



MUNICIPALITY OF GREENSTONE

GREENSTONE REGIONAL AIRPORT

AND

R. ELMER RUDDICK NAKINA AIRPORT

FEES

EFFECTIVE JANUARY 1, 2016

Regulations Respecting Municipality of Greenstone Airport Fees

These regulations are set by the Council of the Municipality of Greenstone and are reviewed on an annual basis.

These regulations may be amended and/or expanded at anytime. The Council of the Municipality of Greenstone must authorize such amendments and/or increases.

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

Interpretation

Airport Improvement Fee: A fee to fund Airport 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 Municipality 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.

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

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.

Minister: Minister of Transport

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

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

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. All private aircraft must be registered as being "Private".

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

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.

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 Municipality of Greenstone used for the purpose of the processing of passengers or aircrew through the building for the purpose of embarking or disembarking.

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 Aircraft Type: The basic design, including any derivatives thereof, of an aircraft for which 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 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 off to the nearest five (5) cents.
- 4) Fees do not include H.S.T. except for Vehicle Parking.
- 5) The primary source of information for billing is traffic information gathered by the airport staff.

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 the annual rate determined pursuant to subsection 4.
- 3) Interest on unpaid charges is due and payable:
 - a. 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.

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 2 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 6 hours or less, or,
 - b. Parking on leased property.

Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
0 – 5,000 kg	\$ 8.90	\$ 75.65	\$ 453.90
5,001 – 10,000 kg	\$15.05	\$324.10	\$2,333.40
10,001 – 30,000 kg	\$29.20	\$598.50	\$5,027.40

> 30,001 kg	\$45.20	\$926.95	\$7,786.30
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Landing Fees

Landing Fees apply to aircraft landings within the boundary of the Municipality of Greenstone Airports which includes all leased lands as follows:

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

Training flights will be charged 20% of published landing fee rate.

Aircraft Size	Charge
No Fee for Piston Aircraft < 2,000 kg	No Charge
Training Flights	20% of rate
Minimum – Turbo/Jet	\$11.45
Minimum – Piston	\$ 7.50
0 – 21,000 kg	\$2.59/1,000 kg
21,001 – 45,000 kg	\$3.31/1,000 kg

Airport Improvement Fee

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

Airport Improvement Fees apply to aircraft landings within the boundary of the Greenstone Airports (Greenstone Regional Airport and R. Elmer Ruddick Nakina Airport) which includes all leased lands as follows:

Airport Improvement Fees do not apply to fixed wing single engine piston aircraft weighing 2,000 kg or less registered as private aircraft.

Training Flights will not be charged an Airport Improvement Fee.

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

Airport Improvement Fee	Charge
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Medevac	\$11.00 flat rate
Deplaning	\$ 7.45/passenger
Enplaning	\$ 7.45/passenger

Terminal Fees

Terminal fees do not apply to piston engine aircraft weighing 2,000 kg or less registered as private aircraft.

Training flights will not be charged terminal fees.

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

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

Aircraft Size	Charge
Piston/Cargo/Training	No Charge
1 – 9 seats	\$14.10
10 – 15 seats	\$23.40
16 – 25 seats	\$29.70
26 – 45 seats	\$67.55

Aircraft Plug-In Fees

Aircraft Plug-In Fees will be charged to all aircraft/helicopters for overnight plug-in.

Plug In (per plug)	Charge
Daily	\$11.55
Monthly	\$231.50

Call Out Fee – After Hours Service

A Call Out Fee will be charged to all aircraft/helicopters requiring service after normal operating hours. Service requirements may be aircraft fuelling, runway condition reporting or snow removal.

Call Out	Charge
After Normal Operating Hours	\$165.40

Non Airside Fuel Delivery Fee

The Non Airside Delivery Fee is charged to aircraft/helicopters requiring fuel delivered beyond airside. The fee will be charged to aircraft requiring fuel at the Hutchison Lake water base facility and the Ministry of Natural Resources helipads.

Non Airside Fuel Delivery Fee	Charge
Turbo/Jet Aircraft & Helicopters	\$11.55
Piston Aircraft	\$ 5.75

Vehicle Parking Fees

Vehicles parking in the parking lots of the airports are required to pay the applicable parking fee for a vehicle.

Vehicle Parking	Charge (H.S.T. included)
Daily	\$2.50
Daily with Plug	\$5.75
Monthly	\$29.00
Annually	\$232.00

Fuel Pricing

Fuel pricing is based on volumes purchased during the previous year with the exception being local seasonal operators being able to accumulate volumes from year to year.

FUEL PRICING

QUANTITY	PRICE
1 – 50,000 litres	Full Retail
50,001 – 150,000 litres	Fuel cost + \$0.30/litre
150,001 – 500,000 litres	Fuel Cost + \$0.20/litre
500,001 – 750,000 litres	Fuel Cost + \$0.15/litre
> 750,001 litres	Fuel Cost + \$0.12/litre

Cargo Storage Fee

Location	Price
Indoor Heated 14' X 35'	\$20.00 per day
Outdoor	\$0.03/ft ² per day

Land Lease Rates

Location	Price
Airside Access	\$0.38/ft ² per year or \$4.09/m ² per year
Non-Airside Access	\$0.10/ft ² per year or \$1.08/m ² per year