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ANNOUNCEMENT OF REVISED SERVICE CHARGES

AUGUST 2026

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 (CANSCA). 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 September 1, 2026 except as otherwise noted.** All other service charges provisions not amended by this Announcement remain in effect.

Pursuant to Section 42 of the CANSCA, 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 CANSCA.

This Announcement consists of three sections:

- (1) Revision to Service Charge Rates
- (2) Changes to the Definition of Recreational Purposes in the Customer Guide to Charges
- (3) Changes to the Definition of Aircraft Weight for Quarterly Charges for Foreign-Registered Propeller Aircraft (including Helicopters) in the Customer Guide to Charges

1. REVISION TO SERVICE CHARGE RATES

The following tables set out the revised rates to be effective September 1, 2026, except where otherwise noted. The revised rates have two components:

- An average Base Rate increase, to recover NAV CANADA's anticipated fiscal 2027 costs, by service; and
- An average Temporary Rate decrease, to adjust the amount of the pandemic-related Rate Stabilization Account ("the RSA") shortfall to be recovered in fiscal 2027.

The rate adjustments vary by service category reflecting differing RSA positions, cost structures, and traffic outlooks, resulting in a calibrated set of rate adjustments aligned with each service's financial and recovery profile.

Movement-Based Charges

Charge	Base Rates Prior to September 1, 2026	Temporary Rate Adjustment to Recover RSA Shortfall Prior to September 1, 2026	Base Rates Effective September 1, 2026	Temporary Rate Adjustment to Recover RSA Shortfall Effective September 1, 2026*
Terminal Charge	\$ 31.88	\$ 2.02	\$ 33.17	\$ 2.02
Enroute Charge (including Overflight)	\$ 0.03524	\$ -	\$ 0.03524	\$ -
NAT	\$ 183.61	\$ -	\$ 195.18	\$ -
International Communications				
Data Link	\$ 30.73	\$ 2.32	\$ 27.78	\$ -
Voice	\$ 81.67	\$ 6.16	\$ 73.83	\$ -

* 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 September 1, 2026	Temporary Rate Adjustment to Recover RSA Shortfall Prior to September 1, 2026	Base Rates Effective September 1, 2026	Temporary Rate Adjustment to Recover RSA Shortfall Effective September 1, 2026**
Propeller Aircraft				
Over 3.0 to 5.0	\$ 53.58	\$ 2.55	\$ 55.45	\$ 2.55
Over 5.0 to 6.2	\$ 107.19	\$ 5.09	\$ 110.93	\$ 5.09
Over 6.2 to 8.6	\$ 424.92	\$ 20.20	\$ 439.75	\$ 20.20
Over 8.6 to 12.3	\$ 986.38	\$ 46.89	\$ 1,020.80	\$ 46.89
Over 12.3 to 15.0	\$ 1,469.99	\$ 69.88	\$ 1,521.29	\$ 69.88
Over 15.0 to 18.0	\$ 1,766.03	\$ 83.95	\$ 1,827.66	\$ 83.95
Over 18.0 to 21.4	\$ 2,381.08	\$ 113.19	\$ 2,464.18	\$ 113.19
Over 21.4	\$ 3,089.28	\$ 146.85	\$ 3,197.10	\$ 146.85
Maximum Helicopters	\$ 107.19	\$ 5.09	\$ 110.93	\$ 5.09
Small Jet Aircraft				
Up to 3.0	\$ 202.90	\$ 9.64	\$ 209.98	\$ 9.64
Over 3.0 to 6.2	\$ 261.59	\$ 12.44	\$ 270.72	\$ 12.44
Over 6.2 to 7.5	\$ 424.92	\$ 20.20	\$ 439.75	\$ 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, 2027	Temporary Rate Adjustment to Recover RSA Shortfall Prior to March 1, 2027	Base Rates Effective March 1, 2027	Temporary Rate Adjustment to Recover RSA Shortfall Effective March 1, 2027****
0.617 up to 2.0	\$ 86.71	\$ 4.13	\$ 89.72	\$ 4.13
Over 2.0 up to 3.0***	\$ 289.60	\$ 13.77	\$ 299.72	\$ 13.77

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

** Maximum permissible take-off weight.

*** Provisions regarding private aircraft used exclusively for recreational purposes (regardless of aircraft weight) only applies to aircrafts that meet the definition of "recreational purposes". 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, 2027	Temporary Rate Adjustment to Recover RSA Shortfall Prior to March 1, 2027	Base Rates Effective March 1, 2027	Temporary Rate Adjustment to Recover RSA Shortfall Effective March 1, 2027**
Daily Charge for Propeller Aircraft up to 3.0 Metric Tonnes*	\$ 12.77	\$ 0.61	\$ 13.22	\$ 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, 2027	Temporary Rate Adjustment to Recover RSA Shortfall Prior to March 1, 2027	Base Rates Effective March 1, 2027	Temporary Rate Adjustment to Recover RSA Shortfall Effective March 1, 2027***
Annual Minimum for Propeller Aircraft over 3.0 Metric Tonnes and Jet Aircraft**	\$ 289.60	\$ 13.77	\$ 299.72	\$ 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.

2. CHANGES TO THE DEFINITION OF “RECREATIONAL PURPOSES” TO BE USED FOR DETERMINING ELIGIBILITY FOR ANNUAL AND QUARTERLY CHARGES FOR AIRCRAFT ABOVE THREE METRIC TONNES IN THE CUSTOMER GUIDE TO CHARGES

The following definitions are to take effect as of September 1, 2026:

“recreational purposes”, in respect of an aircraft, means a) use of an aircraft that is solely private and not connected to any business, commercial, or government activity; and (b) not a high-performance aircraft.

“high-performance aircraft” means an aircraft which, according to its manufacturer’s specifications (as set out in the aircraft’s certificate of airworthiness or in a document referred to in that certificate), has a flight service ceiling that falls within Class A airspace. Class A airspace for the purposes of this definition begins at 18,000 ft above sea level.

High-performance aircraft which met the definition of recreational purposes and obtained recreational purposes status from NAV CANADA prior to September 1, 2026 will continue to be assessed the applicable Annual Charge until the aircraft: a) changes ownership; b) ceases operations; or c) no longer meets the definition of recreational purposes in effect prior to September 1, 2026.

3. CHANGES TO THE DEFINITION OF WEIGHT FOR QUARTERLY CHARGES OF FOREIGN-REGISTERED PROPELLER AIRCRAFT (INCLUDING HELICOPTERS) THREE METRIC TONNES OR LESS IN THE CUSTOMER GUIDE TO CHARGES

The following definitions are to take effect as of September 1, 2026:

A change to the source and definition of the aircraft weight used in the determination of quarterly charges for foreign-registered propeller aircrafts (including helicopters) three metric tonnes or less.

The amendment removes the use of “typical” weight and reference to the Canadian Civil Aircraft Registry, and instead refer to the aircraft’s maximum permissible take-off weight (MTOW) for the aircraft type, or when provided to NAV CANADA by the aircraft operator, the MTOW published in the manufacturer’s specifications (specified in the aircraft’s certificate of airworthiness or in a document referred to in that certificate) when determining the weight to be used in the calculation of these charges.