sablon Airport - 0-9 Seat Capacity	

	International Flight General Terminal Charges - Blanc-Sablon Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Blanc-Sablon Airport - 401 or more Seat Capacity
	Fee-setting authority
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1676 of the 1676 fee(s) charged

Fee grouping	Blanc-Sablon Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Not more than 21,000 kg

	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1739 of the 1739 fee(s) charged

Fee grouping	Blanc-Sablon Airport
Fee	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg

	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 93 of the 93 fee(s) charged
Fee grouping	Churchill Airport

Fee	Domestic Flight General Terminal Charges - Churchill Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Churchill Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 251-300 Seat Capacity

	International Flight General Terminal Charges - Churchill Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Churchill Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 789 of the 789 fee(s) charged

Fee grouping	Churchill Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1211 of the 1211 fee(s) charged

Fee grouping	Churchill Airport
Fee	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 300,000 kg

	Annual Aircraft Parking Fees - Churchill Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 43 of the 43 fee(s) charged

Fee grouping	Eastmain River Airport
Fee	Domestic Flight General Terminal Charges - Eastmain River Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Eastmain River Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 0-9 Seat Capacity

	International Flight General Terminal Charges - Eastmain River Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Eastmain River Airport - 401 or more Seat Capacity
	Fee-setting authority
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 308 of the 308 fee(s) charged

Fee grouping	Eastmain River Airport
Fee	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg

	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 334 of the 334 fee(s) charged

Fee grouping	Eastmain River Airport
Fee	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg

	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg	
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg	
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg	
	Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 300,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of 2,000 kg or less	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg	
	Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 300,000 kg	
	Annual Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of 2,000 kg or less	
	Annual Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg	
	Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
	Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012	
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.	
Performance result	Fee(s) not charged in 2020-21	

Fee grouping	Havre Saint-Pierre Airport
Fee	Domestic Flight General Terminal Charges – Havre Saint-Pierre Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 10-15 Seat Capacity

	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Havre Saint-Pierre Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985

Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1038 of the 1038 fee(s) charged

Fee grouping	Havre Saint-Pierre Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 70,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 21,000 kg but not more than 45,000 kg
Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 45,000 kg	
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985

Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1220 of the 1220 fee(s) charged

Fee grouping	Havre Saint-Pierre Airport
Fee	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg

Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 375 of the 375 fee(s) charged

Fee grouping	Îles-de-la-Madeleine Airport
Fee	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 10-15 Seat Capacity
International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 16-25 Seat Capacity	
International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 26-45 Seat Capacity	

	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was amended introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1268 of the 1268 fee(s) charged

Fee grouping	Îles-de-la-Madeleine Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Not more than 21,000 kg

	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1330 of the 1330 fee(s) charged

Fee grouping	Îles-de-la-Madeleine Airport
Fee	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 300,000 kg

	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Fee-setting authority
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 566 of the 566 fee(s) charged

Fee grouping	Penticton Airport
Fee	Domestic Flight General Terminal Charges - Penticton Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 61-89 Seat Capacity

	Domestic Flight General Terminal Charges - Penticton Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Penticton Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Penticton Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012

Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 622 of the 622 fee(s) charged

Fee grouping	Penticton Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 30,000 kg
	Fee-setting authority
Year introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.

Performance result	Service Standard met for 4153 of the 4153 fee(s) charged
---------------------------	--

Fee grouping	Penticton Airport
Fee	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Penticton Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012

Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 365 of the 365 fee(s) charged

Fee grouping	Penticton Airport
Fee	Airport Vehicle Parking Charges - Metered parking - Penticton Airport - per period of 25 minutes or less
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - maximum per 24-hour period
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - maximum per month
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - maximum per week
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - per hour or less
	Airport Vehicle Parking Charges - Parking in an area designated by the Minister as a remote public parking lot - Penticton Airport - per month
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes.
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	Port Hardy Airport
Fee	Domestic Flight General Terminal Charges - Port Hardy Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 26-45 Seat Capacity

	Domestic Flight General Terminal Charges - Port Hardy Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Port Hardy Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Port Hardy Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012

Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 1561 of the 1561 fee(s) charged

Fee grouping	Port Hardy Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.

Performance result	Service Standard met for 672 of the 672 fee(s) charged
---------------------------	--

Fee grouping	Port Hardy Airport
Fee	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012

Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 155 of the 155 fee(s) charged

Fee grouping	Port Hardy Airport
Fee	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - maximum per 24-hour period Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - maximum per month
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - maximum per week
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - per hour or less
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	Sandspit Airport
Fee	Domestic Flight General Terminal Charges - Sandspit Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 61-89 Seat Capacity

	Domestic Flight General Terminal Charges - Sandspit Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Sandspit Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Sandspit Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.

Performance result	Service Standard met for 212 of the 212 fee(s) charged
---------------------------	--

Fee grouping	Sandspit Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 528 of the 528 fee(s) charged

Fee grouping	Sandspit Airport
---------------------	------------------

Fee	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Sandspit Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.

Performance result	Service Standard met for 3 of the 3 fee(s) charged
---------------------------	--

Fee grouping	Sandspit Airport
Fee	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sandspit Airport - maximum per 24-hour period
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sandspit Airport - maximum per month
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sandspit Airport - maximum per week
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	Sept-Îles Airport
Fee	Domestic Flight General Terminal Charges - Sept-Îles Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 201-250 Seat Capacity

	Domestic Flight General Terminal Charges - Sept-Îles Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Sept-Îles Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Sept-Îles Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 4919 of the 4919 fee(s) charged
Fee grouping	Sept-Îles Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Minimum

	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 7999 of the 7999 fee(s) charged

Fee grouping	Sept-Îles Airport
Fee	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg

	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 99 of the 99 fee(s) charged

Fee grouping	Sept-Îles Airport
Fee	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sept-Îles Airport - maximum per 24-hour period
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	St. Anthony Airport
Fee	Domestic Flight General Terminal Charges - St. Anthony Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - St. Anthony Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 61-89 Seat Capacity

	International Flight General Terminal Charges - St. Anthony Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - St. Anthony Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 680 of the 680 fee(s) charged

Fee grouping	St. Anthony Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 45,000 kg

	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 793 of the 793 fee(s) charged

Fee grouping	St. Anthony Airport
Fee	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg

	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Fee-setting authority
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Wabush Airport
Fee	Domestic Flight General Terminal Charges - Wabush Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Wabush Airport - 126-150 Seat Capacity

	Domestic Flight General Terminal Charges - Wabush Airport - 151-200 Seat Capacity	
	Domestic Flight General Terminal Charges - Wabush Airport - 201-250 Seat Capacity	
	Domestic Flight General Terminal Charges - Wabush Airport - 251-300 Seat Capacity	
	Domestic Flight General Terminal Charges - Wabush Airport - 301-400 Seat Capacity	
	Domestic Flight General Terminal Charges - Wabush Airport - 401 or more Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 0-9 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 10-15 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 16-25 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 26-45 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 46-60 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 61-89 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 90-125 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 126-150 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 151-200 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 201-250 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 251-300 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 301-400 Seat Capacity	
	International Flight General Terminal Charges - Wabush Airport - 401 or more Seat Capacity	
	Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
	Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012	
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.	
Performance result	Service Standard met for 2861 of the 2861 fee(s) charged	

Fee grouping	Wabush Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 70,000 kg
	Fee-setting authority
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 3310 of the 3310 fee(s) charged

Fee grouping	Wabush Airport
Fee	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg

	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Wabush Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 127 of the 127 fee(s) charged

Fee grouping	Wabush Airport
Fee	Airport Vehicle Parking Charges - Metered parking - Wabush Airport - per period of 20 minutes or less
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Wabush Airport - maximum per 24-hour period
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Wabush Airport - maximum per 24-hour period for parking spaces equipped with electrical outlets for the period beginning on November 1 and ending on March 31 of each year
	Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Wabush Airport - per hour or less
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes
Performance result	Service performance is not available as this is a low materiality fee

Fee grouping	Waskaganish Airport
Fee	Domestic Flight General Terminal Charges - Waskaganish Airport - 0-9 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Waskaganish Airport - 301-400 Seat Capacity

	Domestic Flight General Terminal Charges - Waskaganish Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Waskaganish Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 602 of the 602 fee(s) charged

Fee grouping	Waskaganish Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Not more than 21,000 kg

	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 608 of the 608 fee(s) charged

Fee grouping	Waskaganish Airport
Fee	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg

	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21
Fee grouping	Wemindji Airport
Fee	Domestic Flight General Terminal Charges - Wemindji Airport - 0-9 Seat Capacity

	Domestic Flight General Terminal Charges - Wemindji Airport - 10-15 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 16-25 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 26-45 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 46-60 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 61-89 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 90-125 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 126-150 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 151-200 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 201-250 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 251-300 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 301-400 Seat Capacity
	Domestic Flight General Terminal Charges - Wemindji Airport - 401 or more Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 0-9 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 10-15 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 16-25 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 26-45 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 46-60 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 61-89 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 90-125 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 126-150 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 151-200 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 201-250 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 251-300 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 301-400 Seat Capacity
	International Flight General Terminal Charges - Wemindji Airport - 401 or more Seat Capacity
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 488 of the 488 fee(s) charged

Fee grouping	Wemindji Airport
Fee	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Minimum
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Not more than 21,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 21,000 kg but not more than 45,000 kg
	Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Minimum
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Not more than 21,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 21,000 kg but not more than 45,000 kg
	Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 45,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Minimum
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Not more than 30,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 30,000 kg but not more than 70,000 kg
	International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 70,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012

Service standard	Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 580 of the 580 fee(s) charged

Fee grouping	Wemindji Airport
Fee	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of 2,000 kg or less
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 300,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of 2,000 kg or less
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
	Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 300,000 kg
	Annual Aircraft Parking Fees - Wemindji Airport - Aircraft weight of 2,000 kg or less
	Annual Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, Sandspit, Sept-Îles, St. Anthony, Wabush, Waskaganish, and Wemindji airports
Fee	Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 10,000 kg but not more than 20,000 kg
	Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 160,000 kg but not more than 300,000 kg
	Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 20,000 kg but not more than 40,000 kg
	Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 300,000 kg
	Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 40,000 kg but not more than 80,000 kg
	Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 80,000 kg but not more than 160,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 10,000 kg but not more than 20,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 160,000 kg but not more than 300,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 20,000 kg but not more than 40,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 300,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 40,000 kg but not more than 80,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 80,000 kg but not more than 160,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 10,000 kg but not more than 20,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 160,000 kg but not more than 300,000 kg
Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 20,000 kg but not more than 40,000 kg	

	Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 300,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 40,000 kg but not more than 80,000 kg
	Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 80,000 kg but not more than 160,000 kg
Fee-setting authority	Aeronautics Act - Air Services Charges Regulations
Year fee-setting authority was introduced	1985
Last year fee-setting authority was amended	2012
Service standard	Transport Canada's owned and managed airports will be available for use for airport emergency services. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, Sandspit, Sept-Îles, St. Anthony, Wabush, Waskaganish, and Wemindji airports
Fee	Annual Registration Fee for Airport Mobile Equipment - Duplicate Certificate Fee
	Annual Registration Fee for Airport Mobile Equipment - Minimum Fee
	Annual Registration Fee for Airport Mobile Equipment - Per Kilogram Rate
	Annual Registration Fee for Airport Mobile Equipment - Replacement, equal or less weight
	Annual Registration Fee for Airport Mobile Equipment - Replacement, greater weight - the difference multiplied by per kilogram rate
	Annual Registration Fee for Airport Mobile Equipment - Transfer Fee
Fee-setting authority	Government Property Traffic Act -Airport Traffic Regulations
Year fee-setting authority was introduced	1974
Last year fee-setting authority was amended	2009
Service standard	Transport Canada's owned and managed airports will be available for commercial purposes during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.
Performance result	Service Standard met for 8 of the 8 fee(s) charged

Fee grouping	Domestic Vessel Regulatory Oversight - Examination of Plans and Technical Documents
Fee	Each additional copy when more than four copies of a Crude Oil Washing Manual are submitted for examination
	Each additional copy when more than four copies of a Damage Stability Booklet (including hypothetical outflow calculation) are submitted for examination
	Each additional copy when more than four copies of a Dedicated Clean Ballast Tank Operation Manual are submitted for examination
	Each additional copy when more than four copies of a Procedures and Arrangement Manual of the ship are submitted for examination
	Each additional copy when more than four copies of a Shipboard Oil Pollution Emergency Plan are submitted for examination
	Each additional copy when more than four copies of an Inert gas System Manual are submitted for examination
	Each additional copy when more than four copies of an Oil Discharge Monitoring and Control System Manual are submitted for examination
	Examination of a first submission of a Crude Oil Washing Manual
	Examination of a first submission of a Damage Stability Booklet (including hypothetical outflow calculation)
	Examination of a first submission of a Dedicated Clean Ballast Tank Operation Manual
	Examination of a first submission of a Procedures and Arrangement Manual of the ship
	Examination of a first submission of a Shipboard Oil Pollution Emergency Plan
	Examination of a first submission of an Inert gas System Manual
	Examination of a first submission of an Oil Discharge Monitoring and Control System Manual
	Examination of a second and each subsequent submission of a Crude Oil Washing Manual
	Examination of a second and each subsequent submission of a Damage Stability Booklet (including hypothetical outflow calculation)
	Examination of a second and each subsequent submission of a Dedicated Clean Ballast Tank Operation Manual
	Examination of a second and each subsequent submission of a Procedures and Arrangement Manual of the ship
	Examination of a second and each subsequent submission of a Shipboard Oil Pollution Emergency Plan
	Examination of a second and each subsequent submission of an Inert gas System Manual
	Examination of a second and each subsequent submission of an Oil Discharge Monitoring and Control System Manual
	The first submission of a Crude Oil Washing Manual where an existing ship is modified and the modifications constitute a major conversion
	The first submission of a Damage Stability Booklet (including hypothetical outflow calculation) where an existing ship is modified and the modifications constitute a major conversion
	The first submission of a Dedicated Clean Ballast Tank Operation Manual where an existing ship is modified and the modifications constitute a major conversion
The first submission of an Inert Gas System Manual where an existing ship is modified and the modifications constitute a major conversion	

	The first submission of an Oil Discharge Monitoring and Control System Manual where an existing ship is modified and the modifications constitute a major conversion
	The first submission of a Procedures and Arrangement Manual of the ship where an existing ship is modified and the modifications constitute a major conversion
	The first submission of a Shipboard Oil Pollution Emergency Plan where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of a Crude Oil Washing Manual where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of a Damage Stability Booklet (including hypothetical outflow calculation) where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of a Dedicated Clean Ballast Tank Operation Manual where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of an Inert Gas System Manual where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of an Oil Discharge Monitoring and Control System Manual where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of a Procedures and Arrangement Manual of the ship where an existing ship is modified and the modifications constitute a major conversion
	The subsequent submission of a Shipboard Oil Pollution Emergency Plan where an existing ship is modified and the modifications constitute a major conversion
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Examine or approve plan and other documents within 45 working days after receipt of complete information
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Examination or Approval of Plans and Other Documents
Fee	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Large fishing vessel
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Large fishing vessel - Maximum Fee

	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m and under
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m and under - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m but not over 30.5 m - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m but not over 30.5 m
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 30.5 m but not over 61 m - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 30.5 m but not over 61 m
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 61 m
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 61 m - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m and under
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m and under - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m but not over 30.5 m - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m but not over 30.5 m
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 30.5 m but not over 61 m

	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 30.5 m but not over 61 m - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 61 m
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 61 m - Maximum Fee
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Small fishing vessel
	Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Small fishing vessel - Maximum Fee
	Examination or approval of a first submission of the plans and related technical documents for a Boiler, main or auxiliary
	Examination or approval of a first submission of the plans and related technical documents for a Gearing, including certificate of approval
	Examination or approval of a first submission of the plans and related technical documents for a Heating boiler
	Examination or approval of a first submission of the plans and related technical documents for a Propulsion electric generator
	Examination or approval of a first submission of the plans and related technical documents for a Propulsion electric motor
	Examination or approval of a first submission of the plans and related technical documents for an Auxiliary electric generator
	Examination or approval of a first submission of the plans and related technical documents for an Engine, including certificate of approval
	Examination or approval of a first submission of the plans and related technical documents for an Unfired pressure vessel
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Large fishing vessel
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m and under
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m but not over 30.5 m
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 30.5 m but not over 61 m

	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 61 m
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m and under
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m but not over 30.5 m
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 30.5 m but not over 61 m
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 61 m
	Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Small fishing vessel
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Boiler, main or auxiliary
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Gearing, including certificate of approval
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Heating boiler
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Propulsion electric generator
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Propulsion electric motor
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for an Auxiliary electric generator
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for an Engine, including certificate of approval
	Examination or approval of a second and each subsequent submission of the plans and related technical documents for an Unfired pressure vessel
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Auxiliary electric generator
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Boiler, main or auxiliary
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Engine, including certificate of approval
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Gearing, including certificate of approval

	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Heating boiler
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Large fishing vessel
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 18.3 m and under
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 18.3 m but not over 30.5 m
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 30.5 m but not over 61 m
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 61 m
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 18.3 m and under
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 18.3 m but not over 30.5 m
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 30.5 m but not over 61 m
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 61 m
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Propulsion electric generator
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Propulsion electric motor
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Small fishing vessel
	Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Unfired pressure vessel
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Examine or approve plan and other documents within 45 working days after receipt of complete information
Performance result	The department did not have a mechanism for tracking the overall performance result.

Fee grouping	Domestic Vessel Regulatory Oversight - Extension of Load Line Convention Certificates for Non-Canadian Ships
Fee	Inspection of a non-Canadian ship for the purpose of extending a Load Line Convention Certificate
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Extend/Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – Authorization for Clearance
Fee	Each visit that is made by an inspector, where an inspection is required for the purpose of obtaining authorization for clearance for a non-Canadian ship to proceed on a voyage from any place in Canada
	Each visit that is made by an inspector, where the inspection is not an inspection referred to in section 17.1, 17.2 or 17.3 of the Board of Steamship Inspection Scale of Fees
	Each visit that is made by an inspector, where the inspection is not made pursuant to section 14, 15 or 16 of the Board of Steamship Inspection Scale of Fees for the purpose of issuing or extending a certificate
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue authorization for clearance within 1 day after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Out-of-hours duties for non-Canadian ships
---------------------	---

Fee	Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, Minimum Fee
	Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, per hour
	Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, Minimum Fee
	Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, per hour
	Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour
	Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, Minimum Fee
	Fee-setting authority
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	The service standard is related to the service being provided within the Domestic Vessel Regulatory Oversight program
Performance result	These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied.

Fee grouping	Domestic Vessel Regulatory Oversight - Other Examinations or Inspections not listed
Fee	Examination, inspection or certification, other than those referred to in items 1 to 11 in subsection 30 of the Board of Steamship Inspection Scale of Fees
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007

Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 1181 of the 1183 fee(s) charged. Service standard not tracked for an additional 5 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight -Dangerous Chemical and Noxious Liquid Substance — under Annex II to the Pollution Convention
Fee	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of Less than 150 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 6,000 tons or more but less than 10,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 3,000 tons or more but less than 6,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 150 tons or more but less than 3,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 10,000 tons or more

	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of Less than 150 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 6,000 tons or more but less than 10,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 3,000 tons or more but less than 6,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 150 tons or more but less than 3,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 10,000 tons or more
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of Less than 150 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 6,000 tons or more but less than 10,000 tons

	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 3,000 tons or more but less than 6,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 150 tons or more but less than 3,000 tons
	Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 10,000 tons or more
	Inspection of a ship in respect of each dangerous chemical or noxious liquid substance specified in Annex 2 to the Pollution Convention and Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IPC Code) and listed for carriage in the Procedures and Arrangement Manual of the ship
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Extension of Short Term Certificate or Letter of Compliance
Fee	Extension of a short-term certificate or a letter of compliance, other than a letter of compliance for standby ships for the oil industry or for a mobile offshore drilling unit, in relation to an inspection referred to in any of sections 10 to 14, 24, 30, 31 and 34 of the Board of Steamship Inspection Scale of Fees.
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees

Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 180 of the 181 fee(s) charged

Fee grouping	Domestic Vessel Regulatory Oversight - First Inspection of ship - passenger, non-passenger or unmanned
Fee	First Inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons
	First Inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	First Inspection of Non-Passenger Ships 10 tons or more but under 25 tons
	First Inspection of Non-Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons
	First Inspection of Non-Passenger Ships 10,000 tons or more
	First Inspection of Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	First Inspection of Non-Passenger Ships 150 tons or more but under 500 tons
	First Inspection of Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	First Inspection of Non-Passenger Ships 25 tons or more but under 150 tons
	First Inspection of Non-Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons
	First Inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons
	First Inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	First Inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons
	First Inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	First Inspection of Non-Passenger Ships Under 10 tons
	First Inspection of Passenger Ships 1,000 tons or more but under 5,000 tons
	First Inspection of Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	First Inspection of Passenger Ships 10 tons or more but under 25 tons
	First Inspection of Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons
	First Inspection of Passenger Ships 10,000 tons or more
First Inspection of Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons	
First Inspection of Passenger Ships 150 tons or more but under 500 tons	
First Inspection of Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons	

	First Inspection of Passenger Ships 25 tons or more but under 150 tons
	First Inspection of Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons
	First Inspection of Passenger Ships 5,000 tons or more but under 10,000 tons
	First Inspection of Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	First Inspection of Passenger Ships 500 tons or more but under 1,000 tons
	First Inspection of Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	First Inspection of Passenger Ships Under 10 tons
	First Inspection of Ships Over 25 tons - Passenger - Base Fee
	First Inspection of Ships Over 25 tons - Non-Passenger - Base Fee
	First Inspection of Ships Over 25 tons - Unmanned - Base Fee
	First Inspection of Ships Under 25 tons - Passenger - Base Fee
	First Inspection of Ships Under 25 tons - Non-Passenger - Base Fee
	First Inspection of Ships Under 25 tons - Unmanned - Base Fee
	First Inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons
	First Inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	First Inspection of Unmanned Ships 10 tons or more but under 25 tons
	First Inspection of Unmanned Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons
	First Inspection of Unmanned Ships 10,000 tons or more
	First Inspection of Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	First Inspection of Unmanned Ships 150 tons or more but under 500 tons
	First Inspection of Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	First Inspection of Unmanned Ships 25 tons or more but under 150 tons
	First Inspection of Unmanned Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons
	First Inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons
	First Inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	First Inspection of Unmanned Ships 500 tons or more but under 1,000 tons
	First Inspection of Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	First Inspection of Unmanned Ships Under 10 tons
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 59 of the 60 fee(s) charged. Service standard not tracked for an additional 2 fee(s) charged. Implementation of systems updates continues to enable the monitoring,

	tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.
--	--

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection During Construction or Manufacture
Fee	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Auxiliary electric generator
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Auxiliary electric motor
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Auxiliary electric switchboard
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Boiler, main or auxiliary
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Buoyancy tank
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Engine
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Gearing
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Heating boiler
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Life raft
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Lifeboat, other than oar propelled
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Lifebuoy
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Lifejacket
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Motor control centre or panel, with an aggregate rating of 75 kW or over
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Motor starter or switchgear, with a rating of 75 kW or over
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each oar propelled Lifeboat
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion control console
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion electric generator
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion electric motors
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion electric switchboard
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Unfired pressure vessels
	Inspection during Construction or Manufacturing of components for use on a ship - Inspection of other items, for each visit by an inspector
Inspection during Construction or Manufacturing of components for use on a ship - Minimum fee per visit for inspection of components for use on a ship	

Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 16 of the 16 fee(s) charged. Service standard not tracked for an additional 14 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – Extension of Safety Convention Certificates
Fee	Inspection of a non-Canadian ship made for the purpose of extending a Safety Convention Certificate
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – General
Fee	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Ships Over 25 tons Base Fee
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Ships Under 25 tons Base Fee
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 1,000 tons or more but under 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-

	<p>Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons</p>

	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 10,000 tons or more</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 5,000 tons or more but under 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation</p>

	is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 1,000 tons or more but under 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned Ships Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons

	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons</p>

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons

	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection Under 10 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection Under 10 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons</p>

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons

	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons

	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons</p>
	<p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons</p>

	Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 1,600 tons or more but under 3,000 tons
	Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 150 tons or more but under 500 tons
	Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 3,000 tons or more
	Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 500 tons or more but under 1,600 tons
	Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship Under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships Under 10 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Ships Over 25 tons Base Fee
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Ships Under 25 tons Base Fee
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to

	Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of

	Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons

	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection Under 10 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 1,600 tons or more but under 3,000 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 150 tons or more but under 500 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 3,000 tons or more
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 500 tons or more but under 1,600 tons
	Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship Under 150 tons
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees

Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 31 of the 31 fee(s) charged

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – Issuance of Safety Convention Certificates
Fee	Inspection of the life-saving equipment, fire extinguishing equipment, lights and sound signals of a non-Canadian ship for the purpose of obtaining a Cargo Ship Safety Equipment Certification for a ship not over 1,600 tons, gross tonnage
	Inspection of the life-saving equipment, fire extinguishing equipment, lights and sound signals of a non-Canadian ship for the purpose of obtaining a Cargo Ship Safety Equipment Certification for a ship over 1,600 tons but not over 3,000 tons, gross tonnage
	Inspection of the life-saving equipment, fire extinguishing equipment, lights and sound signals of a non-Canadian ship for the purpose of obtaining a Cargo Ship Safety Equipment Certification for a ship over 3,000 tons, gross tonnage
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons

	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons

	Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection Under 10 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection Under 10 tons
	Fee-setting authority
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection of Imported Machinery and Equipment
Fee	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Boiler, main or auxiliary
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Engine
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Gearing
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Heating boiler
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Other items, for each visit by an inspector
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Propulsion electric generator
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Propulsion electric motor
	Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Unfired pressure vessels
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection outside Canada
Fee	Fee for each day, or part thereof, that an inspector is outside Canada to make the inspection.
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees

Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 2 of the 2 fee(s) charged. Service standard not tracked for an additional 2 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Issuance and Renewal of Load Line Certificates and Annual Load Line Surveys
Fee	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 10,000 tons or more
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons
	A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of Under 500 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons

	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 10,000 tons or more
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons
	A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of Under 500 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 10,000 tons or more
	Annual Load Line Survey of a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	Annual Load Line Survey of a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons

	Annual Load Line Survey of a classed ship having a gross tonnage of Under 500 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 10,000 tons or more
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons
	Annual Load Line Survey of an un-classed ship having a gross tonnage of Under 500 tons
	For each annual Load Line Survey of a ship, the fee for a second and each subsequent visit by an inspector for the purposes of the survey
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 10,000 tons or more
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons

	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of Under 500 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 10,000 tons or more
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons

	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of Under 500 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 10,000 tons or more
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons
	Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of Under 500 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 1,000 tons or more but less than 2,000 tons

	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 10,000 tons or more
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 2,000 tons or more but less than 3,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 3,000 tons or more but less than 4,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 4,000 tons or more but less than 5,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 5,000 tons or more but less than 6,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 500 tons or more but less than 1,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 6,000 tons or more but less than 7,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 7,000 tons or more but less than 8,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 8,000 tons or more but less than 9,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 9,000 tons or more but less than 10,000 tons
	Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of Under 500 tons
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.

Performance result	<p>Service Standard met for 0 of the 1 fee(s) charged. Service standard not tracked for an additional 6 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.</p>
---------------------------	--

Fee grouping	Domestic Vessel Regulatory Oversight - Oil Pollution Prevention
Fee	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 1,000 tons or more but less than 4,000
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 10,000 tons or more but less than 150,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 150,000 tons or more
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 4,000 tons or more but less than 10,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 400 tons or more but less than 1,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 1,000 tons or more but less than 4,000
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 10,000 tons or more but less than 150,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 150,000 tons or more
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 4,000 tons or more but less than 10,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 400 tons or more but less than 1,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 1,000 tons or more but less than 4,000
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 10,000 tons or more but less than 150,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 150,000 tons or more
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 4,000 tons or more but less than 10,000 tons
	Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 400 tons or more but less than 1,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 150,000 tons or more

	Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 4,000 tons or more but less than 10,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 1,000 tons or more but less than 4,000
	Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 10,000 tons or more but less than 150,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 150 tons or more but less than 1,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 1,000 tons or more but less than 4,000
	Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 10,000 tons or more but less than 150,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 150 tons or more but less than 1,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 150,000 tons or more
	Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 4,000 tons or more but less than 10,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 1,000 tons or more but less than 4,000
	Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 10,000 tons or more but less than 150,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 150 tons or more but less than 1,000 tons
	Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 150,000 tons or more
	Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 4,000 tons or more but less than 10,000 tons
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 0 of the 0 fee(s) charged. Service standard not tracked for an additional 10 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Other Examinations or Inspections
Fee	Attendance by an inspector at an overload suspension test of a davit-launched life raft or a gas inflation test or pressure test on an inflatable life raft
	For each test or examination of a lifting, loading discharging appliance or accessory
	Issuance of a certificate where an authorized authority has inspected a Canadian registered ship on behalf of the Minister
	Issuance of a letter of compliance for a mobile offshore drilling unit
	Issuance of a letter of compliance for standby ships for the oil industry
	Reissuance of an inspection certificate that is required because of a change in the ship's voyage classification
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.
Performance result	Service Standard met for 45 of the 46 fee(s) charged. Service standard not tracked for an additional 1 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Periodical Inspection of Non-Self-Propelled ship - passenger, non-passenger or unmanned
Fee	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons

	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons

	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection Under 10 tons

	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons

	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection Under 10 tons
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 29 of the 30 fee(s) charged.

Fee grouping	Domestic Vessel Regulatory Oversight - Periodical Inspection of Self-Propelled ship - passenger, non-passenger or unmanned
Fee	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons

	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons

	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection Under 10 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons

	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection Under 10 tons
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 1046 of the 1059 fee(s) charged. Service standard not tracked for an additional 8 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Re-inspection of ship - passenger, non-passenger or unmanned
Fee	Re-inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons
	Re-inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Re-inspection of Non-Passenger Ships 10 tons or more but under 25 tons
	Re-inspection of Non-Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons
	Re-inspection of Non-Passenger Ships 10,000 tons or more
	Re-inspection of Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Re-inspection of Non-Passenger Ships 150 tons or more but under 500 tons
	Re-inspection of Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Re-inspection of Non-Passenger Ships 25 tons or more but under 150 tons
	Re-inspection of Non-Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons
	Re-inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons
	Re-inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Re-inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons
	Re-inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Re-inspection of Non-Passenger Ships Under 10 tons

	Re-inspection of Passenger Ships 1,000 tons or more but under 5,000 tons
	Re-inspection of Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Re-inspection of Passenger Ships 10 tons or more but under 25 tons
	Re-inspection of Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons
	Re-inspection of Passenger Ships 10,000 tons or more
	Re-inspection of Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Re-inspection of Passenger Ships 150 tons or more but under 500 tons
	Re-inspection of Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Re-inspection of Passenger Ships 25 tons or more but under 150 tons
	Re-inspection of Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons
	Re-inspection of Passenger Ships 5,000 tons or more but under 10,000 tons
	Re-inspection of Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Re-inspection of Passenger Ships 500 tons or more but under 1,000 tons
	Re-inspection of Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Re-inspection of Passenger Ships Under 10 tons
	Re-inspection of Ships Over 25 tons - Passenger - Base Fee
	Re-inspection of Ships Over 25 tons - Non-Passenger - Base Fee
	Re-inspection of Ships Over 25 tons - Unmanned - Base Fee
	Re-inspection of Ships Under 25 tons - Passenger - Base Fee
	Re-inspection of Ships Under 25 tons - Non-Passenger - Base Fee
	Re-inspection of Ships Under 25 tons - Unmanned - Base Fee
	Re-inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons
	Re-inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
	Re-inspection of Unmanned Ships 10 tons or more but under 25 tons
	Re-inspection of Unmanned Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons
	Re-inspection of Unmanned Ships 10,000 tons or more
	Re-inspection of Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
	Re-inspection of Unmanned Ships 150 tons or more but under 500 tons
	Re-inspection of Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
	Re-inspection of Unmanned Ships 25 tons or more but under 150 tons
	Re-inspection of Unmanned Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons
	Re-inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons
	Re-inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
	Re-inspection of Unmanned Ships 500 tons or more but under 1,000 tons
	Re-inspection of Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
	Re-inspection of Unmanned Ships Under 10 tons

Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.
Performance result	Service Standard met for 1 of the 1 fee(s) charged.

Fee grouping	Domestic Vessel Regulatory Oversight - Test of Materials
Fee	Test of Materials used in the construction of hulls, machinery, equipment or cargo gear - Fee for each additional test where more than three tests are made at one visit
	Test of Materials used in the construction of hulls, machinery, equipment or cargo gear - Fee for each visit made by an inspector for the purposes of inspection and testing
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Other Examinations or Inspections: Attendance of an inspector
Fee	Attendance by an inspector at a light ship survey or a re-inclining test
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory survey or test.
Performance result	Service Standard met for 18 of the 18 fee(s) charged

Fee grouping	Domestic Vessel Regulatory Oversight - Other Examinations or Inspections: Exemption Certificate
Fee	Issuance of an Exemption Certificate, in accordance with the requirements of the Safety Convention or the Load Line Convention
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after issuance of the decision by the Marine Technical Review Board.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Approval of Manufacturing or Servicing Plants
Fee	An inspection made pursuant to the Marine Machinery Regulations of a plant for which approval is required for the manufacture or servicing of ships' machinery or equipment
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate of approval within 15 working days after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Out-of-hours duties for Canadian ships
Fee	Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, Minimum Fee
	Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, per hour
	Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, Minimum Fee

	Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, per hour
	Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour
	Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, Minimum Fee
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	The service standard is related to the service being provided within the Domestic Vessel Regulatory Oversight program
Performance result	These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied.

Fee grouping	Domestic Vessel Regulatory Oversight - Renewal of Certificate of Approval
Fee	Renewal of a certificate of approval for structural or outfitting components or for safety equipment
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate within 10 working days after receipt of request and once submission is complete
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Great Lakes Sewage Pollution Prevention
Fee	Inspection during the construction or manufacture of components of each piece of a ship's operational marine sanitation device

	Issuance of a Certificate of Approval of a ship's operational marine sanitation device that meets the requirements of the Great Lakes Sewage Pollution Prevention Regulations, when approved by another Administration
	Issuance of a Certificate of Approval of a ship's operational marine sanitation device, when inspected, tested and approved by an inspector in accordance with the Great Lakes Sewage Pollution Prevention Regulations
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate within 15 working days after receipt of request and once submission is complete.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Initial Issuance of Certificate of Approval
Fee	Initial issuance of a certificate of approval for structural or outfitting components or for safety equipment
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate within 15 working days after receipt of request and once submission is complete.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Inspection of Pollution Prevention Equipment
Fee	Inspection during the construction or manufacture of components of a piece of a ship's operational pollution prevention equipment
	Issuance of a Certificate of Approval of a ship's operational pollution prevention equipment that meets the requirements of the Oil Pollution Prevention Regulations and the Dangerous Chemicals and Noxious Liquid Substances Regulations, when approved by another Administration that is a signatory to the Pollution Convention
	Issuance of a Certificate of Approval of a ship's operational pollution prevention equipment, when inspected, tested and approved by an inspector in accordance with an International Maritime Organization (IMO) Standard

Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue certificate within 15 working days after receipt of request and once submission is complete.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Other Examinations or Inspections: Cancellation
Fee	Cancellation or postponement by a shipyard operator, ship-owner or ship operator, or an authorized representative thereof, of an inspection while the inspector is en route to, or when the inspector has arrived at, the inspection site
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue of report of cancellation/postponement within 5 working days following such a cancellation / postponement date
Performance result	Service standard not tracked for an additional 13 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Renewal of a Safe Manning Document
Fee	Renewal of a Safe Manning Document
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue Safe Manning Document within 10 working days after reception of complete application

Performance result	Service Standard met for 753 of the 755 fee(s) charged
---------------------------	--

Fee grouping	Domestic Vessel Regulatory Oversight - Issuance of a Safe Manning Document
Fee	Issuance of a Safe Manning Document
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue Safe Manning Document within 15 working days after reception of complete application
Performance result	Service Standard met for 171 of the 172 fee(s) charged. Service standard not tracked for an additional 1 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.

Fee grouping	Domestic Vessel Regulatory Oversight - Load Line - Authorization for Clearance
Fee	For each visit made by an inspector where the inspection is not made pursuant to section 17.1, 17.2 or 17.3 of the Board of Steamship Inspection Scale of Fees
	For each visit made by an inspector where the inspection is not made pursuant to section 24, 25 or 26 of the Board of Steamship Inspection Scale of Fees for the purpose of issuing, renewing or extending a Load Line Certificate
	Inspection for the purpose of obtaining authorization for clearance for a non-Canadian ship to proceed on a voyage from any place in Canada
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Issue authorization for clearance within 1 day after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Domestic Vessel Regulatory Oversight - Standby fee
---------------------	--

Fee	Standby fee for inspectors where a shipyard operator, ship owner or ship operator, or an authorized representative thereof, requests that an inspector be on call or be made available, either continuously or during specified periods, to survey or inspect a ship or to perform a service
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	The service standard is related to the service being provided within the Domestic Vessel Regulatory Oversight program
Performance result	These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied.

Fee grouping	Marine Cargo
Fee	Concentrate Surveys - Certificate of approval of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001
	Concentrate Surveys - Examination at a port of the state of fitness of a ship in transit that has at another port been laden with concentrates, examined as to its state of fitness and issued a certificate, and issuance of a further certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit
	Concentrate Surveys - Examination at a port of the state of fitness of a ship that has been laden with concentrates at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit
	Concentrate Surveys - Survey of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001, maximum fee payable
	Concentrate Surveys - Survey of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001, minimum fee payable
	Concentrate Surveys - Survey of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001, per tonne loaded
	Dunnage and Separations - Determination of necessary dunnage and separations between cargoes or part cargoes, and issuance of a certificate with respect thereto, pursuant to section 542 of the Canada Shipping Act, 2001, per hold
	Dunnage and Separations - Examination of the amount of cargo carried by a ship, pursuant to paragraph 372(a) of the Canada Shipping Act, or inspection of a ship to determine the existence of overloading or improper loading, pursuant to subsection 392(2) of the Canada Shipping Act, 2001
	General Fee - For certificates in writing, under the hand of the port warden, of any matters of record in the port warden's office, per certificate

	Grain Surveys - Examination at a port of the state of fitness of a ship, where the ship has not been laden with bulk grain at that port but is carrying a cargo of bulk grain that was loaded at another port and subsequently overstowed with other cargo, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001
	Grain Surveys - Examination at a port of the state of fitness of a ship in transit that has at another port been laden with grain, examined as to its state of fitness and issued a certificate, and issuance of a further certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001
	Grain Surveys - Examination at a port of the state of fitness of a ship that has been laden with grain at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001: per tonne loaded
	Grain Surveys - Examination at a port of the state of fitness of a ship that has been laden with grain at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001: maximum fee payable
	Grain Surveys - Examination at a port of the state of fitness of a ship that has been laden with grain at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001: minimum fee payable
	Grain Surveys - Fee per visit for the survey of one or more chambers or compartments in any ship, and "issuance of a certificate of readiness to load"
	Grain Surveys - Fee per visit for the survey of the condition of any ship before the loading of cargo and "any statement made"
	Grain Surveys - For a survey or examination described in item 6, 7 or 8 of the Port Wardens Tariff of Fees of a tanker loading grain or a bulk carrier loading grain in wing tanks, in addition to the fee set out in item 6, 7 or 8 of the Port Wardens Tariff of Fees, per tank surveyed
	General Fee - For copies of any records or entries in the port warden's books or documents filed in the port warden's office, per copy
	Timber Deck Cargo Surveys - Examination at a port of the state of fitness of a ship that has been laden with a timber deck cargo at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit
	Timber Deck Cargo Surveys - Examination at a port of the state of fitness of a ship in transit that has at another port been laden with a timber deck cargo, examined as to its state of fitness and issued a certificate, and issuance of a further certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit
	Timber Deck Cargo Surveys - Issuance of a certificate in relation to timber deck cargoes, pursuant to section 539 of the Canada Shipping Act, 2001
	Timber Deck Cargo Surveys - Supervision of the loading of a timber deck cargo, pursuant to section 539 of the Canada Shipping Act, 2001: maximum fee payable
	Timber Deck Cargo Surveys - Supervision of the loading of a timber deck cargo, pursuant to section 539 of the Canada Shipping Act, 2001: minimum fee payable
	Timber Deck Cargo Surveys - Supervision of the loading of a timber deck cargo, pursuant to section 539 of the Canada Shipping Act, 2001: per tonne loaded
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff

Year fee-setting authority was introduced	1979
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 24 hours of boarding vessel.
Performance result	Service Standard met for 4505 of the 4505 fee(s) charged

Fee grouping	Marine Cargo
Fee	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Any hour on a Sunday, minimum fee
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Any hour on a Sunday, per hour or fraction of an hour
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, minimum fee
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, minimum fee
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Other hours, minimum fee
	Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Other hours, per hour or fraction of an hour
	Division 5 - Packaged Goods - Inspections and Travelling Time, Any hour on a Sunday, minimum fee
	Division 5 - Packaged Goods - Inspections and Travelling Time, Any hour on a Sunday, per hour or fraction of an hour
	Division 5 - Packaged Goods - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, minimum fee
	Division 5 - Packaged Goods - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour
	Division 5 - Packaged Goods - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, minimum fee
	Division 5 - Packaged Goods - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour
	Division 5 - Packaged Goods - Inspections and Travelling Time, Other hours, minimum fee

	Division 5 - Packaged Goods - Inspections and Travelling Time, Other hours, per hour or fraction of an hour
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Cargo, Fumigation and Tackle Regulations
Year fee-setting authority was introduced	2007
Last year fee-setting authority was amended	2018
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Marine Cargo
Fee	Damage Surveys - Examination of the condition and stowage of cargo on board any ship, pursuant to section 533 of the Canada Shipping Act, 2001 or examination of any merchandise, vessel, material, produce or other property, pursuant to section 536 of the Canada Shipping Act, 2001: per tonne examined or surveyed
	Damage Surveys - Examination of the condition and stowage of cargo on board any ship, pursuant to section 533 of the Canada Shipping Act, 2001, or examination of any merchandise, vessel, material, produce or other property, pursuant to section 536 of the Canada Shipping Act, 2001: minimum fee payable
	Damage Surveys - Examination of the condition and stowage of cargo on board any ship, pursuant to section 533 of the Canada Shipping Act, 2001, or examination of any merchandise, vessel, material, produce or other property, pursuant to section 536 of the Canada Shipping Act, 2001: maximum fee payable
	Damage Surveys - Memorandum relating to the condition of the hatches opened in the presence of the port warden
	Damage Surveys - Original memorandum relating to an inquiry, examination and ascertainment of the cause of damage to goods, made pursuant to section 533 of the Canada Shipping Act, 2001 or relating to any merchandise, vessel, material, produce or other property, made pursuant to section 536 of the Canada Shipping Act, 2001
	Damage Surveys - Survey of the opening of the hatches of any ship, per visit
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff
Year fee-setting authority was introduced	1979
Last year fee-setting authority was amended	2007
Service standard	Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Marine Cargo
Fee	Dispute - Hearing and arbitration on any difficulty or matter in dispute
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff
Year fee-setting authority was introduced	1979
Last year fee-setting authority was amended	2007
Service standard	Process request for hearing or arbitration of difficulty or matter in dispute by assigning an inspector within 3 working days of complaint being filed.
Performance result	Fee(s) not charged in 2019-20

Fee grouping	Marine Cargo
Fee	Additional Fees - For any service rendered at a place more than 16 km from the port warden's office, or at a vessel at anchorage, between 8:00 a.m. and 5:00 p.m., Monday to Friday other than on a holiday, for each hour or part of an hour engaged in travel, in addition to any other prescribed fee
	Additional Fees - Surveys, inspections or examinations, between 5:00 p.m. and 8:00 a.m., Monday to Friday other than on a holiday, in addition to any other prescribed fee, minimum fee payable
	Additional Fees - Surveys, inspections or examinations, between 5:00 p.m. and 8:00 a.m., Monday to Friday other than on a holiday, in addition to any other prescribed fee, per hour or part of an hour, including travelling time
	Additional Fees - Surveys, inspections or examinations, Saturdays or holidays, in addition to any other prescribed fee, minimum fee payable
	Additional Fees - Surveys, inspections or examinations, Saturdays or holidays, in addition to any other prescribed fee, per hour or part of an hour, including travelling time
	Additional Fees - Surveys, inspections or examinations, Sundays, in addition to any other prescribed fee, minimum fee payable
	Additional Fees - Surveys, inspections or examinations, Sundays, in addition to any other prescribed fee, per hour or part of an hour, including travelling time
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff
Year fee-setting authority was introduced	1979
Last year fee-setting authority was amended	2007
Service standard	The service standard is related to the service being provided within the Cargo program

Performance result	These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied.
---------------------------	--

Fee grouping	Port State Control - second and subsequent visits
Fee	Each second and subsequent visit made by an inspector, where an inspection is required for the purpose of verifying that a defect that was identified during a Canadian Port State Control Inspection and that did not warrant the issuance of a detention order has been rectified, so that a non-Canadian ship can proceed on a voyage from any place in Canada
	Each visit that is made by an inspector where an inspection is required for the purpose of verifying that a defect identified in a Port State Control Inspection Report has been rectified in accordance with the time provisions set out in the Report
	Port State Control Inspection for each second and subsequent visit that is made by an inspector, where an inspection is required for the purpose of lifting a detention order so that a non-Canadian ship can proceed on a voyage from any place in Canada
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees
Year fee-setting authority was introduced	1982
Last year fee-setting authority was amended	2007
Service standard	Assign an inspector within 1 working day
Performance result	Service Standard met for 48 of the 48 fee(s) charged

Fee grouping	Marine Personnel
Fee	Issuance of a record of qualifications and examinations for a certificate or an endorsement
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations
Year fee-setting authority was introduced	2007
Last year fee-setting authority was amended	2019
Service standard	Assess request within 5 working days after receipt of complete application if all the prerequisites are met
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Marine Personnel
Fee	Issuance of a certificate or endorsement not requiring examination other than medical examination
	Replacement of certificate or endorsement (except for certificate or endorsement lost owing to shipwreck)
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations
Year fee-setting authority was introduced	2007
Last year fee-setting authority was amended	2019
Service standard	Issue Minister's certificate or endorsement - 120 working days after receipt of complete application if all the prerequisites are met
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Marine Personnel
Fee	Issuance of an identity card (Seafarers' Identity Document (ILO C-108))
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations
Year fee-setting authority was introduced	2007
Last year fee-setting authority was amended	2019
Service standard	Issue within 20 working days after receipt of complete application if all the prerequisites are met and results of the Transportation Security Clearance, if applicable, are received.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Marine Personnel
Fee	Conduct of a simulator-based examination
	Conduct of a written examination
	Conduct of an oral or practical examination for the purpose of obtaining a certificate other than a limited or restricted certificate
	Conduct of an oral or practical examination for the purpose of obtaining a limited or restricted certificate
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations

Year fee-setting authority was introduced	2007
Last year fee-setting authority was amended	2019
Service standard	Process request by scheduling a date for examination within 10 working days after receipt of complete application if all the prerequisites are met.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Marine Personnel
Fee	Replacement of Seaman's record of service
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations
Year fee-setting authority was introduced	2007
Last year fee-setting authority was amended	2019
Service standard	Replace within 90 working days after receipt of complete application if all the prerequisites are met.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Marine Pilotage
Fee	Pilotage Act administration fee
Fee-setting authority	Pilotage Act, Section 37.1
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2021
Service standard	Exempt
Performance result	Exempt

Fee grouping	Vessel Registry
Fee	For the approval of a change in the name of a Canadian vessel and the issuance of a certificate of registry

	Amendment of the register or a certificate of registry to reflect an alteration to a vessel and the issuance of a new certificate of registry
	For the temporary recording of a vessel that is about to be built or is under construction in Canada
	Amendment of the register to reflect a change of ownership of a Canadian vessel or a share in one and the issuance of a new certificate of registry
	Amendment of the register or a certificate of registry to reflect the transfer of the registry of a vessel to a new port of registry and the issuance of a new certificate of registry
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Alteration, change of ownership, transfer of port, vessel name change: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	For the issuance of transcripts or abstracts of entries in the Register, for each certified copy
	For the issuance of transcripts or abstracts of entries in the Register, for each uncertified copy
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Certified or uncertified transcripts or abstracts: Within 2 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	Registering a vessel or fleet of vessels in small vessel registry, for each five year period
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff

Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Initial (Small Vessels) Registration: Within 45 days excluding any delays incurred to obtain missing information and/or documentation
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	For processing an initial application for the registration of a vessel
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Initial/Renewal Registration: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	For historical research respecting the Registrar that requires the use of the computer database, for each side of a two sided printed page
	For historical research respecting the Registrar that requires searching through various information sources other than the computer database, per request, for each vessel listed under the category "active vessel"
	For historical research respecting the Registrar that requires searching through various information sources other than the computer database, per request, for each vessel listed under the category "non active vessel"
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Process request within 30 working days after receipt excluding any delays incurred to obtain missing information and/or documentation

Performance result	Service performance is not available as this is a low materiality fee grouping
---------------------------	--

Fee grouping	Vessel Registry
Fee	Issuance of a certificate of deletion of registry
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Provisional certificate of deletion of registry: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation. Replacement or deletion: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	Issuance of a provisional certificate
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Provisional Registration: Within 2 working days excluding any delays incurred to obtain missing information and/or documentation
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	For recording a change to the priorities of mortgages or for recording a court injunction or order
	For the recording or registration of a mortgage and its discharge
	For amendment of the registrar to reflect the transfer or transmission of a recorded or registered mortgage
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff

Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Register/discharge, transfer, transmission, change in priorities, amendments: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	For processing an application for the registry of a bare boat charter and the issuance of a certificate of registry, for each six month period
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Registration of bare boat charter and issuance of certificate of registry within 5 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	With respect to suspending the right of a Canadian vessel to fly the Canadian flag while the vessel is shown on the registry of a foreign country as a bare-boat chartered vessel - Reinstatement of registration
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Reinstatement of registration within 30 working days excluding any delays incurred to obtain missing information and/or documentation
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
---------------------	-----------------

Fee	Registration Renewal - For processing an application for the registration of a vessel that was registered in Canada, then registered elsewhere than in Canada, and is about to be registered in Canada again and the issuance of a certificate of registry
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Renewal Registration: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	Replacement of a certificate of registry or provisional certificate
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Replacement or deletion of certificate of registry or provisional certificate: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	With respect to suspending the right of a Canadian vessel to fly the Canadian flag while the vessel is shown on the registry of a foreign country as a bare-boat chartered vessel - Suspension of registration
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Suspension of registration within 30 working days excluding any delays incurred to obtain missing information and/or documentation.

Performance result	Service performance is not available as this is a low materiality fee grouping
Fee grouping	Vessel Registry
Fee	Temporary Registration - For processing an application for the registration of a vessel, if the ship is not registered within 12 months after the date of the application
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	Temporary Registration: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation.
Performance result	Service performance is not available as this is a low materiality fee grouping

Fee grouping	Vessel Registry
Fee	Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Saturday or Holiday, Fee per Hour
	Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Saturday or Holiday, Minimum Fee
	Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Sunday, Fee per Hour
	Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Sunday, Minimum Fee
	Registry Services provided out of hours including travelling time, in addition to any other fee payable, between 5:00 p.m. and 8:00 a.m. Monday to Friday, other than on a holiday, Fee per Hour
	Registry Services provided out of hours including travelling time, in addition to any other fee payable, between 5:00 p.m. and 8:00 a.m. Monday to Friday, other than on a holiday, Minimum Fee
Fee-setting authority	Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff
Year fee-setting authority was introduced	2002
Last year fee-setting authority was amended	2015
Service standard	The service standard is related to the service being provided within Vessel Registry programs
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Public Ports
Fee	Berthage charge on a licensed Canadian commercial fishing vessel that is moored at a float or elsewhere, or on a vessel not engaged in loading, unloading, or any other commercial activity that is moored elsewhere than at a float, per day or part thereof - Per metre of length
	Berthage charge on a vessel that is loading or unloading or engaged in any other commercial activity elsewhere than at a float, maximum per day - Per metre of length
	Berthage charge on a vessel that is loading or unloading or engaged in any other commercial activity elsewhere than at a float, per hour or part thereof - Per metre of length
	Berthage charge on a vessel, other than a vessel described in item 2 of Schedule D of the Public Port Facilities Berthage Charges Tariff Notice, that is moored at a float, per day or part thereof - Per metre of length
	Berthage charge on a vessel, other than a vessel described in item 2 of Schedule D of the Public Port Facilities Berthage Charges Tariff Notice, that is moored at a float, per month - Per metre of length
	Minimum berthage charges for a vessel described in any of items 1 to 3 of Schedule D of the Public Port Facilities Berthage Charges Tariff Notice
Fee-setting authority	Canada Marine Act - Section 67 - Public Port Facilities Berthage Charges Tariff Notice
Year fee-setting authority was introduced	1998
Last year fee-setting authority was amended	2019
Service standard	At Transport Canada's public port facilities, an area (as advertised), to secure a vessel for the purposes of moving passengers and goods will be available for use. Transport Canada will endeavour to provide the service in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports.
Performance result	Service Standard met for 810 of the 810 fee(s) charged

Fee grouping	Public Ports
Fee	The charge for a self-propelled vessel that ordinarily operates only within the limits of a public port and that engages in commercial activity therein is, where the vessel is equal to or greater than 100 gross registered ton, but less than 200 gross registered ton, payable once in each calendar year
	The charge for a self-propelled vessel that ordinarily operates only within the limits of a public port and that engages in commercial activity therein is, where the vessel is equal to or greater than 200 gross registered ton, payable once in each calendar year

	The charge for a self-propelled vessel that ordinarily operates only within the limits of a public port and that engages in commercial activity therein is, where the vessel is less than 100 gross registered ton, payable once in each calendar year
	The charge payable in any month for each of the first five entries of a vessel entering a public port, per gross registered ton, is in the case of a vessel used in the carriage of goods or passengers from a place in Canada to another place in Canada at the time it comes into a public port, which is registered in Canada or under a Coasting Trade License issued pursuant to the Coasting Trade Act
	The charge payable in any month for each of the first five entries of a vessel entering a public port, per gross registered ton, is in the case of a vessel used in the carriage of goods or passengers from a place in Canada to another place in Canada at the time it comes into a public port, other than a vessel referred to in paragraphs (a) (i) or (ii) in the Public Harbour Dues Tariff Notice
Fee-setting authority	Canada Marine Act - Section 67 - Public Harbour Dues Tariff Notice
Year fee-setting authority was introduced	1998
Last year fee-setting authority was amended	2019
Service standard	At Transport Canada's public ports, Transport Canada will provide for the control of vessel movements and port activities within the limits of the public port that is available for use. Transport Canada will endeavour to provide the service in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports.
Performance result	Service Standard met for 1939 of the 1939 fee(s) charged

Fee grouping	Public Ports
Fee	Storage for goods elsewhere at a public port facility, per day or part thereof - Cost based on per square metre
	Storage for goods in sheds other than frost-proof sheds, per day rate - Cost based on per square metre
	Storage for goods on wharf, per day or part thereof - Cost based on per square metre
	Storage for goods other than vegetables and root vegetables in frost-proof sheds, where space is not required for vegetables or root vegetables, per day - Cost based on per square metre
	Storage for vegetables and root vegetables in frost-proof sheds: heated sheds for each additional 5-day period or part thereof, for the period - Cost based on per square metre
	Storage for vegetables and root vegetables in frost-proof sheds: heated sheds for the first 5-day period or part thereof after initial entry into the shed for the purpose of consolidating a shipment - Cost based on per square metre

	Storage for vegetables and root vegetables in frost-proof sheds: heated sheds for the second 5-day period or part thereof, for the period - Cost based on per square metre
	Storage for vegetables and root vegetables in frost-proof sheds: unheated sheds for each additional 10-day period or part thereof where a shipment is not removed from the shed prior to the 16th day, for the period - Cost based on per square metre
	Storage for vegetables and root vegetables in frost-proof sheds: unheated sheds for the subsequent 5-day period or part thereof, for the period - Cost based on per square metre
Fee-setting authority	Canada Marine Act - Section 67 - Public Port Facilities Storage Charges Tariff Notice
Year fee-setting authority was introduced	1998
Last year fee-setting authority was amended	2019
Service standard	At Transport Canada's public port facilities, an area (as advertised) to store goods in a safe and efficient manner will be available for use. Transport Canada will endeavour to provide the service in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports.
Performance result	Service Standard met for 325 of the 325 fee(s) charged

Fee grouping	Public Ports
Fee	Transfer charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 m ³ per tonne. Per cubic metre rate.
	Transfer charges for: All goods not otherwise specified with a cubic content of less than 1 m ³ per tonne. Per tonne rate.
	Transfer charges for: Asbestos, crude, per tonne rate.
	Transfer charges for: Automobiles, auto trailers, tractors. Fee per unit.
	Transfer charges for: Barrels, casks, drums. Fee per empty unit.
	Transfer charges for: Beer, per tonne rate.
	Transfer charges for: Boats not over 6 m in length. Fee per unit.
	Transfer charges for: Boats over 10 m in length. Fee per unit.
	Transfer charges for: Boats over 6 m but not over 10 m in length. Fee per unit.
	Transfer charges for: Cement, in bulk. Per tonne rate.
	Transfer charges for: Cement, in containers. Per tonne rate.
	Transfer charges for: Coal, per tonne rate.
	Transfer charges for: Containers, 6 m in length and over, loaded, in addition to wharfage charges on their contents fee per unit.
	Transfer charges for: Explosives, per tonne rate.
Transfer charges for: Fertilizer, per tonne rate.	

Transfer charges for: Fish, cured, per tonne rate.
Transfer charges for: Fish, processed, per tonne rate.
Transfer charges for: Fish, whole, per tonne rate.
Transfer charges for: Fruit concentrate, in barrels, per tonne rate.
Transfer charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, in bulk, per kilolitre rate.
Transfer charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, not in bulk per 205 litre drum rate.
Transfer charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, in bulk, per kilolitre rate.
Transfer charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, not in bulk, per 205 litre drum rate.
Transfer charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, in bulk, per kilolitre rate.
Transfer charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, not in bulk, per 205 litre drum rate.
Transfer charges for: Grain, grain products, hay, per tonne rate.
Transfer charges for: Liquors, spirits, alcoholic beverages, except beer and wine, per tonne rate.
Transfer charges for: Livestock; cattle, calves. Fee per unit.
Transfer charges for: Livestock; horses, mules, colts. Fee per unit.
Transfer charges for: Livestock; sheep, swine. Fee per unit.
Transfer charges for: Lumber and timber, except plywood, per cubic metre rate.
Transfer charges for: Metals, in ingots, pigs, blooms, bales, etc., per tonne rate.
Transfer charges for: Minimum charge, per shipment or consignment.
Transfer charges for: Motorcycles, snowmobiles, all-terrain vehicles, fee per unit.
Transfer charges for: Newsprint, per tonne rate.
Transfer charges for: Ore concentrates, per tonne rate.
Transfer charges for: Ores, alum, barytes, sulphur, soda ash, calcium chloride, per tonne rate.
Transfer charges for: Plywood, per tonne rate.
Transfer charges for: Potatoes and root vegetables, per tonne rate.
Transfer charges for: Pulpwood, firewood, in stacked cords, per cubic metre rate.
Transfer charges for: Salt for fish curing, per tonne rate.
Transfer charges for: Salt for other purposes, per tonne rate.
Transfer charges for: Sand, stone, gravel, per tonne rate.
Transfer charges for: Scrap metals, per tonne rate.
Transfer charges for: Secondary fibre, waste paper, per tonne rate.
Transfer charges for: Trucks, tractor-trailers, trailers, buses, in addition to the charge on contents, per metre of length.
Transfer charges for: Water, in bulk, per kilolitre rate.
Transfer charges for: Wines, per tonne rate.
Transfer charges for: Woodchips, sawdust, per dry tonne rate.
Transfer charges for: Woodpulp, per tonne rate.

Wharfage charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 m ³ per tonne. Per cubic metre rate.
Wharfage charges for: All goods not otherwise specified with a cubic content of less than 1 m ³ per tonne. Per tonne rate.
Wharfage charges for: Asbestos, crude, per tonne rate.
Wharfage charges for: Automobiles, auto trailers, tractors. Fee per unit.
Wharfage charges for: Barrels, casks, drums. Fee per empty unit.
Wharfage charges for: Beer, per tonne rate.
Wharfage charges for: Boats not over 6 m in length. Fee per unit.
Wharfage charges for: Boats over 10 m in length. Fee per unit.
Wharfage charges for: Boats over 6 m but not over 10 m in length. Fee per unit.
Wharfage charges for: Cement, in bulk. Per tonne rate.
Wharfage charges for: Cement, in containers. Per tonne rate.
Wharfage charges for: Coal, per tonne rate.
Wharfage charges for: Containers, 6 m in length and over, loaded, in addition to wharfage charges on their contents fee per unit.
Wharfage charges for: Explosives, per tonne rate.
Wharfage charges for: Fertilizer, per tonne rate.
Wharfage charges for: Fish, cured, per tonne rate.
Wharfage charges for: Fish, processed, per tonne rate.
Wharfage charges for: Fish, whole, per tonne rate.
Wharfage charges for: Fruit concentrate, in barrels, per tonne rate.
Wharfage charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, in bulk, per kilolitre rate.
Wharfage charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, not in bulk per 205 litre drum rate.
Wharfage charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, in bulk, per kilolitre rate.
Wharfage charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, not in bulk, per 205 litre drum rate.
Wharfage charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, in bulk, per kilolitre rate.
Wharfage charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, not in bulk, per 205 litre drum rate.
Wharfage charges for: Grain, grain products, hay, per tonne rate.
Wharfage charges for: Liquors, spirits, alcoholic beverages, except beer and wine, per tonne rate.
Wharfage charges for: Livestock; cattle, calves. Fee per unit.
Wharfage charges for: Livestock; horses, mules, colts. Fee per unit.
Wharfage charges for: Livestock; sheep, swine. Fee per unit.
Wharfage charges for: Lumber and timber, except plywood, per cubic metre rate.
Wharfage charges for: Metals, in ingots, pigs, blooms, bales, etc., per tonne rate.
Wharfage charges for: Minimum charge, per shipment or consignment.
Wharfage charges for: Motorcycles, snowmobiles, all-terrain vehicles, fee per unit.
Wharfage charges for: Newsprint, per tonne rate.
Wharfage charges for: Ore concentrates, per tonne rate.

	Wharfage charges for: Ores, alum, barytes, sulphur, soda ash, calcium chloride, per tonne rate.
	Wharfage charges for: Plywood, per tonne rate.
	Wharfage charges for: Potatoes and root vegetables, per tonne rate.
	Wharfage charges for: Pulpwood, firewood, in stacked cords, per cubic metre rate.
	Wharfage charges for: Salt for fish curing, per tonne rate.
	Wharfage charges for: Salt for other purposes, per tonne rate.
	Wharfage charges for: Sand, stone, gravel, per tonne rate.
	Wharfage charges for: Scrap metals, per tonne rate.
	Wharfage charges for: Secondary fibre, waste paper, per tonne rate.
	Wharfage charges for: Trucks, tractor-trailers, trailers, buses, in addition to the charge on contents, per metre of length.
	Wharfage charges for: Water, in bulk, per kilolitre rate.
	Wharfage charges for: Wines, per tonne rate.
	Wharfage charges for: Woodchips, sawdust, per dry tonne rate.
	Wharfage charges for: Woodpulp, per tonne rate.
Fee-setting authority	Canada Marine Act - Section 67 - Public Port Wharfage and Transfer Charges Tariff Notice
Year fee-setting authority was introduced	1998
Last year fee-setting authority was amended	2019
Service standard	At Transport Canada's public port facilities, an area of wharf (as advertised) will be available for use for berthed vessels. Transport Canada will endeavour to provide an area in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports.
Performance result	Service Standard met for 412 of the 412 fee(s) charged

Fee grouping	Public Ports ³
Fee	Utilities - Service Charges for garbage disposal, sewage disposal, snow removal, wharf cleaning
	Utilities - Service Charges for Security
Fee-setting authority	Canada Marine Act - Section 67 - Public Port Utilities and Other Services Charges Tariff Notice
Year fee-setting authority was introduced	1998

³ These fee groupings are not considered new although they were not reported in Transport Canada's 2017-18, 2018-19 and 2019-20 Fees Reports.

Last year fee-setting authority was amended	2019
Service standard	At Transport Canada's public port facilities, utilities and other services will be made available for use, where those services are available.
Performance result	Service Standard met for 40 of the 40 fee(s) charged

Fee grouping	Air Carriers Joint Venture Review Process
Fee	Initial Fee for a Joint Venture involving two air carriers Initial Fee for a Joint Venture involving three or more air carriers
Fee-setting authority	Canada Transportation Act - Regulations Respecting Fees for the Review of Arrangements Involving Transportation Undertakings Providing Air Services
Year fee-setting authority was introduced	2019
Last year fee-setting authority was amended	Not applicable
Service standard	TC will, within 45 days following the receipt of the notice referred to in subsection 53.73(1) of the Canada Transportation Act, inform the parties whether the proposed arrangement raises significant public interest considerations, making the arrangement subject to further review (i.e., whether the review process will continue).
Performance result	Fee(s) not charged in 2020-21

Fee grouping	Air Carriers Joint Venture Review Process
Fee	Fee for a full review of a Joint Venture involving two air carriers Fee for a full review of a Joint Venture involving three or more air carriers
Fee-setting authority	Canada Transportation Act - Regulations Respecting Fees for the Review of Arrangements Involving Transportation Undertakings Providing Air Services
Year fee-setting authority was introduced	2019
Last year fee-setting authority was amended	Not applicable
Service standard	Within 240 days of determining that the proposed arrangement is subject to further review, TC will render a final decision and make a public a summary of that decision, pursuant to subsection 53.73(8) of the Canada Transportation Act.
Performance result	Fee(s) not charged in 2020-21

Endnotes

ⁱ *Service Fees Act*, <https://laws-lois.justice.gc.ca/eng/acts/S-8.4/>

ⁱⁱ *Low-Materiality Fees Regulations*, <https://laws-lois.justice.gc.ca/eng/regulations/SOR-2019-109/page-1.html>

ⁱⁱⁱ *Directive on Charging and Special Financial Authorities*, <https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=32502>

^{iv} *Access to Information Act*, <https://laws-lois.justice.gc.ca/eng/acts/a-1/>

^v Transport Canada Access to Information and Privacy website, <https://tc.canada.ca/en/corporate-services/transparency/access-information-privacy>

^{vi} Transport Canada's Policy on remissions, <https://tc.canada.ca/en/corporate-services/transparency/transport-canada-s-policy-remissions>

^{vii} Transport Canada website, <https://tc.canada.ca/en/corporate-services/transparency/corporate-management-reporting/fees-reports-transport-canada/fees-under-department-s-authority-2020-2021>