



# 2017-2018

Timmins Victor M. Power Airport



## AIRPORT CHARGES & FEES

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**SCHEDULE 'J'**  
**TO CITY OF TIMMINS**  
**BY-LAW NO. 2016-7778**

**TIMMINS VICTOR M. POWER AIRPORT**

**Regulations Respecting Timmins Victor M. Power Airport Fees- 2017-2018**

These regulations set by the Timmins Victor M. Power Airport are reviewed on an annual basis.  
These regulations may be amended and/or expanded at anytime.  
The Timmins Victor M. Power Airport must authorize such amendments and/or increases.  
These regulations may be cited as the Airport Fees & Service Charge Regulations.

**Interpretation**

**Passenger Facility Charge:** A fee to fund Airport Capital Improvements and/or rehabilitation of existing infrastructure and equipment replacement.

**Aircraft in distress:** An aircraft that is, or any person on board of which is, threatened by serious or imminent danger and requires immediate assistance.

**Airport Manager:** An individual employed by the airport to manage the airport facilities and employees, and to carry out the directives of the airport.

**All-cargo aircraft:** A commercial aircraft operated for the purpose of moving cargo only.

**Combi Aircraft:** A commercial aircraft that is capable of carrying simultaneously a combination of aircraft unit load devices (ULD) and passengers on the main deck and that is not operated in an all-passenger configuration.

**Department:** Transport Canada

**Domestic Flight:** A flight between points in Canada.

**International Flight:** A flight between a point in Canada and a point outside Canada.

**Landing:** *a)* in respect of a fixed-wing aircraft, means the touching of the ground by the aircraft on arrival at an airport,  
*b)* in respect of a helicopter, means the touching of the ground by the helicopter on arrival at an airport; or the arrival of the helicopter at an airport for the purpose of loading or unloading without touching the ground.

**Minister:** Minister of Transport.

**Payload:** The revenue-producing or useful load that an aircraft can carry.

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**Positioning Flight:** A flight of an aircraft that has no payload.

**Private Aircraft:** A civil aircraft other than an aircraft registered as Commercial, Corporate or State.

**Seating Capacity:** The number of passenger seats in the aircraft.

**Technical Landing:** A landing of an aircraft made solely to obtain ground services required for the aircraft.

**Terminal Buildings:** A building owned and operated by the Timmins Victor M. Power Airport used for the purpose of the processing of passengers or aircrew through the building for the purpose of embarking or disembarking.

**Piston Engine Aircraft:** An aircraft that derives most of its propulsive power from a piston engine and burns aviation gas or similar type products.

**Jet Aircraft:** An aircraft that derives its propulsive power from the thrust of high-velocity gases developed by a turbojet or turbofan engine.

**Turboprop Aircraft:** An aircraft that derives most of its propulsive power from the thrust developed by a turbojet engine having a turbine-driven propeller.

**Other Type:** The basic design, including any derivatives thereof, of an aircraft for which a type of 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, for the purposes of issuing a certificate of airworthiness pursuant to section 211 of the Air Regulations.

**Unit Load Device (ULD):** Air cargo pallets and containers designed to interlock with aircraft tie-down restraint systems both in the lower deck and the main cabin floor of the aircraft.

**Weight:** The maximum permissible take-off weight specified in the aircraft's certificate of airworthiness or in a document referred to in that certificate.

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**Calculation of Charges**

- 1) Registered owners and operators of aircraft shall provide such information on the weight, seating capacity, and identification of each aircraft operated at an airport to the officer in charge of that airport as is required for calculation of charges.
- 2) Where some of the information specified in subsection (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.
- 3) All fees and charges will be rounded to the nearest 5 cents.
- 4) The primary source of information for billing is traffic sheets provided by NavCanada.

**Payment of Charges**

- 1) All charges are due and payable when incurred except for the annual parking charge, which is payable in advance.
- 2) Where a person has unpaid charges and accumulated interest, interest on such amounts as remains outstanding from time to time is payable monthly from the date determined pursuant to subsection 3 and at the annual rate determined pursuant to subsection 4.
- 3) Interest on unpaid charges is due and payable:
  - a. Where an invoice has been issued in respect of the charges, 30 days after the date of the invoice, and,
  - b. Where no invoice has been issued in respect of the charges, 30 days after the last day of the month in which the services to which the charges relate were received.
- 4) The annual rate of interest is 15% per annum, 1.25% per month. A minimum charge of \$20 will be applied on all overdue accounts.

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**Aircraft Parking Charges**

1) The charge for parking an aircraft of a particular weight is as follows:

a. for each day, the daily charge shown opposite that item in column 1 of the table for an aircraft of that weight, but not exceeding in total.

b. for each calendar month, the monthly charge shown opposite that item in column 3 of the table for an aircraft of that weight.

2) Where arrangements are made in advance in writing with the airport manager for the parking of an aircraft of a particular weight for scheduled flight overnight lay-over's at that airport on a monthly basis, the charge;

a. for such parking of 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 in the table for an aircraft of that particular weight, or,

b. for such parking of any replacement aircraft of a greater weight group shall be determined in accordance with the rates set out in the table for an aircraft of the weight of the replacement aircraft.

3) For the purpose of paragraph 1a, any period of 24 hours or portion thereof shall be counted as one day.

4) Subsections 1 and 2 do not apply in respect of;

a. An aircraft that is parked for 6 hours or less, or,

b. The parking on leased property or an aircraft in a hangar.

<b>Aircraft Weight</b>	<b>Daily Charge</b>	<b>Monthly Charge</b>
0-6000 kg	\$10.00	\$166.11
6001-15,000 kg	\$20.00	\$300.00
15,001-20,000 kg	\$36.63	\$742.59
20,001-30,000 kg	\$67.75	\$1100.00
30,001-60,000 kg	\$106.19	
60,001-100,000 kg	\$159.30	
100,001-200,000 kg	\$203.54	

**All taxes extra**

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**Landing Fees (Turbine/Jet) per 1000 kg**

Landing fees apply to aircraft landings within the boundary of Timmins Victor M. Power Airport which includes all leased lands as follows:

<b><u>Aircraft Size</u></b>	<b><u>Charge</u></b>
Minimum Landing Fee	\$25.00
0-21000 kg	\$8.80
21001-45000 kg	\$11.13
45001-Up	\$13.23

**Landing Fees (Piston/Commercial)**

Minimum Landing Fee	\$15.00
2001- 6000kg	\$ 5.00
6001 – 15000kg	\$ 6.60
15001- Up	\$ 8.80

**FBO FUEL SURCHARGE**

**Avgas - \$0.0501 / litre**  
**Turbine- \$0.050 / litre**

Landing fees **do not** apply to **private** fixed wing piston engine aircraft weighing 2,000 kg or less.

Landing fees **do** apply to **commercially** registered fixed and rotary wing piston engine aircraft.

Training landings will be charged at 70% of the published rate for the aircraft being used.

**Applicable taxes extra**

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**Terminal Fees**

Terminal fees do not apply to private fixed wing single engine piston aircraft weighing 2,000 kg or less.

The terminal fee is based on the aircraft maximum seating capacity.

The use of the Air Terminal Building is defined as the processing of passengers or aircrew through the Air Terminal Building for the purpose of embarking or disembarking.

The general terminal charge is structured so that only one charge applies for the use of the Air Terminal Building whether passengers and/or crew are processed upon disembarkation, embarkation, or both.

The general terminal charge is triggered on the conclusion (i.e.: arrival) of a flight, regardless of when the Air Terminal Building is used.

There is no terminal fee applied to medevac, cargo or training flights.

The amount of the general terminal charge is related to the number of passenger seats in the aircraft upon the conclusion (arrival) of the flight.

**All taxes extra**

**Aircraft Size      Charge**

1-9 Seats	\$28.38
10-15 Seats	\$56.75
16-25 Seats	\$87.40
26-45 Seats	\$153.20
46-60 Seats	\$218.79
61- 89 Seats	\$350.28
90-125 Seats	\$481.84
126-150 Seats	\$569.43

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**Airport Facility Charge**

This fee is used to support operating cost, capital improvements and the rehabilitation of assets.

Airport Facility Charge applies to aircraft landings within the boundary of Timmins Victor M. Power Airport.

Airport Facility Charges do not apply to private fixed wing piston engine registered aircraft weighing 2,000 kg or less.

Air Carriers based at the Timmins Victor M. Power Airport and others will be charged per passenger departing from Timmins as per Air Carrier Memorandum of agreement with the airport.

The use of the Airport facilities is defined as any aircraft landing at the airport for the purpose of processing passengers, aircrew and or cargo.

The Airport Facility Charge for aircraft other than Air Carriers with agreements in place with the Timmins Victor M. Power Airport is triggered on the conclusion (i.e.: arrival) of a flight.

The amount of the Airport Facility Charge is related to the number of passenger seats the aircraft is certified for.

**All taxes extra**

**Aircraft Size**

Training	N/C
Medevac & 1-4 seats	\$20.00
5-10 Seats	\$50.00
10-15 Seats	\$75.00
16-25 Seats	\$125.00
26-45 Seats	\$225.00
45 -90 Seats	\$450.00
Over 90 seats	\$1,000.00



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**Hydro**

Aircraft plug-ins: \$10 a day per plug engine or heater (all taxes extra). A period of 24 hours or portion thereof shall be counted as one day. (Fees for aircraft GPU's are charged separately)

**After Hours Runway Surface condition Report**

Request for Runway Surface Condition Report when Operation staff are not on site and outside of normal hours posted for operation staff as per Snow Action Plan. \$250.00 + HST

**Other Service Fees**

Other service fees not listed provided by the Timmins Victor M. Power Airport are based on cost recovery with a 25% administration charge.

**Airside Escort Service**

Airside escort services include the vehicle and the operator at \$65.00 + HST per hour

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**Equipment Rates\***

**(Per hour )**

**All taxes extra**

**Equipment**

	Regular	Overtime
Loader	\$120.00	\$180.00
Back Hoe	\$60.00	\$90.00
Forklift	\$65.00	\$100.00
Grader	\$100.00	\$150.00
Pick-up or small passenger vehicle	\$50.00	\$75.00
Rwy. Sweeper (includes truck)	\$200.00	\$300.00
Small Sweeper	\$60.00	\$90.00
Single Axle Truck	\$110.00	\$165.00
Tractor / Mower	\$110.00	\$165.00
Blower	\$240.00	\$360.00
Plow	\$200.00	\$300.00
Sander per application	\$75.00	\$135.00
Urea per application	\$150.00+ material	

\* - Winter 2017/2018 Rates

**Security Rates**

	Regular Rate	Overtime
Security		
Airport Security	\$50.00	\$75.00

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**Vehicle Parking Fees 2017**

<b><u>Lot Charge</u></b>	<b><u>Duration</u></b>
Free	First Hour
\$2.50	Hour
\$10.00	Day Maximum
\$ 50.00	Weekly *
\$720.00 + Tax	Annually (East lot only)

**Proximity Card & Key Administration**

\$25.00 Proximity Card, programming, Admin fee for buildings  
\$10.00 Standard Keys for buildings and gates

**AVOP and Security Passes Administration**

\$50.00 AVOP & Admin Fee  
\$50.00 Security Pass & Admin Fee  
\$75.00 AVOP training fee per hour

**AIRPORT ACCESS FEES**

\$2,500 Couriers (Purolator Federal Express Etc.)  
\$2,000 Non Site based Aviation Fuel suppliers