



***HALIFAX INTERNATIONAL  
AIRPORT AUTHORITY***

**2025  
RATES AND CHARGES  
EXTERNAL GUIDE**

Updated: January 1, 2025

## Table of Contents

- 1.0 Aircraft Landing Fees ..... 2**
- 2.0 Airport Infrastructure Levy (AIL) ..... 2**
- 3.0 General Terminal Fees..... 3**
- 4.0 Other Air Terminal Building Fees..... 4**
- 5.0 Airport Improvement Fee (AIF)..... 6**
- 6.0 Airport Infrastructure Charge (AIC) ..... 6**
- 7.0 Aircraft Weight and Seating Configurations ..... 7**
- 8.0 Security Deposit, Seizure and Detention ..... 7**

*Unless otherwise noted, the Harmonized Sales Tax (“HST”) applies to and is in addition to the amounts listed in this document.*

*All fees listed in this document are in Canadian dollars and are, unless otherwise noted, effective as of January 1<sup>st</sup>, 2025.*

*In consideration of the use of the facilities, equipment, systems, information and services (collectively “Services”) of the Halifax International Airport Authority (the “Authority”) at the Airport, users of the Services become liable to pay the Authority the rates, fees and charges set out in this document. The Authority may amend the rates, fees or charges as well as the terms and conditions applicable to this Rates and Charges document at its discretion.*

## 1.0 Aircraft Landing Fees

<i>Landing Category and Weight Range</i>	<i>Fee per 1,000 kg MTOW</i>
MTOW ≤ 21,000 kg	\$6.75
MTOW > 21,000 kg and ≤ 55,000 kg	\$8.54
MTOW > 55,000 kg and ≤ 100,000 kg	\$10.15
MTOW ≥ 100,000 kg	\$11.29

**Table 1 - Aircraft Landing Fees**

- a) Aircraft Landing Fees apply to each landing of an aircraft at the Airport based on the maximum certified take-off weight (MTOW) of the aircraft.
- b) The fee charged for each landing will be the higher of:
  - i) the fee determined by multiplying the amount specified in Table 1 for the applicable landing category and weight range of the aircraft; and
  - ii) \$30.00.
- c) The Aircraft Landing fee is not applicable to:
  - i) the landing of 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 or aircraft owned by the Air Cadet League of Canada;
  - ii) the landing of an aircraft in distress when the Airport was not the intended destination of the aircraft; and
  - iii) the landing of an aircraft participating in a search and rescue operation under the direction of the Canadian Forces Search and Rescue Service.
- d) In respect to the landing of an aircraft being operated as a flying training flight, the fee is 20% of the total applicable amount as specified in Table 1 when:
  - i) arrangements have been made in advance with the Authority;
  - ii) the flight is being operated exclusively for the purpose of improving the skill and knowledge of the aircrew personnel or for flight testing of the aircraft itself; and
  - iii) the Airport is the last point of departure for the flight.
- e) For passenger airlines utilizing the terminal building that have operated for a minimum of three consecutive calendar years of scheduled service at YHZ, a capacity based landing rebate may be available. Please contact for details.<sup>1</sup>

## 2.0 Airport Infrastructure Levy (AIL)

- a) the Airport Infrastructure Levy (AIL) applies to landed aircraft at the Airport, whether from a destination inside or outside Canada, which does not use the Air Terminal Building (ATB) and does not pay an Airport Infrastructure Charge
- b) the AIL will be \$4.00 per 1,000 kg MTOW on January 1, 2025.
- c) the AIL is not applicable to:

<sup>1</sup> Landed seat capacity as determined by HIAA.

## 2025 Rates and Charges Guide – Halifax Stanfield International Airport

- i) The landing of 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 or aircraft owned by the Air Cadet League of Canada;
- ii) The landing of an aircraft in distress when Halifax Stanfield International Airport was not the intended destination of the aircraft;
- iii) the landing of an aircraft participating in a search and rescue operation under the direction of the Canadian Forces Search and Rescue Service;
- iv) the landing of an aircraft being operated as a flying training flight where:
  - 1) arrangements have been made in advance with the Halifax International Airport Authority;
  - 2) the flight is being operated exclusively for the purpose of improving the skill and knowledge of the aircrew personnel or for flight testing of the aircraft itself; and
  - 3) the Airport is the point of departure of the flight

### 3.0 General Terminal Fees

<b>Domestic</b>	\$6.57 per landed aircraft seat
<b>International</b>	\$11.35 per landed aircraft seat

**Table 2 – General Terminal Fees**

- a) General Terminal Fees are based on the passenger seating capacity of the aircraft and apply to each landing of an aircraft at the Airport when the Air Terminal Building (ATB) is used for the embarking or disembarking of passengers.
- b) The Domestic Terminal Fee applies when the ATB is used for aircraft arriving from another Canadian airport from which disembarking members of the crew or passengers are not required to present themselves under the Customs Act (Canada). The applicable fee is indicated under the Domestic Terminal category in Table 2 based upon the passenger seating capacity of the aircraft.
- c) The International Terminal Fee applies when the ATB is used for aircraft arriving from another destination outside Canada or another Canadian airport from which disembarking members of the crew or passengers are required to present themselves to the appropriate authorities under the Customs Act (Canada). The applicable fee is indicated under the International Terminal Fee category in Table 2 based upon the passenger seating capacity of the aircraft.
- d) The General Terminal fee does not apply when passengers do not disembark from the aircraft.
- e) For passenger airlines utilizing the terminal building that have operated for a minimum of three consecutive calendar years of scheduled service at YHZ, a capacity based general terminal rebate may be available. Please contact for details.<sup>2</sup>

<sup>2</sup> Landed seat capacity as determined by HIAA.

## 4.0 Other Air Terminal Building Fees

<b>Common Use Passenger Processing (CUPP) Fee</b>	\$0.87 per departing aircraft seat
<b>Common Use Facility (CUF) Fee</b>	\$0.59 per departing aircraft seat
<b>U.S. Preclearance Fee</b>	\$3.97 per departing aircraft seat

Table 3 – Other ATB Fees

### 4.1 Common Use Passenger Processing (CUPP) Fee

- a) The CUPP Fee applies to all air carriers operating passenger flights at the Airport that require the use of common use terminal equipment to process enplaning passengers based on the passenger seating capacity of the aircraft.
- b) The fee for each departure of an aircraft is the amount determined by multiplying the number of passenger seats on the aircraft by a rate per departing aircraft seat as indicated in Table 3.

### 4.2 Common Use Facility (CUF) Fee

- a) The CUF Fee applies to all air carriers operating passenger flights at the Airport that require the use of common use ticket counter and baggage facilities to process enplaning passengers based on the passenger seating capacity of the aircraft.
- b) The CUF fee is not applicable to flights that use the U.S. Preclearance facilities.
- c) The fee for each departure of an aircraft is the amount determined by multiplying the number of passenger seats on the aircraft by the rate per departing aircraft seat as indicated in Table 3.

### 4.3 U.S. Preclearance Fee

- a) The U.S. Preclearance Fee applies to all air carriers operating passenger flights at the Airport to destinations in the United States that use the U.S. Preclearance facilities to process enplaning passengers before departure based on the passenger seating capacity of the aircraft.
- b) The fee for each departure of an aircraft is the amount determined by multiplying the number of passenger seats on the aircraft by the rate per departing aircraft seat as indicated in Table 3.
- c) Should the services of U.S. Customs and Border Protection be required outside of their regularly scheduled hours, any cost incurred by HIAA will be recovered from the Air Carrier. The cost recovery will be charged at the Canadian Foreign Exchange Rate that was paid by HIAA and will not be subject to the standard Administration Fee applicable to Recoverable Services. Regularly scheduled hours of U.S. Customs and Border Protection as of Jan 1, 2024, is 5:00am to 5:00pm (but may be subject to change).

Air carriers requiring the use of Airport facilities to which the CUPP, CUF or U.S. Preclearance fees apply must enter into an Air Carrier Operating Agreement with the Authority.

### 4.4 Passenger Loading Bridge Fee

- a) Passenger Loading Bridge Fee of \$80.00 applies when an aircraft uses a passenger loading bridge connected to the ATB.
- b) An aircraft will be considered to have used a passenger loading bridge when it is used:
  - i) for embarking or disembarking of passengers or crew members; or

## 2025 Rates and Charges Guide – Halifax Stanfield International Airport

- ii) by an aircraft for connecting to the loading bridge's ground power unit.

### 4.5 Aircraft Parking Fees

<i>Aircraft Weight Range</i>	<i>Daily Fee</i>	<i>Monthly Fee</i>
0 to 2,000 kg	\$7.37	\$59.64
2,001 to 5,000 kg	\$7.37	\$59.64
5,001 to 10,000 kg	\$11.26	\$231.08
10,001 to 30,000 kg	\$21.15	\$429.16
30,001 to 60,000 kg	\$32.96	\$660.24
60,001 to 100,000 kg	\$49.46	\$990.29
100,001 to 200,000 kg	\$82.47	\$1,650.53
200,001 to 300,000 kg	\$115.47	\$2,310.76
300,001 kg or more	\$148.49	\$2,970.93

**Table 4 - Aircraft Parking Fees**

- a) Aircraft Parking Fees apply to all aircraft for the parking of that aircraft on an apron area or designated aircraft parking area and is based on the MTOW of the aircraft.
- b) The daily fee, or for a part thereof, is specified in Table 4 and is based upon the aircraft MTOW. The maximum daily fee charged in any calendar month will not exceed the monthly fee.
- c) When arrangements have been made in advance with the Authority for the parking of a commercially operated aircraft for scheduled flight layovers, the monthly fee for parking that aircraft or any replacement aircraft of the same or lesser weight range applies.
- d) Aircraft Parking Fees do not apply to an aircraft that is:
  - i) parked for six (6) hours or less;
  - ii) parked on land that is leased to a tenant of the Authority; or
  - iii) owned and operated, other than commercial aircraft, by the government of any country or the government of a colony, dependency, province, state, territory, or municipality of any country, or to aircraft owned by the Air Cadet League of Canada.

### 4.6 Aircraft Parking for Apron 3 Area – Parking stands 301-304 controlled by HIAA

- a) A flat fee of \$260 will be applied to any parking for less than 4 hours, and an additional fee of \$520 for each 24 hour period or any part thereof after the initial 4 hours.
- b) Parking on the Apron 3 area controlled by HIAA must be booked in advance with HIAA by contacting the Airport Service Center at 902-873-1234. Approval will not be given any more than 30 days in advance unless availability warrants approval and will always be subject to operational requirements.
- c) Cancellations without a minimum 12 hours advance notice to HIAA will be subject to a no-show fee of \$780.00.
- d) Aircraft left on the Apron 3 controlled by HIAA area outside of reserved time slots, and without prior approval from HIAA, will be charged a fee of \$1,000 per hour. Any reservation changes require approval from HIAA and are subject to operational requirements.

## 2025 Rates and Charges Guide – Halifax Stanfield International Airport

- e) HIAA reserves the right to cancel reservations on the Apron 3 pad area controlled by HIAA at any time at HIAA's sole discretion.

### 4.7 Airside Equipment Registration Fees

<i>Equipment Type</i>	<i>Fee based on Gross Equipment Weight in kg</i>	<i>Minimum Fee</i>	<i>Maximum Fee</i>	<i>Period of Registration</i>
<b>Self-Propelled Equipment</b>	\$0.037	\$20.00	\$55.00	Annual
<b>Towed Equipment</b>	\$0.037	\$20.00	\$55.00	Bi-Annual
<b>De-icing Equipment</b>	\$0.037	\$15.00	\$40.00	Seasonal (Oct. 01 to May 31)

**Table 5 – Airside Equipment Registration Fees**

- a) Through the Airside Equipment Registration Program, all equipment that maneuvers airside must be identified by a registration sticker placed on the equipment to confirm that it is permitted access.
- b) The fee for the registered equipment is the amount determined by multiplying the gross equipment weight, in kilograms (kg), by the rate per equipment type as indicated in Table 5.

### 5.0 Airport Improvement Fee (AIF)

- a) The Airport Improvement Fee (AIF) of \$35.00 and the Intra-Provincial AIF of \$22.00, applies to all departing enplaned passengers at the Airport's Air Terminal Building (ATB) with the exception of:
- passengers continuing a journey less than 4 hours after arrival at the Airport for domestic and transborder itineraries;
  - passengers continuing a journey less than 24 hours after arrival at the Airport for international itineraries;
  - airline employees travelling on business including duty travel of crews of one air carrier travelling on aircraft of another air carrier;
  - infants under 2 years of age for whom no ticket was purchased; and
- b) The air carrier on whose aircraft the passenger travels is responsible for remittance of the fee regardless of whether the fee has been collected from the passenger.

### 6.0 Airport Infrastructure Charge (AIC)

- a) The Airport Infrastructure Charge (AIC) applies to each landed aircraft seat for aircraft arriving at the Airport, whether from a destination inside or outside Canada, which does not use the Air Terminal Building (ATB).
- b) The Airport Infrastructure Charge (AIC) is \$7.25 per landed aircraft seat.
- c) The fee for each arrival of an aircraft is the amount determined by multiplying the number of passenger seats on the aircraft by \$7.25.
- d) The AIC is not applicable to:
- the landing of 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 or aircraft owned by the Air Cadet League of Canada;

- ii) the landing of an aircraft in distress when the Airport was not the intended destination of the aircraft; and
- iii) the landing of an aircraft participating in a search and rescue operation under the direction of the Canadian Forces Search and Rescue Service.
- iv) the landing of an aircraft being operated as a flying training flight when:
  - 1) arrangements have been made in advance with the Authority;
  - 2) the flight is being operated exclusively for the purpose of improving the skill and knowledge of the aircrew personnel or for flight testing of the aircraft itself; and
  - 3) the Airport is the last point of departure for the flight.

## **7.0 Aircraft Weight and Seating Configurations**

- a) When used to determine Aeronautical Fees:
  - i) the term “weight” shall mean the maximum certified take-off weight (MTOW) of the aircraft rounded up to the nearest 1,000 kg; and
  - ii) the term “seating capacity” shall mean the number of passenger seats installed on the aircraft.
- b) The weight and seating capacity of an aircraft is based on the aircraft configuration information for that type of aircraft as published by the aircraft manufacturer or other qualified authority.
- c) The Authority may use configuration information for a specific aircraft supplied by the aircraft owner or operator and may require supporting documentation to conduct an independent verification of the information supplied.
- d) The aircraft owner or operator must provide information on the aircraft configuration and notify the Authority of any changes to the configuration of that aircraft.

## **8.0 Security Deposit, Seizure and Detention**

The Authority reserves the right to request a security deposit from all air carriers and other businesses operating or proposing to operate at the Airport. If airlines or operators are delinquent in payments to the Authority, the Authority shall have the right, upon providing 24 hours’ notice to the carrier or operator, to reduce or withdraw services. Where any charges (including associated interest) are not paid, the Authority may, in addition to any other collection remedies available, obtain a court order under Section 9 of the *Airport Transfer (Miscellaneous Matters) Act*, authorizing the seizure and detention of aircraft until the amount in respect of which the seizure was made is paid.