AERONAUTICAL FEES AND CHARGES

OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT

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International Airport Authority
Ottawa
Administration de l'aéroport international

CONTENTS

1. Definitions 2

2. Fees and Charges 3

3. Security Deposits 6

4. Withdrawal of services 6

5. Seizure and detention 6

Schedule I Landing fees 7
Schedule II General terminal fees 8
Schedule III Aircraft parking fees and loading bridge fees 9

The OMCIAA and Her Majesty the Queen in Right of Canada as represented by the Minister of Transport entered into an agreement dated as of February 1, 1997, which resulted in the transfer of the management, operation and maintenance of Ottawa Macdonald-Cartier International Airport (“the Airport”) to the OMCIAA.

Effective February 1, 1997, the OMCIAA has the authority to impose fees and other charges upon Air Carriers in respect of their use and operations at the Airport.

1. DEFINITIONS

Whenever used in this notice, the following words and terms shall have the meanings set out below:

"Billing Date" means the date of calculation for aeronautical fees and charges based on OMCIAA billing frequency. As an example, under this schedule it is the 15th day of the calendar month for charges incurred from the 1st to the 15th day of the calendar month. It is the last day of the calendar month for charges incurred from the 16th day of the month to the last day of the calendar month.

"Domestic Flight" means a flight between points in Canada;

"Flight" means the whole or a journey of an aircraft regardless of the number of intermediate stops in the course of the journey;

"International Flight" means a flight between a point in Canada and a point outside of Canada;

"Jet Aircraft" means an aircraft that derives its propulsive power from the thrust of high-velocity gases developed by a turbojet or turbofan engine;

"Landing" means: in respect of a fixed-wing aircraft, the touching of the ground by the aircraft on arrival at the Airport; and in respect of a helicopter, the touching of the ground by the helicopter on arrival at the Airport or the arrival of the helicopter at the Airport for the purpose of loading or unloading without touching the ground;

"Seating Capacity", in relation to an aircraft, means the number of passenger seats in the aircraft;

"Turboprop Aircraft" means an aircraft that derives most of its propulsive power from the thrust developed by a turbojet engine having a turbine-driven propeller;

"Type" means the basic design, including any derivatives thereof, of an aircraft for which a type approval has been granted under the *Air Regulations*, or for which a United States Federal Aviation Administration type certificate has been accepted by the Minister of Transport, for the purposes of issuing a certificate of airworthiness pursuant to section 211 of the *Air Regulations*; and

"Weight", in relation to an aircraft, means the maximum permissible take-off weight specified in the aircraft's certificate of airworthiness or in a document referred to in that certificate.

2. FEES AND CHARGES

2.1 Calculation of Fees and Charges The airline shall provide such information on the Weight, Seating Capacity and identification of each aircraft operated at the Airport to the OMCIAA, or to whom the OMCIAA may direct.

2.2 Information not Provided Where some of the information specified in subsection 2.1 is not provided for an aircraft, the calculation of charges shall be based on the maximum permissible take-off Weight or the maximum Seating Capacity for the type of aircraft in question, as appropriate. In the event of a dispute, the JP Airline – Fleets International directory of aircraft will serve as the definite guide on maximum permissible take-off Weight.

2.3 Domestic Flight Landing Fees Subject to subsection 2.5, for each Landing of a Jet Aircraft, a Turboprop Aircraft or a piston-engine aircraft, in respect of a Domestic Flight, the landing charge, per 1,000 kg. or fraction thereof (rounded up to the nearest 1,000 kg.) of the Weight of the aircraft, is set out on Schedule I. "Touch and go" landings for the purposes of flight training will be charged at the rate of 20% of the charge which would otherwise apply.

2.4 International Flight Landing Fees Subject to subsection 2.5, for each Landing of a Jet Aircraft, a Turboprop Aircraft or a piston-engine aircraft, in respect of an International Flight, the landing charge, per 1,000 kg. or fraction thereof (rounded up to the nearest 1,000 kg.) of the Weight of the aircraft, is set out on Schedule I.

2.5 Minimum Charge In the case of any aircraft to which subsections 2.3 and 2.4 apply, the minimum charge for each Domestic Flight and each International Flight Landing and each helicopter flight Landing is set out on Schedule I.

2.6 General Terminal Fees – Domestic For each use of the terminal in respect of a Domestic Flight, the general terminal charge per Seating Capacity of an aircraft is set out on Schedule II.

2.7 General Terminal Fees – International For each use of the terminal in respect of an International Flight, or in respect of a Domestic Flight from which disembarking passengers or air crew are required to present themselves pursuant to the *Customs Act*, the general terminal charge per seating capacity of an aircraft is set out in Schedule II.

2.8 Police and Security Charges For each use of the terminal in respect of a Domestic or International Flight, the police and security charge per landed seat is based on Seating Capacity of an aircraft and is set out on Schedule II.

2.9 Preclearance Charge For each use of the preclearance facilities in respect of a flight, the preclearance charge per landed seat is based on Seating Capacity of an aircraft and is set out on Schedule II.

2.10 Loading Bridge Charges Where an aircraft uses a gate for purposes of enplaning or deplaning passengers and that gate is a bridged gate, a loading bridge charge, as set out on Schedule III, is payable for each 3 hour period or portion thereof that the aircraft is stationed at the gate.

2.11 Aircraft Parking Charges The daily and monthly charge for parking an aircraft per 1,000 kg or fraction thereof of the weight of the aircraft is set out on Schedule III, provided that the total of all the daily charges in any one month shall not exceed the monthly charge imposed for an aircraft of the same Weight.

2.12 Aircraft Parking – Arrangements in Advance Where arrangements are made in advance in writing with the OMCIAA for an aircraft of a particular weight for a scheduled flight overnight lay-overs at the Airport on a monthly basis, the charge:

a) for parking the aircraft of that particular Weight or any replacement aircraft of the same or lesser Weight group shall be determined in accordance with the rates set out on Schedule III for an aircraft of that particular Weight; or
b) for parking any replacement aircraft of a greater Weight group shall be determined in accordance with the rates set out on Schedule III for aircraft of the Weight of the replacement aircraft.

2.13 Aircraft Parking – Less than 24 Hours For the purpose of paragraph 2.11, any period of 24 hours or portion thereof shall be counted as one day.

2.14 Aircraft Parking – Exception Subsections 2.11 and 2.12 do not apply in respect of:

a) an aircraft that is parked for six hours or less; or
b) the parking of an aircraft in a hangar.

2.15 Payment of Charges Subject to subsection 2.16, all charges, except those that are payable in advance, become due and payable on the Billing Date, irrespective of the day on which the invoice is issued.

2.16 Interest When payment in full has not been received within 21 days of the due date established pursuant to subsection 2.15, interest shall be charged commencing on the twenty-first calendar day after the Billing Date, irrespective of the date on which the invoice is issued.

2.17 Calculation of Interest The air carrier shall pay interest on overdue amounts at the rate equal to one point five percent (1.5%) per month (0.05% per day). All interest shall be compounded monthly and calculated in accordance with subsection 2.16. In order to reflect prevailing interest rates, the OMCIAA may review and adjust the interest rate charged in accordance with the terms hereof from time to time.

2.18 Application of Payments Payments in respect of fees and charges outstanding hereunder will be applied, first to any interest billed and owing on outstanding fees and charges, second to the earliest fees and charges which have been billed and remain owing.

2.19 Interest Period Where a payment is made, the period for which interest is charged in respect of the amount of the payment shall end on the day before the day on which the payment is received by the OMCIAA.

2.20 Collection Fees The Air Carrier hereby agrees to pay on demand to the OMCIAA all legal and administration fees incurred by the OMCIAA in connection with the collection of any payment or payments due from the air carrier, which fees shall bear interest in accordance with the provisions of 2.16 and 2.17.

2.21 Landing Fee Surcharges The OMCIAA may, after consultation with the Airlines Consultative Committee, impose surcharges and fees as required to cover the cost of airside improvement projects. As an example, a landing fee surcharge of 10% on landing fees took effect on May 1, 1997 to cover the cost and financing of runway restoration projects. This landing fee surcharge remained in effect until January 1, 2004, at which point it was discontinued.

2.22 Billing Frequency The OMCIAA may invoice aeronautical fees and charges, and other charges on a frequency which it sees fit. Currently, the OMCIAA invoices these fees and charges twice monthly to cover charges incurred from the 1st to the 15th day, and from the 16th day to the last day of each calendar month.

3. SECURITY DEPOSITS

The OMCIAA reserves the right to request a security deposit from all air carriers operating or proposing to operate at the Airport. The security deposit will be calculated based upon three months' prospective aeronautical fees and charges and will serve to reduce the credit risk to the OMCIAA. Security deposits may be provided either in cash or through a letter of credit negotiated by the air carrier with its own bank at its own expense.

4. WITHDRAWAL OF SERVICES

In the event airlines or operators are delinquent in payments to OMCIAA, OMCIAA shall have the right, upon providing 24 hours notice to the carrier or operator, to reduce or withdraw services. These services include, among others: denying access to ticket counters and/or denying assignment of arriving aircraft to preferred gates.

5. SEIZURE AND DETENTION

Where any charges (including interest thereon) are not paid, the OMCIAA may, in addition to any other collection remedies available, obtain a court order under section 9 of the *Airport Transfer (Miscellaneous Matters) Act*, authorizing the seizure and detention of aircraft until the amount, in respect of which the seizure was made, is paid.

SCHEDULE I - Landing Fees

Effective February 1, 2018

Domestic and International Flights	
Maximum permissible take-off weight	**Rate/1000 kg**
Not more than 21,000 kg	$ 5.31
21,001 kg to 45,000 kg	$ 6.66
More than 45,000 kg	$ 7.92
Minimum fees	**$ 30.00**

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SCHEDULE II - General Terminal Fees

Effective February 1, 2018

Seating capacity	Domestic flights Rate per aircraft	International flights Rate per aircraft
0 - 9	$ 29.58	$ 34.94
10 - 15	$ 51.09	$ 100.04
16 - 25	$ 74.36	$ 149.29
26 - 45	$ 125.62	$ 256.47
46 - 60	$ 174.05	$ 359.21
61 - 89	$ 273.80	$ 571.92
90 - 125	$ 370.91	$ 780.37
126 - 150	$ 438.72	$ 922.59
151 - 200	$ 603.50	$ 1,273.29
201 - 250	$ 782.31	$ 1,657.46
251 - 300	$ 967.90	$ 2,046.47
301 - 400	$ 1,154.68	$ 2,438.13
401 and over	$ 1,420.25	$ 3,001.36

Police and Security Charge

Rate per landed seat based on seating capacity $ 2.56 per seat

Pre-clearance Charge

Rate per landed seat based on seating capacity for users of pre-clearance $ 2.15 per seat

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SCHEDULE III - Aircraft Parking and Loading Bridge Charges

Effective February 1, 2018

Aircraft Parking Charges

Aircraft weight	Daily rates per aircraft (applicable to parking periods of more than 6 hours up to a maximum of 24 hours)	Monthly rates per aircraft
Not more than 2,000 kg	$ 11.10	$ 92.62
2,001 kg - 5,000 kg	$ 12.65	$ 106.06
5,001 kg - 10,000 kg	$ 15.94	$ 336.38
10,001 kg - 30,000 kg	$ 26.82	$ 546.64
30,001 kg - 60,000 kg	$ 41.53	$ 841.16
60,001 kg - 100,000 kg	$ 62.69	$ 1,262.21
100,001 kg - 200,000 kg	$ 104.81	$ 2,103.77
200,001 kg - 300,000 kg	$ 146.42	$ 2,945.00
More than 300,000 kg	$ 188.94	$ 3,786.93

Loading Bridge Charges

Loading bridge fees per connection $ 104.96

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