

Transport Canada
Fees Report
Fiscal year 2023–24

The Honourable Anita Anand, P.C., M.P.
Minister of Transport

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Minister's message

I am pleased to present Transport Canada's report on fees for the 2023-24 fiscal year. This is the department's seventh annual report under the Service Fees Act.

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 fees collected by Transport Canada help pay for a wide variety of transportation services, including:

- pilot exams and certification, as well as licensing and training;
- examinations and inspections for vessels, including of onboard safety equipment and pollution-prevention systems;
- vessel registration; and
- berthing and storage at ports across the country.

There are many other examples listed in this report. Together, these fees help ensure that people get where they need to go, safely and on time, and that consumer goods reach shelves in markets across the country and around the world.

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

The Honourable Anita Anand, P.C., M.P.
Minister of Transport



About this report

This report, which is tabled under section 20 of the *Service Fees Act*, the *Low-Materiality Fees Regulations*, and subsection 4.2.9 of the Treasury Board *Directive on Charging and Special Financial Authorities*, contains information about the fees Transport Canada had the authority to charge in fiscal year 2023–24.

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

For reporting purposes, fees are categorized by fee-setting mechanism. There are three mechanisms:

1. Act, regulation or fees notice
The authority to set these fees is delegated to a department, minister or Governor in Council pursuant to an act of Parliament.
2. Contract
Ministers have the inherent 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 comes from an act of Parliament or a regulation, and the minister, department or Governor in Council has no control in determining the fee amount.

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

Fees charged by Transport Canada under the *Access to Information Act* are not subject to the *Service Fees Act* and are not included in this report. Information on Transport Canada's access to information fees can be found in our [annual report to Parliament](#) on the administration of the *Access to Information Act*.

Remissions

In 2023–24, Transport Canada was subject to the requirements to issue remissions under section 7 of the *Service Fees Act* and subsection 4.2.4 of the Treasury Board *Directive on Charging and Special Financial Authorities* to remit a fee, in whole or in part, to a fee payer when a service standard was not met. Transport Canada’s remission policy and procedures, pursuant to the *Service Fees Act*, are on the following web page: [Transport Canada’s Policy on remissions](#).

The other sections of this report provide detailed amounts for Transport Canada’s remissions for 2023–24.

Overall totals, by fee-setting mechanism

The following table presents the total revenue, cost and remissions for all fees Transport Canada had the authority to charge in 2023–24, by fee-setting mechanism.

Overall totals for 2023–24, by fee-setting mechanism

Fee-setting mechanism	Revenue (\$)	Cost (\$)	Remissions (\$)
Fees set by contract	3,530,696	4,585,871	Remissions do not apply to fees set by contract.
Fees set by act, regulation or fees notice	35,965,293	231,119,686	5,946.21
Total	39,495,989	235,705,557	5,946.21

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

This section presents, for each fee grouping, the total revenue, cost and remissions for all fees Transport Canada had the authority to set in 2023–24 that are set by the following:

- act
- regulation
- fees notice

Civil Aviation Schedule I – General: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
100,082	2,110,409	0

Civil Aviation Schedule II - Aircraft Registration: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
614,160	2,837,656	0

Civil Aviation Schedule III - Aircraft Leasing: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
27,077	77,559	0

Civil Aviation Schedule IV – Personnel Licensing and Training: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
4,157,504	25,934,011	277.24

Civil Aviation Schedule V - Aeronautical Product Approvals: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
1,691,144	21,610,809	0

Civil Aviation Schedule VI - Maintenance and Manufacturing: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
441,022	7,341,676	827.51

Civil Aviation Schedule VII - Air Operations: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
674,036	16,882,908	1,265

CAR 104.04 – Processing of applications - Additional charges: totals for 2023–2024

Revenue (\$)	Cost (\$)	Remissions (\$)
343,242	343,242	0

All other Airports: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
0	0	0

Blanc-Sablon Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
269,478.66	2,451,944	0

Churchill Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
521,805.36	5,382,203.82	0

Eastmain Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
52,512.7	2,241,437	0

Havre St. Pierre Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
135,205.73	1,855,390	0

Iles de la Madeleine Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
425,670.98	4,026,280	0

Penticton Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
723,052.7	5,179,548.62	0

Port Hardy Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
183,655.96	3,961,968.01	0

K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
175,747.27	3,209,426.54	0

Sept Iles Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
1,861,265.01	9,735,172	0

St Anthony Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
332,898.93	3,801,545.71	0

Wabush Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
3,516,598.3	10,309,271.63	0

Waskaganish Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
20,806.61	2,169,492	0

Wemindjii Airport: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
97,792.88	1,925,556	0

Domestic Vessel Regulatory Oversight: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
3,133,870	22,886,915	3,576.46

Marine Cargo: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
6,600,343	9,411,182	0

Marine Insurance: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
204,918	433,007	0

Port State Control (follow-up inspection only): totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
258,651	289,063	0

Marine Personnel: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
376,763	31,920,521	0

Marine Pilotage administrative charge: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
1,506,419	2,133,180	0

Vessel Registry: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
1,084,327	5,411,342	0

Public Ports: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
6,435,244	25,246,970	0

Air Carriers Joint Venture Review Process: totals for 2023-24

Revenue (\$)	Cost (\$)	Remissions (\$)
0	0	0

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

This section provides detailed information on each fee Transport Canada had the authority to charge in 2023–24 and that was set by the following:

- act
- regulation
- fees notice

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

1985

Last year fee-setting authority was amended

2023

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 623 of the 869 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 44 of the 68 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

Service standard

The fees did not have an established service standard

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

1985

Last year fee-setting authority was amended

2023

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 22561 of the 22603 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 3134 of the 3306 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 15 of the 17 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 37152 of the 37276 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 standard met for 318 of the 318 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 2 of the 3 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 1539 of the 1707 service(s) completed

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 fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

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 standard met for 534 of the 534 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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

Service standard met for 10122 of the 10122 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 1277 of the 1277 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 10945 of the 19911 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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

Service standard met for 21841 of the 21856 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 15 of the 23 service(s) completed

Fee Grouping

Civil Aviation 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-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- Assistance for a formal application for certification
- Canadian Technical Standard Order - Amended Issuance other than APU
- Canadian Technical Standard Order - Initial Issuance other than APU
- Hourly charge for Part III Hybrid aeronautical product approvals
- Initial or amended Type Certificate for a non-Canadian aeronautical product following streamlined evaluation
- Part Design Approval - Amended Issuance - TCCA issued
- Part Design Approval - Initial issuance - TCCA issued
- Repair Design Approval - Amended Issuance (repair design) - TCCA issued
- Repair Design Approval - Initial issuance (repair design) - TCCA issued
- Repair Design Approval - Initial issuance (repair process) - TCCA issued
- Supplemental Type Certificate - Amended Issuance - Single or Several Serial Number(s) - TCCA issued
- Supplemental Type Certificate - Amended Issuance - TCCA issued
- Supplemental Type Certificate - Foreign Validation - Acceptance of foreign Supplemental Type Certificate
- Supplemental Type Certificate - Foreign Validation - Issuance of Canadian STC based on foreign STC
- Supplemental Type Certificate - Initial Issuance - Several Serial Numbers - TCCA issued
- Supplemental Type Certificate - Initial Issuance - Single Serial Number - TCCA issued
- Supplemental Type Certificate - Initial Issuance - TCCA issued
- Supplemental Type Certificate - Technical data revision without re-issuance

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

Service standard

TC will acknowledge receipt of the application and provide the applicant with the name of the responsible designated contact, the project number assigned to the file and the fee information, within 30 business days of receiving an application.

Performance result

Service standard met for 241 of the 245 service(s) completed

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- Repair Design Approval - Initial or Amended Issuance - Delegate issued
- Supplemental Type Certificate - Amended Issuance - Single or Several Serial Number(s) - Delegate issued
- Supplemental Type Certificate - Initial Issuance - Single or Several Serial Number(s) - Delegate issued

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

Service standard

TC will establish the initial certification basis, pursuant to the Canadian Aviation Regulations, within 120 business 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 371 of the 375 service(s) completed

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- Hourly charge for Part II aeronautical product approvals

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

Service standard

TC will issue a design approval document within 60 business 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

Service standard met for 652 of the 672 service(s) completed

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

Administrative changes to amend documents under Schedule V

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

Service standard

TC will issue the document within 30 business days after receipt of a complete request.

Performance result

Service standard met for 26 of the 27 service(s) completed

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- Alternative means of compliance (AMOC) with an airworthiness directive
- Ministerial exemption to an airworthiness directive

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

Service standard

TC will issue the document within 60 business days after receipt of a complete request.

Performance result

Service standard met for 19 of the 19 service(s) completed

Fee Grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- 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

1985

Last year fee-setting authority was amended

2023

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 112 of the 112 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 169 of the 169 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 131 of the 131 service(s) completed

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

- 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

1985

Last year fee-setting authority was amended

2023

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

No services completed in 2023-24

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
- 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

1985

Last year fee-setting authority was amended

2023

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 335 of the 361 service(s) completed

Fee grouping

Civil Aviation Schedule VI - Maintenance and Manufacturing

Fee

- a 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
- a 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
- a 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
- a 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

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

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 24 of the 29 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 157 of the 165 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 336 of the 422 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 763 of the 1067 service(s) completed

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 fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

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 8 of the 9 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 14 of the 20 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 49 of the 80 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 89 of the 97 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

Service standard

2 working days. Actual processing times can vary depending on the complexity and completeness of the request

Performance result

Service standard met for 2 of the 2 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 12 of the 34 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 22 of the 22 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 153 of the 269 service(s) completed

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—airial 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—airial 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

1985

Last year fee-setting authority was amended

2023

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 146 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 84 of the 103 service(s) completed

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

1985

Last year fee-setting authority was amended

2023

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 137 of the 164 service(s) completed

Fee grouping

Civil Aviation - CAR 104.04 – Processing of applications - Additional charges

Fee

- Travel expenses for out-of-country or in-country travel - CAR 104.04
- Overtime expenses for out-of-country or in-country travel - CAR 104.04

Fee-setting authority

Aeronautics Act - Canadian Aviation Regulations (CARs)

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2023

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

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 - 16-25 Seat Capacity
- Domestic Flight General Terminal Charges - All other airports - 26-45 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
- 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 - 201-250 Seat Capacity
- Domestic Flight General Terminal Charges - All other airports - 251-300 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
- 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 - 16-25 Seat Capacity
- International Flight General Terminal Charges - All other airports - 26-45 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
- 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 - 201-250 Seat Capacity
- International Flight General Terminal Charges - All other airports - 251-300 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
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Fee-setting authority

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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

No services completed in 2023-24

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 fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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

No services completed in 2023-24

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

Fee-setting authority

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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

No services completed in 2023-24

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

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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 2257 of the 2257 service(s) completed

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

2018

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 2295 of the 2295 service(s) completed

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

2018

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 122 of the 122 service(s) completed

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

2018

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 2318 of the 2318 service(s) completed

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

2018

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 2512 of the 2512 service(s) completed

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

2018

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 56 of the 56 service(s) completed

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

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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 391 of the 391 service(s) completed

Fee grouping

Eastmain River Airport

Fee

- Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Minimum
- Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River 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 - Eastmain River 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 - Eastmain River 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 - Eastmain River Airport - Minimum
- Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River 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 - Eastmain River 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 - Eastmain River 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 - Eastmain River Airport - Minimum
- 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

2018

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 409 of the 409 service(s) completed

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

2018

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 9 of the 9 service(s) completed

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

2018

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 1019 of the 1019 service(s) completed

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

2018

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 1615 of the 1615 service(s) completed

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

2018

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 279 of the 279 service(s) completed

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 introduced

1985

Last year fee-setting authority was amended

2018

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 1723 of the 1723 service(s) completed

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

2018

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 1714 of the 1714 service(s) completed

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

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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 506 of the 506 service(s) completed

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

2018

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 1617 of the 1617 service(s) completed

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 - Penticton 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 - Penticton 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

2018

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 5508 of the 5508 service(s) completed

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

2018

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 543 of the 543 service(s) completed

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 - Airport Vehicle Parking Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2018

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 855 of the 855 service(s) completed

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

2018

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 1298 of the 1298 service(s) completed

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

2018

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 17 of the 17 service(s) completed

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 - Airport Vehicle Parking Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Fee grouping

K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport

Fee

- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 0-9 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 10-15 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 16-25 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 26-45 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 46-60 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 61-89 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 90-125 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 126-150 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 151-200 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 201-250 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 251-300 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 301-400 Seat Capacity
- Domestic Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 401 or more Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 0-9 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 10-15 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 16-25 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 26-45 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 46-60 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 61-89 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 90-125 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 126-150 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 151-200 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 201-250 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 251-300 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - 301-400 Seat Capacity

- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay (Formerly 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

2018

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 535 of the 535 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport

Fee

- Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Minimum
- Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Minimum
- Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Minimum
- International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly 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 - K'il Kun Xidgwangs Daanaay (Formerly 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

2018

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 1172 of the 1172 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport

Fee

- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of 2,000 kg or less
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 300,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of 2,000 kg or less
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of More than 300,000 kg
- Annual Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - Aircraft weight of 2,000 kg or less
- Annual Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay (Formerly 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

2018

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 63 of the 63 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport

Fee

- Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - maximum per 24-hour period
- Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - maximum per month
- Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - K'il Kun Xidgwangs Daanaay (Formerly Sandspit) Airport - maximum per week

Fee-setting authority

Aeronautics Act - Airport Vehicle Parking Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2018

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 6757 of the 6757 service(s) completed

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

2018

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 10059 of the 10059 service(s) completed

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

2018

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 77 of the 77 service(s) completed

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 - Airport Vehicle Parking Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2018

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 708 of the 708 service(s) completed

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

2018

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 786 of the 786 service(s) completed

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

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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 1 of the 1 service(s) completed

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

2018

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 3320 of the 3320 service(s) completed

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

Aeronautics Act - Air Services Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

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 3806 of the 3806 service(s) completed

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

2018

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 202 of the 202 service(s) completed

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 - Airport Vehicle Parking Charges Regulations

Year fee-setting authority was introduced

1985

Last year fee-setting authority was amended

2018

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2018

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 187 of the 187 service(s) completed

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

2018

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 195 of the 195 service(s) completed

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

2018

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 2 of the 2 service(s) completed

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

2018

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 665 of the 665 service(s) completed

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

2018

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 764 of the 764 service(s) completed

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

2018

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

No services completed in 2023-24

Fee grouping

Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, K'il Kun Xidgwangs Daanaay (Formerly 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

2018

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

No services completed in 2023-24

Fee grouping

Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, K'il Kun Xidgwangs Daanaay (Formerly 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

1985

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

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Examine or approve plan and other documents within 45 working days after receipt of complete information

Performance result

No services completed in 2023-24.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Examine or approve plan and other documents within 45 working days after receipt of complete information

Performance result

Service standard met for 3515 of the 3785 service(s) completed

Fee grouping

Domestic Vessel Regulatory Oversight - Extension of Load Line Convention Certificates for Non-Canadian Ships

Fee

Inspection of a 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

2001

Last year fee-setting authority was amended

2023

Service standard

Extend/Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue authorization for clearance within 1 day after completion of satisfactory inspection.

Performance result

No services completed in 2023-24

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

Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees

Year fee-setting authority was introduced

2001

Last year fee-setting authority was amended

2023

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

2001

Last year fee-setting authority was amended

2023

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 1188 of the 1194 service(s) completed

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

2001

Last year fee-setting authority was amended
2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

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 90 of the 90 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

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 58 of the 59 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

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 8 of the 22 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.

Performance result

No services completed in 2023-24

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
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- 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
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 - 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

- 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
- 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
- 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
- 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
- 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
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- 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
- 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
- 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

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

- 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
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 - 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

2001

Last year fee-setting authority was amended

2023

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 37 of the 37 service(s) completed

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, 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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

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 5 of the 9 service(s) completed

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 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

2001

Last year fee-setting authority was amended

2023

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 5 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

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 4 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.

Performance result

Service standard met for 37 of the 37 service(s) completed

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 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

2001

Last year fee-setting authority was amended

2023

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 27 of the 27 service(s) completed

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 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

2001

Last year fee-setting authority was amended

2023

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 1143 of the 1160 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

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 26 of the 26 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

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

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate of approval within 15 working days after completion of satisfactory inspection.

Performance result

No services completed in 2023-24

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, security 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

2001

Last year fee-setting authority was amended

2023

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate within 10 working days after receipt of request and once submission is complete

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate within 15 working days after receipt of request and once submission is complete.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate within 15 working days after receipt of request and once submission is complete.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue certificate within 15 working days after receipt of request and once submission is complete.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue of report of cancellation/postponement within 5 working days following such a cancellation / postponement date

Performance result

Service standard met for 0 of the 2 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue Safe Manning Document within 10 working days after reception of complete application

Performance result

Service standard met for 661 of the 662 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue Safe Manning Document within 15 working days after reception of complete application

Performance result

Service standard met for 195 of the 195 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Issue authorization for clearance within 1 day after completion of satisfactory inspection.

Performance result

No services completed in 2023-24

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

2001

Last year fee-setting authority was amended

2023

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

- Daily inspection fee
- Document issuance fee (Daily)

Fee-setting authority

Canada Shipping Act, 2001 (Section 35), Marine Safety Fees Regulation

Year fee-setting authority was introduced

2001

Last year fee-setting authority was amended

2024

Service standard

Issue a certificate or transcript, as applicable, within 24 hours of completing requested inspections.

Performance result

Service standard met for 7845 of the 7847 service(s) completed

Fee grouping

Marine Cargo

Fee

- Initial/modification verification of shipper's procedures for cargo that may liquefy
- Renewal verification of shipper's procedures for cargo that may liquefy
- Intermediate verification of shipper's procedures for cargo that may liquefy

Fee-setting authority

Canada Shipping Act, 2001 (Section 35), Marine Safety Fees Regulation

Year fee-setting authority was introduced

2001

Last year fee-setting authority was amended

2024

Service standard

Issue a letter of approval within 10 business days after satisfactory completion of verification.

Performance result

Service standard met for 18 of the 19 service(s) completed

Fee grouping

Marine Cargo

Fee

- Inspection of a vessel carrying solid bulk dangerous goods
- Inspection of a vessel carrying packaged dangerous goods

Fee-setting authority

Canada Shipping Act, 2001 (Section 35), Marine Safety Fees Regulation

Year fee-setting authority was introduced

2001

Last year fee-setting authority was amended

2024

Service standard

Issue certificate and/or transcript, as applicable, within 5 workings days after completion of satisfactory inspection.

Performance result

No services completed in 2023-24

Fee grouping

Marine Cargo

Fee

- Exemption from a tank prewashing operation - Base fee for the first 3.75 hours
- Presence of Marine Safety Inspector for a vessel's tank prewashing operation - Hourly rate for any additional hours on a Sunday
- Presence of Marine Safety Inspector for a vessel's tank prewashing operation - Hourly rate for any additional hours between 8:00 a.m. to 5:00 p.m., Monday to Friday, other than on a holiday
- Presence of Marine Safety Inspector for a vessel's tank prewashing operation - Hourly rate for any additional hours between 5:00 p.m. and 8:00 a.m., Monday to Friday or on a Saturday or on a holiday, other than a Sunday
- Presence of Marine Safety Inspector for a vessel's tank prewashing operation - Base fee for the first 3.75 hours
- Exemption from a tank prewashing operation - Hourly rate for any additional hours on a Sunday
- Exemption from a tank prewashing operation - Hourly rate for any additional hours between 8:00 a.m. to 5:00 p.m., Monday to Friday, other than on a holiday
- Exemption from a tank prewashing operation - Hourly rate for any additional hours between 5:00 p.m. and 8:00 a.m., Monday to Friday or on a Saturday or on a holiday, other than a Sunday

Fee-setting authority

Canada Shipping Act, 2001 (Section 35), Marine Safety Fees Regulation

Year fee-setting authority was introduced

2001

Last year fee-setting authority was amended

2024

Service standard

Endorsing of the appropriate entries in the relevant documentation within 24 hours of completing satisfactory inspection.

Performance result

Service standard met for 27 of the 29 service(s) completed

Fee grouping

Marine Insurance

Fee

- Issuance of a Bunkers Convention certificate
- Issuance of a Civil Liability Convention certificate

Fee-setting authority

Marine Liability Act (Section 90), Marine Liability and Information Return Regulations

Year fee-setting authority was introduced

2010

Last year fee-setting authority was amended

2023

Service standard

Once we receive your complete application, it will take us up to 10 business days to issue the certificate of insurance.

Performance result

Service standard met for 774 of the 792 service(s) completed

Fee grouping

Marine Insurance

Fee

- Issuance of a Wreck Removal Convention certificate

Fee-setting authority

Marine Liability Act (Section 90), Marine Liability and Information Return Regulations

Year fee-setting authority was introduced

2010

Last year fee-setting authority was amended

2023

Service standard

Once we receive your complete application, it will take us up to 10 business days to issue the certificate of insurance.

Performance result

Service standard met for 1234 of the 1292 service(s) completed

Fee grouping

Port State Control – second and subsequent visits

Fee

- PSC Inspection of foreign vessels for the rescission of a detention order
- PSC inspection of foreign vessels to verify that a defect that was identified during a Port State Control inspection and that did not warrant the issuance of a detention order has been rectified

Fee-setting authority

Canada Shipping Act, 2001 (Section 35), Marine Safety Fees Regulation

Year fee-setting authority was introduced

2001

Last year fee-setting authority was amended

2024

Service standard

Endorsing of the appropriate entries in the relevant documentation within 24 hours of completing inspection.

Performance result

Service standard met for 54 of the 63 service(s) completed

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Fee grouping

Marine Pilotage

Fee

Pilotage Act administration fee

Fee-setting authority

Pilotage Act, Section 37.1

Year fee-setting authority was introduced

2019

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

Not subject to a service standard requirement, pursuant to the Service Fees Act.

Performance result

Not subject to a service standard requirement, pursuant to the Service Fees Act.

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

2001

Last year fee-setting authority was amended

2023

Service standard

The service standard is related to the service being provided within Vessel Registry programs

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

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(1) - Public Port Facilities Berthage Charges Tariff Notice

Year fee-setting authority was introduced

1998

Last year fee-setting authority was amended

2020

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 1370 of the 1370 service(s) completed

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(1) - Public Harbour Dues Tariff Notice

Year fee-setting authority was introduced

1998

Last year fee-setting authority was amended

2020

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 2449 of the 2449 service(s) completed

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(1) - Public Port Facilities Storage Charges Tariff Notice

Year fee-setting authority was introduced

1998

Last year fee-setting authority was amended

2020

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 298 of the 298 service(s) completed

Fee grouping

Public Ports

Fee

- Transfer charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 m³ per tonne. Per cubic metre rate.
- Transfer charges for: All goods not otherwise specified with a cubic content of less than 1 m³ 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: Wood chips, sawdust, per dry tonne rate.
- Transfer charges for: Wood pulp, per tonne rate.
- Wharfage charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 m³ per tonne. Per cubic metre rate.
- Wharfage charges for: All goods not otherwise specified with a cubic content of less than 1 m³ 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: Wood chips, sawdust, per dry tonne rate.
- Wharfage charges for: Wood pulp, per tonne rate.

Fee-setting authority

Canada Marine Act - Section 671(1) - Public Port Wharfage and Transfer Charges Tariff Notice

Year fee-setting authority was introduced

1998

Last year fee-setting authority was amended

2020

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 383 of the 383 service(s) completed

Fee grouping

Public Ports

Fee

- Utilities - Service charges for electricity, water, garbage disposal, sewage disposal, snow removal, wharf cleaning
- Utilities - Service Charges for Security

Fee-setting authority

Canada Marine Act - Section 67(1) - Public Port Utilities and Other Services Charges Tariff Notice

Year fee-setting authority was introduced

1998

Last year fee-setting authority was amended

2020

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 52 of the 52 service(s) completed

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

2023

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

No services completed in 2023-24

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

2023

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

No services completed in 2023-24