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ANNOUNCEMENT OF REVISED SERVICE CHARGES

DECEMBER 19, 2024

GENERAL

NAV CANADA hereby announces revised service charges, pursuant to Section 37 of the *Civil Air Navigation Services Commercialization Act*, S.C. 1996, c. 20 (ANS Act). This Announcement sets out the revisions in charges that apply to four categories of air navigation charges: (i) Terminal, (ii) Enroute, (iii) North Atlantic Enroute, and (iv) International Communications. **These revised charges will become effective on January 1, 2025 except as otherwise noted.** All other service charges provisions not amended by this Announcement remain in effect.

Pursuant to Section 42 of the ANS Act, persons wishing to appeal these revisions may do so by making an application to the Canadian Transportation Agency (Agency). The application must be filed within 30 days after the filing of this Announcement with the Agency. An appeal may only be made on one or more of the grounds set out in Section 43 of the ANS Act.

REVISION TO SERVICE CHARGE RATES

The following tables set out the revised rates to be effective January 1, 2025, except where otherwise noted. The revised rates have two components:

- An average Base Rate increase, to recover NAV CANADA’s anticipated fiscal 2025 costs, by service, after reflecting a portion of the RSA surplus from fiscal 2024; and
- An average Temporary Rate decrease to adjust the amount of the historical Rate Stabilization Account (“the RSA”) shortfall to be recovered in fiscal 2025.

The rate adjustments vary by service category, depending on how far each charge deviates from its breakeven level for fiscal 2025 after reflecting a portion of the higher than planned RSA recovery in fiscal 2024, as well as how much it has contributed to the remaining RSA shortfall balance.

Movement-Based Charges

Charge	Base Rates Prior to January 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Prior to January 1, 2025	Base Rates Effective January 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Effective January 1, 2025*
Terminal Charge	\$ 30.30	\$ 2.29	\$ 31.88	\$ 2.02
Enroute Charge (including Overflight)	\$ 0.03362	\$ 0.00040	\$ 0.03524	\$ -
NAT	\$ 180.45	\$ 3.45	\$ 183.61	\$ -
International Communications				
Data Link	\$ 24.19	\$ 2.10	\$ 30.73	\$ 2.32
Voice	\$ 64.29	\$ 5.59	\$ 81.67	\$ 6.16

* Temporary Rate Adjustments to Recover the RSA Shortfall will continue until the cumulative RSA shortfall is fully recovered.

Daily Charges

Category and Weight Group* (in Metric Tonnes)	Base Rates Prior to January 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Prior to January 1, 2025	Base Rates Effective January 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Effective January 1, 2025**
Propeller Aircraft				
Over 3.0 to 5.0	\$ 50.96	\$ 3.37	\$ 53.58	\$ 2.55
Over 5.0 to 6.2	\$ 101.94	\$ 6.73	\$ 107.19	\$ 5.09
Over 6.2 to 8.6	\$ 404.11	\$ 26.69	\$ 424.92	\$ 20.20
Over 8.6 to 12.3	\$ 938.07	\$ 61.95	\$ 986.38	\$ 46.89
Over 12.3 to 15.0	\$ 1,397.99	\$ 92.32	\$ 1,469.99	\$ 69.88
Over 15.0 to 18.0	\$ 1,679.53	\$ 110.91	\$ 1,766.03	\$ 83.95
Over 18.0 to 21.4	\$ 2,264.46	\$ 149.54	\$ 2,381.08	\$ 113.19
Over 21.4	\$ 2,937.97	\$ 194.01	\$ 3,089.28	\$ 146.85
Maximum Helicopters	\$ 101.94	\$ 6.73	\$ 107.19	\$ 5.09
Small Jet Aircraft				
Up to 3.0	\$ 192.96	\$ 12.74	\$ 202.90	\$ 9.64
Over 3.0 to 6.2	\$ 248.78	\$ 16.43	\$ 261.59	\$ 12.44
Over 6.2 to 7.5	\$ 404.11	\$ 26.69	\$ 424.92	\$ 20.20

* Maximum permissible take-off weight.

** Temporary Rate Adjustments to Recover the RSA Shortfall will continue until the cumulative RSA shortfall is fully recovered.

Annual Charges*

Weight Group** (in metric tonnes)	Base Rates Prior to March 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Prior to March 1, 2025	Base Rates Effective March 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Effective March 1, 2025****
0.617 up to 2.0	\$ 82.46	\$ 5.45	\$ 86.71	\$ 4.13
Over 2.0 up to 3.0***	\$ 275.42	\$ 18.19	\$ 289.60	\$ 13.77

* For foreign-registered aircraft, the corresponding Quarterly Charge is equal to 25% of the Annual Charge.

** Maximum permissible take-off weight.

*** The existing provisions regarding private aircraft used exclusively for recreational purposes (regardless of aircraft weight) apply only to propeller aircraft. The existing provision for aircraft restricted to aerial agricultural spraying remains with the exception of the revised rates.

**** Temporary Rate Adjustments to Recover the RSA Shortfall will continue until the cumulative RSA shortfall is fully recovered.

Daily Charge at Seven Specified International Airports

Aircraft Category	Base Rates Prior to March 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Prior to March 1, 2025	Base Rates Effective March 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Effective March 1, 2025**
Daily Charge for Propeller Aircraft up to 3.0 Metric Tonnes*	\$ 12.14	\$ 0.80	\$ 12.77	\$ 0.61

* Maximum permissible take-off weight.

** Temporary Rate Adjustments to Recover the RSA Shortfall will continue until the cumulative RSA shortfall is fully recovered.

Annual Minimum Charges*

Aircraft Category	Base Rates Prior to March 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Prior to March 1, 2025	Base Rates Effective March 1, 2025	Temporary Rate Adjustment to Recover RSA Shortfall Effective March 1, 2025***
Annual Minimum for Propeller Aircraft over 3.0 Metric Tonnes and Jet Aircraft **	\$ 275.42	\$ 18.19	\$ 289.60	\$ 13.77

* Applicable to aircraft not subject to the Annual Charge or the Quarterly Charge. For foreign-registered aircraft, the corresponding Quarterly Minimum Charge is equal to 25% of the Annual Minimum Charge.

** Except for aircraft restricted to Agricultural Spraying, for which the existing provisions remain with the exception of the revised rates.

*** Temporary Rate Adjustments to Recover the RSA Shortfall will continue until the cumulative RSA shortfall is fully recovered.