

Transport Canada
Fees Report
Fiscal year 2025–26

The Honourable Steven MacKinnon
Minister of Transport and Leader of the
Government in the House of Commons

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Minister's message

I am pleased to present Transport Canada's Fees Report for the 2025–26 fiscal year.

Prepared in accordance with the *Service Fees Act*, this report outlines the fees charged by Transport Canada, the department's performance against its service standards and the revenues collected in support of the services we provide to Canadians.

These fees contribute to the delivery of a wide range of transportation programs and services, including the licensing of commercial pilots, certification of aircraft and vessels, marine safety inspections, and oversight of commercial drone operations.

By recovering a portion of the costs associated with delivering these programs, services and activities, these fees support the effective delivery of services that Canadians and industry rely on every day.

Through transparent reporting and accountable fee management, Transport Canada continues to support a transportation system that is safe, secure, efficient, competitive, and environmentally responsible.



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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 2025–26.

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 2025-26, 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 2025-26.

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 2025–26, by fee-setting mechanism.

Overall totals for 2025-26, by fee-setting mechanism

Fee-setting mechanism	Revenue (\$)	Cost (\$)	Remissions (\$)
Fees set by contract	2,573,016	3,798,208	Remissions do not apply to fees set by contract.
Fees set by act, regulation or fees notice	47,897,031	270,988,918	24,195
Total	50,470,047	274,787,126	24,195

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 charge 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 charge in 2025-26 that are set by the following:

- act
- regulation
- fees notice

Civil Aviation Schedule I – General: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
126,330	2,491,416	1,434

Civil Aviation Schedule II - Aircraft Registration: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
627,165	2,748,193	0

Civil Aviation Schedule III - Aircraft Leasing: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
28,032	63,685	918

Civil Aviation Schedule IV – Personnel Licensing and Training: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
6,452,51	30,530,640	803

Civil Aviation Schedule V - Aeronautical Product Approvals: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
5,220,269	25,066,746	0

Civil Aviation Schedule VI - Maintenance and Manufacturing: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
512,884	6,276,923	1,531

Civil Aviation Schedule VII - Air Operations: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
755,483	20,545,294	14,626

CAR 104.04 – Processing of applications - Additional charges: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
352,732	402,988	0

All other Airports: totals for 2025-26

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

Blanc-Sablon Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
249,453	3,469,843	0

Churchill Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
389,571	5,020,588	0

Eastmain Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
71,645	7,485,362	0

Havre St. Pierre Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
106,942	2,353,175	0

Iles de la Madeleine Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
434,537	4,510,405	0

K'il Kun Xidgwangs Daanaay Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
159,203	3,045,149	0

Penticton Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
537,638	5,172,259	0

Port Hardy Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
221,824	3,737,259	0

Sept îles Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
1,986,051	11,103,398	0

St Anthony Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
386,302	4,731,574	0

Wabush Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
3,839,509	12,244,443	0

Waskaganish Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
53,862	4,439,052	0

Wemindjii Airport: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
54,591	4,172,348	0

Domestic Vessel Regulatory Oversight: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
3,416,261	31,684,512	3,669

Marine Cargo: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
7,946,397	10,523,372	1,072

Marine Insurance: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
198,842	327,357	0

Marine Personnel: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
391,721	36,537,153	0

Marine Pilotage administrative charge: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
3,147,778	3,147,778	0

Pleasure Craft Licensing: totals for 2025-26

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

Port State Control: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
466,804	740,164	0

Vessel Registry: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
2,015,153	7,126,521	142

Public Ports: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
7,250,449	20,079,109	0

Air Carriers Joint Venture Review Process: totals for 2025-26

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

Navigation Protection Program: totals for 2025-26

Revenue (\$)	Cost (\$)	Remissions (\$)
497,087	1,212,211	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 2025-26 and that was set by the following:

- act
- regulation
- fees notice

The complete list of Transport Canada's fees is available on the department's [website](#).

Fee grouping

Civil Aviation Schedule I – General

Fee

- Replacement of a mutilated, lost or destroyed Canadian aviation document

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule I

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 839 of the 981 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule I

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 91 of the 95 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule I

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

- Reservation of a registration mark
- Issuance or reservation of a special aircraft registration mark

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule II

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 890 of the 1207 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 a continuing registration
- Issuance of a certificate of registration, in respect of an amendment to a certificate, other than a change of address

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule II

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 1869 of the 1937 service(s) completed

Fee grouping

Civil Aviation Schedule II – Aircraft Registration

Fee

- Issuance of a certificate of registration, in respect of a remotely piloted aircraft registration

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule II

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Issue the certificate of registration upon receiving a complete online application.

Performance result

Service standard met for 16698 of the 16698 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 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)]
- 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)]

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule III

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 14 of the 16 service(s) completed

Fee grouping

Civil Aviation Schedule IV - Personnel Licensing and Training

Fee

- Issuance of a temporary licence, 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
- Reinstatement of a suspended flight training unit operator certificate or operations specification
- Approval of an amendment to a flight training unit operator certificate or to an operations specification

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 626 of the 744 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 licence

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 1068 of the 1068 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 5 of the 5 service(s) completed

Fee grouping

Civil Aviation Schedule IV - Personnel Licensing and Training

Fee

- Endorsement of an aircraft maintenance engineer licence with an additional rating
- Issuance of a foreign licence validation certificate (CAR 401.07)
- Renewal of an aircraft maintenance engineer licence

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 461 of the 715 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 licence

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 567 of the 567 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 licence
- 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 licence

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 8876 of the 8888 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 the flight test.

Performance result

Service standard met for 1622 of the 1622 service(s) completed

Fee grouping

Civil Aviation Schedule IV - Personnel Licensing and Training

Fee

- Endorsement of a flight crew licence or permit with a rating, other than an endorsement referred to in item 5
- Issuance of a flight engineer licence
- Issuance of an air traffic controller licence
- Issuance of an aircraft maintenance engineer licence
- Issuance of a commercial pilot licence
- Issuance of a pilot licence—balloon or a pilot licence—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 licence—aeroplane or a private pilot licence—helicopter
- Issuance of an airline transport pilot licence

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 18089 of the 20376 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 licence or a pilot permit other than a student pilot permit

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 requirements are met.

Performance result

Service standard met for 46527 of the 49468 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 16 of the 18 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 licence
- Conduct of the taking or retaking of an examination for a pilot certificate — small remotely piloted aircraft (VLOS)
- Conduct of the taking or retaking of an examination for a flight reviewer rating
- Issuance of a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations
- Endorsement of a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations with a flight reviewer rating

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 IV - Personnel Licensing and Training

Fee

- Conduct of the taking or retaking of an examination for a pilot certificate - remotely piloted aircraft - level 1 complex operations, or for recency requirements
- Conduct of the taking or retaking of an examination for a pilot certificate - small remotely piloted aircraft - basic operations or a pilot certificate - remotely piloted aircraft - advanced operations, or for recency requirements

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Provide exam results upon receiving a completed online exam.

Performance result

Service standard met for 32212 of the 32212 service(s) completed

Fee grouping

Civil Aviation Schedule IV - Personnel Licensing and Training

Fee

- Issuance of a pilot certificate - remotely piloted aircraft - level 1 complex operations
- Endorsement of a pilot certificate - remotely piloted aircraft - advanced operations or a pilot certificate - remotely piloted aircraft - level 1 complex operations with a flight reviewer rating
- Issuance of a pilot certificate - remotely piloted aircraft - advanced operations

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule IV

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Issue the pilot certificate upon receiving a complete online application.

Performance result

Service standard met for 3744 of the 3744 service(s) completed

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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule V

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

No service performance was reported in 2025-26 because the IT application supporting service delivery underwent a major redevelopment. The functionality required to track service performance became fully operational in 2026-27.

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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule V

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

No service performance was reported in 2025-26 because the IT application supporting service delivery underwent a major redevelopment. The functionality required to track service performance became fully operational in 2026-27.

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- Hourly charge for Part II aeronautical product approvals

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule V

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

No service performance was reported in 2025-26 because the IT application supporting service delivery underwent a major redevelopment. The functionality required to track service performance became fully operational in 2026-27.

Fee grouping

Civil Aviation Schedule V - Aeronautical Product Approvals

Fee

- Administrative changes to amend documents under Schedule V

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule V

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

No service performance was reported in 2025-26 because the IT application supporting service delivery underwent a major redevelopment. The functionality required to track service performance became fully operational in 2026-27.

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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule V

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

No service performance was reported in 2025-26 because the IT application supporting service delivery underwent a major redevelopment. The functionality required to track service performance became fully operational in 2026-27.

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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 351 of the 400 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 16 of the 30 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 173 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 338 of the 456 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 617 of the 864 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 24 of the 27 service(s) completed

Fee grouping

Civil Aviation Schedule VI - Maintenance and Manufacturing

Fee

- Issuance of an acceptance letter (CAR 901.196)

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Issue the acceptance letter within 60 business days of receiving a complete application.

Performance result

Service standard met for 9 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VI

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

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

Performance result

Service standard met for 3 of the 3 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 39 of the 55 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 43 of the 43 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

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

Performance result

No services completed in 2025-26

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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

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

Performance result

Service standard met for 18 of the 28 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 9 of the 9 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 115 of the 123 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—aerial work
- Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of an Air Operator Certificate—air taxi operations—VFR
- Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of the introduction of a new aircraft type—aerial work
- Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of the introduction of a new aircraft type—air taxi operations—VFR

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 70 of the 85 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 78 of the 88 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

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 24 of the 28 service(s) completed

Fee grouping

Civil Aviation Schedule VII - Air Operations

Fee

- Issuance of an RPAS operator certificate

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Issue the RPAS operator certificate upon receiving a complete online application.

Performance result

Service standard met for 462 of the 462 service(s) completed

Fee grouping

Civil Aviation Schedule VII - Air Operations

Fee

- Low-complexity RPAS operations - Issuance of a special flight operations certificate
- Very low-complexity RPAS operations - Issuance of a special flight operations certificate
- RPAS operations - Amendment to a special flight operations certificate

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Issue the special flight operations certificate within 30 business days of receiving a complete application.

Performance result

Service standard met for 172 of the 172 service(s) completed

Fee grouping

Civil Aviation Schedule VII - Air Operations

Fee

- High-complexity RPAS operations - Issuance of a special flight operations certificate
- Medium complexity RPAS operations - Issuance of a special flight operations certificate

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, Schedule VII

Year fee-setting authority was introduced

1985

Last year fee setting authority was amended

2025

Service standard

Issue the special flight operations certificate within 60 business days of receiving a complete application.

Performance result

Service standard met for 66 of the 66 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](#), Subsection 4.4(2); [Canadian Aviation Regulations](#) (SOR/96-433), Part I, Subpart 4, 104.04

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

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2025-26

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2025-26

Fee grouping

All other airports

Fee

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

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

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2025-26

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2034 of the 2034 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2206 of the 2206 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 255 of the 255 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1766 of the 1766 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2255 of the 2255 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 411 of the 411 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 438 of the 438 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 5 of the 5 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1138 of the 1138 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1647 of the 1647 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 573 of the 573 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1706 of the 1706 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1733 of the 1733 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 539 of the 539 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay Airport

Fee

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

- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 46-60 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 61-89 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 90-125 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 126-150 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 151-200 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 201-250 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 251-300 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 301-400 Seat Capacity
- International Flight General Terminal Charges - K'il Kun Xidgwangs Daanaay Airport - 401 or more Seat Capacity

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 514 of the 514 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay 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 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 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 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 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 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 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 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 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 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 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 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 Airport - More than 70,000 kg

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 924 of the 924 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay Airport

Fee

- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay Airport - Aircraft weight of 2,000 kg or less
- Daily Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay 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 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 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 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 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 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 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 Airport - Aircraft weight of More than 300,000 kg
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay Airport - Aircraft weight of 2,000 kg or less
- Monthly Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay 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 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 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 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 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 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 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 Airport - Aircraft weight of More than 300,000 kg
- Annual Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay Airport - Aircraft weight of 2,000 kg or less
- Annual Aircraft Parking Fees - K'il Kun Xidgwangs Daanaay Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 38 of the 38 service(s) completed

Fee grouping

K'il Kun Xidgwangs Daanaay Airport

Fee

- Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - K'il Kun Xidgwangs Daanaay 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 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 Airport - maximum per week

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1573 of the 1573 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 4726 of the 4726 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1045 of the 1045 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2333 of the 2333 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 1451 of the 1451 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 200 of the 200 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 4039 of the 4039 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 9687 of the 9687 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 25 of the 25 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 805 of the 805 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 936 of the 936 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 64 of the 64 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 3285 of the 3285 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 3831 of the 3831 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 136 of the 136 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 426 of the 426 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 461 of the 461 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2025-26

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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 267 of the 267 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 321 of the 321 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](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2025-26

Fee grouping

Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, K'il Kun Xidgwangs Daanaay Airport, 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 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 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 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 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 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 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 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 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 300,000 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 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 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
- 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 300,000 kg

Fee-setting authority

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 2025-26

Fee grouping

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

[Aeronautics Act](#), Subsection 4.4(2); [Air Services Charges Regulations](#) (SOR/85-414)

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 commercial purposes during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals.

Performance result

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

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* (C.R.C., c. 1405)

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 2025-26

Fee grouping

Domestic Vessel Regulatory Oversight - Examination or Approval of Plans and Other Documents

Fee

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

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

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

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

- Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Heating boiler
- Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Large fishing vessel
- Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 18.3 m and under 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 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* (C.R.C., c. 1405)

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 2760 of the 3074 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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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

Service standard met for 0 of the 1 service(s) completed

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* (C.R.C., c. 1405)

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

This is an additional fee, 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* (C.R.C., c. 1405)

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 1373 of the 1384 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 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 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 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 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 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 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 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 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 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 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 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 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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 64 of the 64 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* (C.R.C., c. 1405)

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 38 of the 40 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* (C.R.C., c. 1405)

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 3 of the 15 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* (C.R.C., c. 1405)

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 2025-26

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 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
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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, 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
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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, 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
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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 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 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 Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
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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 Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons

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

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

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

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

of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more

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

of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons

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

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

Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons

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

Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons

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

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

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

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

Fee-setting authority

Canada Shipping Act, 2001, Section 35(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 43 of the 43 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, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons

- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection Under 10 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10,000 tons or more
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
- Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection Under 10 tons

Fee-setting authority

Canada Shipping Act, 2001, Section 35(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 9 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 Under 500 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 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 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 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 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 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 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 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 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 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 10,000 tons or more

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

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

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

Fee-setting authority

Canada Shipping Act, 2001, Section 35(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 1 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 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 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 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 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 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 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 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 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 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 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 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 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 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 150,000 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 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 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 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 150,000 tons or more
- 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 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 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 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 150,000 tons or more

Fee-setting authority

Canada Shipping Act, 2001, Section 35(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 7 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* (C.R.C., c. 1405)

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 58 of the 58 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 Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
- Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
- Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
- Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection Under 10 tons
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
- Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons

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

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

- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10,000 tons or more
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 150 tons or more but under 500 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
- Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection Under 10 tons

Fee-setting authority

Canada Shipping Act, 2001, Section 35(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 29 of the 29 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 Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons
- Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
- Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection Under 10 tons
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons
- Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons

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

- Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons
- Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection Under 10 tons

Fee-setting authority

Canada Shipping Act, 2001, Section 35(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 1004 of the 1012 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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 25 of the 25 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* (C.R.C., c. 1405)

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

Service standard met for 0 of the 1 service(s) completed

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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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

This is an additional fee, 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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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* (C.R.C., c. 1405)

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 659 of the 672 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* (C.R.C., c. 1405)

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 139 of the 146 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* (C.R.C., c. 1405)

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 2025-26

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* (C.R.C., c. 1405)

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

This is an additional fee, 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(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2023

Service standard

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

Performance result

Service standard met for 9287 of the 9287 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(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2023

Service standard

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

Performance result

Service standard met for 29 of the 33 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(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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 workings days after completion of satisfactory inspection.

Performance result

No services completed in 2025-26

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(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2023

Service standard

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

Performance result

Service standard met for 22 of the 22 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

2001

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 740 of the 749 service(s) completed

Fee grouping

Marine Insurance

Fee

- Issuance of a Wreck Removal Convention certificate

Fee-setting authority

Wrecked, Abandoned or Hazardous Vessels Act, Section 130; *Wreck Removal Convention Certificate Fee Regulations*

Year fee-setting authority was introduced

2019

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 1239 of the 1262 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); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

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

Pleasure Craft Licensing

Fee

- Initial/renewal/replacement/transfer of a Pleasure Craft Licence

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Small Vessel Regulations](#) (SOR/2010-91) Part 112 (1)

Year fee-setting authority was introduced

2010

Last year fee setting authority was amended

2025

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 State Control

Fee

- PSC Inspection of foreign vessels for the recission 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(g); *Board of Steamship Inspection Scale of Fees* (C.R.C., c. 1405)

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2023

Service standard

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

Performance result

Service standard met for 113 of the 113 service(s) completed

Fee grouping

Vessel Registry

Fee

- Register a vessel (Large Vessel Register)
- Register a vessel (Small Vessel Register)
- Register a group of vessels or a fleet (Small Vessel Register)
- Renew a certificate of registry (Large Vessel Register)
- Renew a certificate of registry for a vessel, a group of vessels or a fleet (Small Vessel Register)
- Transfer of ownership - other than special sale (Large Vessel Register)
- Transfer of ownership - special sale (Large Vessel Register)
- Transfer of ownership - bankruptcy (Large Vessel Register)
- Transfer of ownership - death of the owner (Large Vessel Register)
- Transfer of ownership of a vessel, a group of vessels or a fleet (Small Vessel Register)
- Transfer of ownership - bankruptcy (Small Vessel Register)
- Transfer of ownership - death of owner (Small Vessel Register)
- Change the name of a vessel (Large Vessel Register)
- Change the port of registry (Large Vessel Register)
- Re-register a vessel (Large Vessel Register)
- Re-register a vessel (Small Vessel Register)
- Re-register a group of vessels or a fleet (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

Service standard

Issue the certificate of registry within 30 business days of receiving a complete application.

Performance result

Service standard met for 2745 of the 2747 service(s) completed

Fee grouping

Vessel Registry

Fee

- Obtain a provisional certificate of registry (Large Vessel Register)
- Obtain a provisional certificate of registry (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

Service standard

Issue the provisional certificate of registry within 2 business days of receiving a complete application.

Performance result

Service standard met for 18 of the 20 service(s) completed

Fee grouping

Vessel Registry

Fee

- Record a vessel to be built or under construction (Large Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

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

- Extend a name approval (Large Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

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

- Replace a certificate of registry (Large Vessel Register)
- Replace a certificate of registry (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

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

- Obtain a certificate of bareboat registry (Large Vessel Register)
- Extend the certificate of bareboat registry (Large Vessel Register)
- Obtain a certificate of bare-boat registry (Small Vessel Register)
- Extend a certificate of bare-boat registry (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

Service standard

Issue the certificate of bareboat registry within 5 business days of receiving a complete application.

Performance result

Service standard met for 10 of the 10 service(s) completed

Fee grouping

Vessel Registry

Fee

- Obtain a deletion certificate (Large Vessel Register)
- Obtain a deletion certificate (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

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

- Register a marine mortgage (Large Vessel Register)
- Transfer a marine mortgage to a different mortgagee (Large Vessel Register)
- Transfer a marine mortgage following the bankruptcy of a mortgagee or assignee (Large Vessel Register)
- Transfer a marine mortgage following the death of a mortgagee or assignee (Large Vessel Register)
- Change the priority of marine mortgages (Large Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

Service standard

Notify client of mortgage registration, transfer, or change in the order of priority of the registered mortgages within 5 business days of receiving a complete application.

Performance result

Service standard met for 886 of the 897 service(s) completed

Fee grouping

Vessel Registry

Fee

- Certified transcript (Large Vessel Register)
- Uncertified transcript (Large Vessel Register)
- Certified transcript (Small Vessel Register)
- Uncertified transcript (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

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

- Search the history of a vessel (Large Vessel Register)
- Search the history of a vessel (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

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

- Suspend the registration of a Canadian vessel (Large Vessel Register)
- Extend the suspension of the registration of a Canadian vessel (Large Vessel Register)
- Suspend the registration of a Canadian vessel (Small Vessel Register)
- Extend the suspension of the registration of a Canadian vessel (Small Vessel Register)

Fee-setting authority

[Canada Shipping Act](#), 2001, Section 35(g); [Marine Safety Fees Regulations](#) (SOR/2021-59) Part 4

Year fee-setting authority was introduced

2001

Last year fee setting authority was amended

2024

Service standard

Notify the client that Canadian certificate of registry has been suspended or the suspension has been extended within 5 business days of receiving a complete application.

Performance result

Service standard met for 34 of the 34 service(s) completed

Fee grouping

Public Ports

Fee

- Berthage charge on a licenced 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](#), 2024, 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 1085 of the 1085 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 Licence 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](#), 2024, 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 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 2730 of the 2730 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](#), 2024, 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 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 236 of the 236 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: Woodchips, sawdust, per dry tonne rate.
- Transfer charges for: Woodpulp, per tonne rate.
- Wharfage charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 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: Woodchips, sawdust, per dry tonne rate.
- Wharfage charges for: Woodpulp, per tonne rate.

Fee-setting authority

[Canada Marine Act](#), 2024, 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 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 1534 of the 1534 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](#), 2024, 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, utilities and other services will be made available for use, where those services are available.

Performance result

Service standard met for 45 of the 45 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, 2023, Section 53.84; *Regulations Respecting Fees for the Review of Arrangements Involving Transportation Undertakings Providing Air Services* (SOR/2019-81)

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 2025-26

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*](#), 2023, Section 53.84; [*Regulations Respecting Fees for the Review of Arrangements Involving Transportation Undertakings Providing Air Services*](#) (SOR/2019-81)

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 2025-26

Fee grouping

Navigation Protection Program

Fee

- Approval of works - Category 1
- Approval of works - Category 2
- Approval of works - Category 3

Fee-setting authority

[Canadian Navigable Waters Act](#), 2024, Paragraph 28; [Canadian Navigable Waters Act Fees Regulations](#) (SOR/2024-148)

Year fee-setting authority was introduced

2002

Last year fee setting authority was amended

2024

Service standard

Review of application for approval of a work within 5 business days of acknowledgement to the proponent of receipt of a complete application for a work that requires an approval, NPP will make available a tracking tool within the NPP external submission site to enable the proponent to track the status of their application.

Performance result

Service standard met for 355 of the 355 service(s) completed

Fee grouping

Navigation Protection Program

Fee

- Application for Exemption

Fee-setting authority

[Canadian Navigable Waters Act](#), 2024, Paragraph 28; [Canadian Navigable Waters Act Fees Regulations](#) (SOR/2024-148)

Year fee-setting authority was introduced

2002

Last year fee setting authority was amended

2024

Service standard

Within 5 business days of acknowledgement to the proponent of receipt of a complete application for a Governor in Council exemption of a navigable water from prohibited activities, NPP will make available a tracking tool within the NPP external submission site to enable the proponent to track the status of their application.

Performance result

No services completed in 2025-26