

## **Regulations Respecting North Bay Jack Garland Airport Fees**

These regulations are set by the North Bay Jack Garland Airport are reviewed on an annual basis.

These regulations may be amended and/or expanded at any time. The North Bay Jack Garland Airport Corporation must authorize such amendments and/or increases.

These regulations may be cited as the Airport Fees & Service Charge Regulations.

### **Publications**

#### **North Bay Jack Garland Airport 2021 Fees & Regulations**

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## **INTERPRETATION AND DEFINITIONS**

Airport Facility Charge/ Passenger Facility Charge	A fee to fund Airport Operations and Capital Improvements 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 Board.
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.
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, and,  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.
Touch and Go Landing	touch-and-go landing or circuit for fixed wing aircraft involves landing on a runway and taking off again without coming to a full stop or for rotary type aircraft touching down at the airport and taking off without coming to a full stop. Usually the pilot then circles the airport in a defined pattern known as a circuit and repeats the maneuver. This allows many landings in a short time for training or maintenance testing purposes.
Payload	The revenue-producing or useful load that an aircraft can carry.
Private Aircraft	A civil aircraft other than an aircraft registered as Commercial, Corporate or State.

Seating Capacity	The number of passenger seats the aircraft is certified for or confirmed by the operator if different from certification.
State Aircraft	An aircraft, other than a commercial aircraft, owned and operated by the government of any country or the government of a colony, dependency, province, state, territory or municipality of any country.
Terminal Building	A building owned and operated by the North Bay Jack Garland 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 or 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.

## **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 the 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 off 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 18% per annum, 1.5% per month. A minimum charge of \$20 will be applied on all overdue accounts.

# AIRCRAFT CHARGES

## Aircraft Apron 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 for any calendar month the monthly charge shown opposite that item in column 3 of the table for an aircraft of that weight,
  - b. for each calendar month, the monthly charge shown opposite that item in column 3 of the table for an aircraft of that weight, and,
  - c. for each year, where the aircraft is a private aircraft, arrangements for the annual parking thereof are made in advance in writing with the airport manager of the airport for an aircraft of that weight.
- 2) Where arrangements are made in advance in writing with the airport manager of the airport for the parking of an aircraft of a particular weight for scheduled flight overnight lay-overs 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 4 hours or less, or,
  - b. The parking on leased property.

<b>Aircraft Weight</b>	<b>Daily Charge</b>	<b>Monthly Charge</b>	<b>Yearly</b>
2,000 kg or less	\$10.00	\$200.00	\$ 1200.00
2,001 – 5,000 kg	\$17.10	\$340.00	\$1,500.00
5,001 – 10,000 kg	\$30.80	\$608.80	
10,001 – 30,000 kg	\$54.40	\$1,152.10	
30,001 – 60,000 kg	\$87.00	\$1,767.60	
60,001 – 100,000 kg	\$130.60	\$3,150.60	
100,001 – 200,000 kg	\$217.70	\$4,418.65	
200,001 – 300,000 kg	\$306.00	\$6,192.80	
300,001 – + kg	\$394.10	\$7,874.10	

### Airport Hanger Parking

<b>Aircraft Weight</b>	<b>Daily Charge</b>	<b>Monthly Charge</b>
2,000 kg or less	\$110.00	\$350.00
2,001 – 5,000 kg	\$135.00	\$475.00
5,001 – 10,000 kg	\$160.00	\$725.00
10,001 – 30,000 kg	\$260.00	\$1,750.00

\*Daily rates include airport staff support of 1 hour for access to and from the hanger any additional time required involved with parking will be invoiced \$60.00 per hour.

### Landing Fees

Landing fees apply to aircraft landings within the boundary of North Bay Jack Garland Airport which includes all leased lands as follows:

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

**Touch and go / training landings** will be charged at 20% of the published rate for the aircraft being used.

<b>Aircraft Size</b>	<b>Domestic Charge Per 1000 kg</b>	<b>International Per 1000 kg</b>
Minimum Landing Fee	\$27.00	\$27.00
4000 - 21,000 kg	\$7.38	\$9.28
21,001 – 45,000 kg	\$9.23	\$10.86
Over 45,000 kg	\$10.86	\$14.35

### **Airport Facility Charge/Passenger Facility Charge**

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

Airport Facility Charge applies to aircraft landing within the boundary of North Bay Jack Garland Airport.

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

Air Carriers providing scheduled passenger service based at the North Bay Jack Garland Airport and others will be charged \$25.00 per departing passenger from North Bay 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.

The Airport Facility Charge for aircraft other than Air Carriers with Memorandum of agreements in place with the NBJAC 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.

<b>Aircraft Size</b>	<b>Charge</b>
Touch and Go /Training	N/C
Medevac /Scheduled Couriers	\$56.35
0-4 seats	\$25.60
5-6 Seats	\$51.25
7-10 Seats	\$102.50
10-15 Seats	\$153.75
16-25 Seats	\$256.25
26-45 Seats	\$461.25
45 -90 Seats	\$922.50
Over 90 seats	\$2,050.00

### **OTHER SERVICE FEES**

Other service fees not listed provided by the North Bay Jack Garland Airport are based on cost recovery with a 25% administration charge.

### **SITE FAMILIARIZATION AND FILM TOUR RATE**

Minimum fee of \$100 per tour	Plus \$100.00 per hour for each additional hour required for the tour.
Minimum Location Fee \$750.00	Location fees will be subject to space required and additional resources and required airport staff to safely manage the film event.

## **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 removal plan. \$350.00.

### **LABOUR RATES**

Overtime and call in rates may apply when the circumstance dictate.

<b>Employee #</b>	<b>Straight Time Rate</b>
Electrician	
Operations Technician/M.D.O.	\$65.00
Mechanic	\$75.00
Manager	\$100.00

### **Security Staffing Rates**

	<b>Regular Rate</b>	<b>Overtime</b>
Airport Security	\$90.00	\$110.00

### **Airside Escort Service**

Airside escort services include the vehicle and the operator at \$90.00 + HST per hour.

### **EQUIPMENT RATES**

*Equipment rates include qualified operator and support equipment as required.*

<b>Equipment</b>	<b>Regular Rate</b>	<b>Overtime Rate</b>
Air Fan 89-0003 includes loader	\$246.00	+\$30.00
Back Hoe 61-7910	\$75.00	+\$30.00
Forklift 61-7910	\$120.00	+\$30.00
Grader 66-8102	\$120.00	+\$30.00
Loader 62-8811 & 62-9901	\$120.00	+\$30.00
Pick-up or small passenger vehicle	\$90.00	+\$30.00
Rwy. Sweeper 67-6010, 67-9901 includes truck	\$325.00	+\$30.00
Holder and attachments 73-1501	\$90.00	+\$30.00
Single Axle Truck 55-9007, 55-9008 & 55-9702	\$120.00	+\$30.00
Dual Axle Truck 56-8416 & 56-8006	\$120.00	+\$30.00
Tractor & Mower	\$120.00	+\$30.00
Snow blower	\$360.00	+\$30.00
Loader with portable snow blower	\$205.00	+\$30.00
Sander (+ Sand \$35.00/ton.)	\$85.00	+\$30.00
Man lift with Operator	\$95.00	+\$30.00
Excavator with brush head	\$205.00	+\$30.00

## **SHOP RATES**

City of North Bay – Parabus and Other Dept.	\$65.30/hr. labour, 15% parts
Parabus line check & Cleaning Rate	\$30.00
Other outside work	\$95.00/hr. labour, 25% parts

## **FUEL RATES**

City Equipment and Parabus	Cost + .06 cents per litre
Other	Cost + .20 cents per litre

## **SPECIAL QUOTES**

NavCanada & others	Cost + 25% + supervisory rate and vehicle/escort costs
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## **VEHICLE PARKING FEES**

### **Lot A**

<b>Charge</b>	<b>Duration</b>	<b>Where to Purchase</b>
\$1.00	Per Half hour	Parking Machine
\$8.00	Day	Parking Machine
\$48.00	Weekly	Parking Machine
\$145.00	Monthly	Parking Machine
\$1150.00	Annually	Airport Administration

### **Lot B**

<b>Charge</b>	<b>Duration</b>	<b>Where to Purchase</b>
\$6.00	Day	Parking Machine
\$36.00	Weekly	Parking Machine
\$110.00	Month	Parking Machine
\$250.00	6 months (Students, Transient tenants employees)	Airport Administration
\$880.00	Annually	Airport Administration

### **Tenant Staff Parking Rates**

\$210.00	Yearly	Paid to Airport Administration
\$325.00	Yearly with Hydro	Paid to Airport Administration

### **Parking Hang Tag Administration**

\$75.00	Hang tag & Admin fee for long term parking
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## **AIRPORT KEYS, PASSES, AND LICENSING**

### **Key Fob and Key Administration**

\$30.00	Key Fob & Administrative Fee for Buildings
\$25.00	Standard Keys for buildings and Gates

### **AVOP and Security Passes Administration**

\$125.00	AVOP & Admin Fee (Valid for up to 5 years)
\$125.00	Security Pass & Admin Fee (Valid for up to 5 years)
\$125.00	AVOP and Security Training Fee (Per Hour)
\$125.00	Restricted Operator Certificate with Aeronautical Qualification (ROC-A) Examination Administration Fee (There is no additional fee for the Certificate issued by Innovation, Science and Economic Development Canada)

## **AIRPORT ACCESS FEES**

\$5,830.00	Couriers (Purolator Federal Express Etc.)
\$2,550 + AV-Gas .05 lt. Jet Fuel .01lt.	Non Site based Aviation Fuel supplier