

VANCOUVER AIRPORT AUTHORITY
SCHEDULE OF FEES AND CHARGES
Effective January 1, 2020
Subject to Change

PAYMENT TERMS AND CONDITIONS

All fees and charges payable by an air carrier under the Schedule will be invoiced by the Airport Authority and invoiced amounts will be payable by the air carrier on the following payment terms except for the Airport Improvement Fee, which follows the provisions of the Memorandum of Agreement for Signatory Carriers or the Airport Improvement Fee Collection and Remittance Procedures for the Non-Signatory Carriers:

1. a) Unless otherwise provided in the Schedule, air carriers will have 30 days from the invoice date to pay to the Airport Authority all invoiced aeronautical fees and charges ("Fees"). For those air carriers that have fixed their pre-security fees, such pre-security fees are due on or before the 1st of each month. Interest will be charged on any Fees not paid by the due date at the Prime Rate plus 12% and will be calculated on a per diem basis and compounded monthly. All applicable taxes will be applied on the invoice. In this document, "Prime Rate" means the prime rate set by the Airport Authority's lending bank at the relevant time.

b) All rental space fees and charges ("Fees") are due on or before the 1st of each month as outlined in the lease agreements. Interest will be charged on any Fees not paid by the due date at the Prime Rate plus 12% and will be calculated on a per diem basis and compounded monthly. All applicable taxes will be applied on the invoice.

2. Air carriers have the option of paying by cheques and/or electronically. Cheques shall be made payable to and payment forwarded to:

The Vancouver Airport Authority
PO Box 44638 YVR Domestic Terminal RPO
Richmond, BC, V7B 1W2

For electronic payments, please contact the accounts receivable team at accounts_receivable@yvr.ca.

3. The Airport Authority may accept and cash any cheque or payment instrument received from or on behalf of an air carrier and may, at the option of the Airport Authority and notwithstanding any reference to an invoice number or any particular Fees on or accompanying such cheque or payment instrument, apply such payment on account of any Fees or interest owing by the air carrier without prejudice to the Airport Authority's right to recover any remaining balance of Fees or interest or to pursue any other right or remedy available to it.

4. No endorsement, direction or statement on any cheque or payment instrument or accompanying letter or other document shall be binding on the Airport Authority nor deemed to be an acknowledgement of full payment or an acceptance, accord and satisfaction by the Authority of such endorsement, statement or letter, etc.

5. All references in the Schedule to money amounts are to Canadian currency.

6. In the event any Fees are not paid in full when due or the air carrier is in default of any of these Payment Terms and Conditions, the air carrier will be deemed to be in default and the Airport Authority may give notice to such air carrier that all Fees payable by such air carrier, whether or not then due, are due and payable forthwith and interest will accrue from such date at the rate and upon the terms set out above.

7. The Airport Authority reserves the right to deny the use of or access to any Airport resource or suspend or otherwise restrict the exercise of any privileges including access to any part of the Airport by any air carrier in default until payment of all outstanding Fees is made in full or credit arrangements satisfactory to the Airport Authority are in place.

8. The Airport Authority reserves the right to amend the Schedule, at any time and from time to time on 60 days advance public notice, in any manner it deems appropriate including: increasing or decreasing any Fees; adding thereto or deleting therefrom categories of Fees or otherwise.

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LANDING FEES

For each landing of an aircraft the fee is the greater of the Standard Fees or Minimum Fees:

Standard Fees		Aircraft MTOW (kg)	Fee per 1000 kg of MTOW or fraction thereof
Aircraft Type	Flight Type		
Jet	Domestic & International	0 - 21,000	\$3.28
		21,001 - 45,000	\$4.16
		45,001 or greater	\$4.92
Turboprop, Piston, Helicopter	Domestic & International	0 - 21,000	\$2.78
		21,001 - 45,000	\$3.38
		45,001 or greater	\$4.16

Minimum Fees		
Aircraft Type	Flight Type	Fee per Landing
Fixed Wing (Jet, Turboprop, Piston)	Domestic & International Flight	\$39.51
Helicopter	All Times	\$13.98

Flight Training	
	20% of the above fee

1. Landing fees stated above do not include applicable taxes.
2. The landing fee is based on the maximum permissible take off weight (MTOW), as stated in the aircraft's registration documents. Until such time as the Vancouver Airport Authority receives an aircraft's registration documents, it shall base the MTOW for the aircraft on the highest known MTOW for the particular aircraft type. Any amendment to an aircraft's MTOW will be effective 30 days subsequent to the Vancouver Airport Authority's receipt of original or revised registration documents. No retroactive adjustments will be made. Submissions can be made via email to accounts_receivable@yvr.ca or by fax to 604-276-7747.
3. A domestic flight means a flight between two points within Canada.
4. An international flight means a flight between a point outside Canada and a point within Canada.
5. Flight Training landing fees are for domestic flight landings conducted exclusively for the purpose of improving the skill and knowledge of the flight crew of an air carrier licensed pursuant to Part II of the Canada Transportation Act, 1996, and where arrangements are made in advance with the Vancouver Airport Authority.
6. Landing fees are not payable where an aircraft or any person on board is threatened by serious or imminent danger and an unscheduled landing is made to a non-intended destination.
7. Landing fees are not payable for State aircraft.

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AIRCRAFT PARKING FEES

Effective March 15, 2020, aircraft parking fees will be waived until further notice.

<i>Airport Authority Managed Aprons</i>	Fee per Aircraft
Aircraft MTOW (kg)	Daily
0 - 2,000	\$11.71
2,001 - 5,000	\$13.01
5,001 - 10,000	\$14.32
10,001 - 30,000	\$24.74
30,001 - 60,000	\$39.06
60,001 - 100,000	\$58.58
100,001 - 200,000	\$97.63
200,001 - 300,000	\$135.39
300,001 or greater	\$175.74

1. Aircraft parking fees stated above do not include applicable taxes.
2. MTOW - Maximum permissible take-off weight.
3. Parking fees do not apply for periods less than 6 hours. Any 24 hour time period, or portion thereof, is counted as one day.
4. Aircraft are not permitted to park on the main apron (apron VI) for more than 24 hours. The airline is solely responsible for making alternate arrangements for aircraft requiring parking for over 24 hours. YVR has the right to change this parking requirement as necessary based on operational requirements. Aircraft parked for more than 24 hours will be charged \$400 for each 24 hour period beginning April 1, 2020.
5. No planned line maintenance is allowed on apron VI (main apron) remote stands.
6. All parking requests should be submitted in Slot Clearance Request format at least 3 business days in advance as per IATA world slot guidelines to ensure requests can be properly reviewed by Airport Operations.
7. Aircraft are required to be towed on/off parking position within the time assigned.

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PRE-SECURITY FEE	
<i>Domestic Terminal Building</i>	
Rate per domestic originating passenger	\$4.00
<i>International Terminal Building</i>	
Rate per transborder and international originating passenger	\$9.25

1. Pre-security fees stated above do not include applicable taxes.
2. Pre-security fees are intended to partially recover the construction and operating costs of the terminal facilities located prior to the primary security line.
3. A domestic originating passenger means a passenger with a flight originating out of YVR to a point within Canada. Air carriers will be charged the domestic terminal building Pre-security fee for each domestic originating passenger.
4. A transborder originating passenger means a passenger with a flight originating out of YVR to a point within the United States. Air carriers will be charged the international terminal building pre-security fee for each transborder originating passenger.
5. An international originating passenger means a passenger with a flight originating out of YVR to a point outside of Canada and the United States. Air carriers will be charged the international terminal building pre-security fee for each international originating passenger.
6. Originating passenger information will be sourced from Airport Improvement Fee remittance data.
7. Air carriers will have a one time option to fix their respective pre-security fees for the next five years, from January 1, 2016 to December 31, 2020 as follows:
 - a) For air carriers operating at YVR prior to January 1, 2016, the fixed payment will be based on the actual 2015 origin and destination passengers at the rates noted above. These air carriers must elect to choose this option prior to January 1, 2016.
 - b) For air carriers commencing operations at YVR after January 1, 2016, the fixed payment will be based on forecasted origin and destination passenger levels for the air carrier in its first year of operation, on an annualized basis (as determined by the Vancouver Airport Authority) and at the prevailing rates noted above. These air carriers must elect to choose this option prior to operating air service at YVR.
 - c) If an airline does not choose to fix its pre-security terminal fee payment, they will be assessed the pre-security fee on their actual passenger traffic multiplied by the prevailing annual rate subject to adjustments to payments, if required, at year end based upon final passenger numbers. An air carrier will not be afforded another option to fix its pre-security fees.
8. The pre-security fee is recovered from signatory air carriers (those air carriers who have signed an Airport Use License with the Vancouver Airport Authority) on an equal per passenger basis.
9. Non-signatory air carriers will be subject to 1.25 times the signatory pre-security fees as follows:

<i>Domestic Terminal Building</i>	
Rate per domestic originating passenger	\$5.00
<i>International Terminal Building</i>	
Rate per transborder and international originating passenger	\$11.56

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U.S. PRE-CLEARANCE FEES

<i>U.S. Bound Pre-Cleared Passengers</i>

Fee per U.S. Bound Pre-Cleared Passenger for Signatory Air Carriers:	\$1.67
Fee per U.S. Bound Pre-Cleared Passenger for Non-signatory Air Carriers:	\$2.09

1. U.S. pre-clearance fees stated above do not include applicable taxes.
2. U.S. pre-clearance fees are intended to partially recover the construction and operating costs of the U.S. pre-clearance facilities.
3. A U.S. bound pre-cleared passenger means any passenger using the U.S. pre-clearance facility at YVR. Air carriers will be charged the U.S. Bound pre-cleared passenger Fee for each U.S. bound pre-cleared passenger.
4. Air carriers will be charged the U.S. bound pre-cleared passenger fee for each U.S. bound pre-cleared passenger on their actual passenger traffic multiplied by the prevailing annual rate (subject to adjustments to payments, if required, at year end based upon final passenger numbers). Actual passenger traffic will be based on information remitted by the air carriers to the Vancouver Airport Authority.
5. The U.S. pre-clearance amount is recovered by charging signatory air carriers (those air carriers who have signed an airport use license) on an equal per passenger basis.
6. Non-signatory air carriers will be subject to 1.25 times the signatory U.S. pre-clearance fee.

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POST-SECURITY FEE

The fee payable by an air carrier using the domestic or international terminal building gates is as follows:

Domestic and International Terminals	Fee per Aircraft Use of Terminal Gate	
	Domestic Terminal	International Terminal
	Gates 1 through to 49	Gates 50 through to 96
Regional Aircraft	\$190.45	\$345.49
Narrowbody Aircraft	\$380.90	\$690.98
Widebody Aircraft	\$761.80	\$1,381.95
Maximum Gate Cost Per Airline	\$166,438.90	\$316,119.75
South Terminal	No General Terminal Fee	

1. Post-security fees stated above do not include applicable taxes.
2. Post-security fees are intended to partially recover the construction and operating costs of the terminal facilities located after the primary security line.
3. The post-security fees are recovered by charging signatory air carriers (those air carriers who have signed an airport use license) on a per use basis of terminal gates.
4. If an air carrier's post-security fees on a gate during a calendar year exceed the maximum gate cost applicable to that gate for such calendar year, the air carrier shall not be subject to further post-security fees on such gate for the balance of such calendar year.
5. By way of example, below is a summary of aircraft types for the purposes of calculating post-security fees:

Regional	Narrowbody	Widebody
Beechcraft 1900/1900C/1900D Piper light aircraft CRJ: 100, 700 and 900 DHC-8: 100, 300 and 400 Embraer: 170, 175 and 190 Saab 340	Airbus: 220, 319, 320 and 321 Boeing: 717, 737 and 757	Airbus 310, 330, 340, 350 and 380 Boeing: 747, 767, 777, and 787

6. Busing Fee for Non-Bridged Gating Operations

Air carriers that use apron busing for non-bridged gating operations departing from the domestic terminal building will be charged the domestic post-security fee. Air carriers that use apron busing for non-bridged gating operations departing from the international terminal building will be charged the international post-security fee. Air carriers that use apron busing for non-bridged gating operations will be invoiced monthly in accordance with the terms outlined in the Airport Use Licence. After the end of the calendar year, the volume accumulated on a non-bridged gating operation that utilized busing will be added to the passenger loading bridge gate with the highest usage to determine the final post-security charge. A credit note will be issued if any amounts are owing as a result of this calculation.

7. Aircraft that refuse to tow from a gate after being instructed to do so are subject to a \$400 refusal to tow fee beginning April 1, 2020.

8. Non-signatory air carriers will be subject to 1.25 times the signatory post-security fees as follows:

Domestic and International Terminals	Fee per Aircraft Use of Terminal Gate	
	Domestic Terminal	International Terminal
	Gates 1 through to 49	Gates 50 through to 96
Regional Aircraft	\$238.06	\$431.86
Narrowbody Aircraft	\$476.13	\$863.73
Widebody Aircraft	\$952.25	\$1,727.44
Maximum Gate Cost Per Airline	\$208,048.63	\$395,149.69

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AIRPORT IMPROVEMENT FEES		
<i>Domestic and International Terminals</i>		Fee per Passenger
Destination Category:		
British Columbia and Yukon		\$5.00
Outside British Columbia and Yukon		\$25.00
<i>South Terminal</i>	All Destinations	\$5.00

1. The Airport Improvement Fee ("AIF") amounts for the Domestic and International Terminals are exclusive of GST. The AIF for the South Terminal AIF is inclusive of GST.

2. The Airport Authority is a signatory to a Memorandum of Agreement between ATAC, Signatory Air Carriers and Certain Airports concerning the collection of the AIF (the "MOA"). The MOA provides that each Signatory Air Carrier will collect and remit the AIF on behalf of the Airport Authority in accordance with the terms of the MOA. Each Signatory Air Carrier is entitled to a handling fee, together with applicable taxes, for these services.

3. Air carriers who are not a signatory to the MOA must follow the Airport Authority's *Airport Improvement Fee Collection and Remittance Procedures*.

4. At the South Terminal, the AIF amount is paid by air carriers on behalf of each departing passenger. Children under two years of age are exempt from AIF.

5. For the purposes of determining the appropriate Destination Category, the destination of a departing enplaned passenger shall be defined as the first point of arrival after a departure from YVR where the departing enplaned passenger either makes a connection or stopover.

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ANNUAL EXCLUSIVE USE RENTAL RATES

<i>Domestic Terminal</i>	Price per Square Foot	Price per Square Meter
A-B Connector Office	\$69.79	\$751.10
Premium Office	\$60.46	\$650.89
Regular Office	\$48.52	\$522.35
Industrial	\$22.66	\$243.86
Storage	\$15.05	\$161.83
Lounge	\$60.46	\$650.89
Counter / Queuing	\$60.46	\$650.89
Covered Outdoor	\$11.34	\$122.02
Temporary Construction Space	\$5.38	\$57.84
Apron Storage Space - Adjacent to Gates and Other Locations	\$2.52	\$27.20

<i>International Terminal</i>	Price per Square Foot	Price per Square Meter
Premium Office	\$69.79	\$751.10
Regular Office	\$56.01	\$602.89
Industrial	\$26.13	\$281.36
Storage	\$17.37	\$186.87
Lounge	\$69.79	\$751.10
Link Building Counter / Queuing	\$106.13	\$1,142.33
Counter / Queuing	\$136.71	\$1,471.61
Covered Outdoor	\$12.91	\$139.10
Apron Storage Space - Adjacent to Gates	\$4.32	\$46.50
Apron Storage Space - Other Locations	\$3.41	\$36.71

<i>South Terminal</i>	Price per Square Foot	Price per Square Meter
Premium Office	\$24.99	\$268.94
Regular Office / Freezers	\$20.06	\$215.84
Counter / Queuing	\$24.99	\$268.94
Storage	\$14.91	\$160.61
Industrial Cargo	\$9.37	\$100.77
Apron Storage Space - Adjacent to Gates and Other	\$2.52	\$27.20

1. Rental rates stated above do not include applicable taxes.

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COMMON USE FACILITY FEES AND CHARGES

<i>South Terminal</i>	Fee
Common Use Counters :	
1st - 12th Flight / Month	\$15.00 / Flight
13th - 24th Flight / Month	\$10.00 / Flight
25th and More Flights / Month	\$5.00 / Flight
Public Address System	\$10.00 / Month / Microphone Line

SOUTH TERMINAL TO MAIN TERMINAL SHUTTLE BUS RATES

South Terminal to Main Terminal shuttle bus rate	\$2.23 per bus passenger
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YVR SEAPLANE FACILITY FEES		
Dock Fee per Enplaned and Deplaned Passenger		\$2.75 including GST
Ramp Charge for Water to Airside Movements		\$5.00
Aircraft Docking Fee	Single Engine Aircraft	First 2 hours no charge \$25.00 for 2 to 24 hours
	Twin Engine Aircraft	First 2 hours no charge \$50.00 for 2 to 24 hours

1. With the exception of the dock fee, the stated rates above do not include applicable taxes. The dock fee is inclusive of GST.
2. Fee per enplaned and deplaned Passenger and aircraft docking fee only apply to use of the YVR Seaplane Facilities.
3. There is no ramp charge for airside to water movements.