

DOMESTIC TARIFF

**Legislation of
Canadian Transportation Agency
Ottawa, Ontario K1A 0N9**

Provisions for aircraft WITH UP TO 29 PASSENGER SEATS

**RULES, RATES AND FEES
APPLICABLE
TO
TRANSPORTATION OF PASSENGERS AND BAGGAGE OR GOODS
BETWEEN POINTS IN CANADA**

**ISSUED BY
BIGHORN HELICOPTERS INC.
CONTROLLER
BOX 220 CRANBROOK, BC V1C 4H7**

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 5.

ISSUE DATE

FEBRUARY 28, 2018

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CHECK SHEET

Original and revised pages as named below, contain all changes from the original tariff, effective as of the date shown thereon:

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2	Amdmt#11; June 1/20	22	Original
3	Original	23	Original
4	Original	24	Amdmt#8; Mar 1/18
5	Original	25	Amdmt#11; June 1/20
6	Original	26	Amdmt#9; Jun 1/18
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**EXPLANATION OF ABBREVIATIONS,
REFERENCE MARKS AND SYMBOLS**

CTA..... Canadian Transportation Agency

Cont'd Continued

No..... Number

\$..... Dollar(s)

[R] Denotes reductions

[A] Denotes increases

[C] Denotes changes which result in neither increases or reductions

[X] Denotes cancellation

[N] Denotes addition

CAD Canadian

N/A..... Not Applicable

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RULE 1. DEFINITIONS

In this tariff, the following words shall have meanings set out below:

"Baggage" means luggage or such articles, effects or other personal property of a passenger or passengers as are necessary or appropriate for wear, use, comfort or convenience in connection with the flight.

"Canada" means the ten provinces of Canada, the Yukon Territory, the Districts and Islands comprising the Northwest Territories of Canada and Nunavut.

"Carrier" means **Bighorn Helicopters Inc.**

"Live Flight" means the movement of an aircraft with payload from the point of take-off to the destination point of landing thereafter (intermediate technical or fuel stops excepted).

"Charterer" means a person, firm, corporation, association, partnership, or other legal entity who contracts for the transportation of passengers and baggage, or goods and/or property from a specified origin to a specified destination, for a particular itinerary, agreed upon in advance.

"Destination" means the point to which the passengers or goods to be transported on a flight are bound.

"Ferry Flight" means the movement of an aircraft without payload to position the aircraft to perform a flight or upon completion of a flight to position the aircraft to a point required by the carrier.

"Goods" means anything that can be transported by air including animals.

"Origin" means the point from which a flight commences with payload to be transported.

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"Passenger" means a person, other than a member of the air crew who uses the air carrier's domestic service by boarding the air carrier's aircraft pursuant to a valid contract.

"Traffic" means any passengers or goods that are transported by air.

"Base" means any of the carrier's bases named in Table "A".

"Force Majeure" means the unforeseeable course of events excusing from fulfilment of the charter.

"Written Air Charter Contract" means the Carrier's Aircraft Scheduling and Flight Itinary Form, Aircraft Daily Flight Report and/or the confidential agreement amongst the Charterer and Carrier. Any terms and conditions on the above documents that differ from the rates and fees of the tariff are covered under the terms of a Confidential Contract.

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RULE 2. APPLICATION OF TARIFF

- (1) This tariff is applicable to the transportation of passengers and their baggage or goods using aircraft operated by **Bighorn Helicopters Inc.**
- (2) An air service will be furnished under the terms of this tariff only after an appropriate written Air Charter Contract, in the form prescribed by **Bighorn Helicopters Inc.**, is executed by the charterer and the carrier.
- (3) Air transportation shall be subject to the rules, rates and charges published or referred to in this tariff in effect, by virtue of the effective date on each page, on the date of signing of the Air Charter Contract.
- (4) The contents of this tariff shall form part of the Air Charter Contract between the carrier and the charterer and in the event of any conflict between this tariff and the contract this tariff shall prevail.

RULE 3. CURRENCY

Rates and charges are published in the lawful currency of Canada. Where payment is made in any currency other than Canadian, such payment shall be the equivalent of the Canadian dollar amounts published in this tariff on the basis of published currency rates of exchange as calculated on the date of billing the Air Charter Contract services.

RULE 4. (MILEAGE) FLIGHT DURATION DETERMINATION

For the purpose of computing rates and charges herein, the flight duration to be used, including both live and ferry (if any) duration, will be the safest, shortest duration covering the actual landing to landing great circle distance of the agreed flight or flights, using the following sources in the order listed below:

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- (1) Aeronautical VFR Navigation Charts (VNC), published by Nav Canada
- (2) NOTAM Supplements, published by Nav Canada, when required.
- (3) Google Earth, published by Google Europa Technologies
- (4) Nav Canada Weather website, published by Nav Canada

RULE 5. COMPUTATION OF FEES

The total price payable by the party contracting for the use of an aircraft shall be the following:

- (1) An amount determined by multiplying the duration travelled by the aircraft determined in accordance with Rule 4 herein, times the applicable air transportation rate per hour or fraction thereof of the flight(s), shown in Table "B", provided that the charge for the flight shall not be lower than the minimum charge per flight shown in Table "B".
- (2) An amount obtained by multiplying the distance of the ferry flight(s), if any, determined in accordance with Rule 4 herein times the applicable ferry rate per hour shown in Table "B", provided that the charge per ferry flight shall not be lower than the minimum charge indicated in Table "B", or
- (3) Ferry fee shall be in effect commencing at a Carrier base as listed in Table "A", or, on a Contract to Contract basis, when the aircraft is located at a location away from a Carrier base at the completion of the previous Air Charter Contract, that away from base location shall be designated as the starting point of the aircraft ferry fee and the destination point of loading the payload shall be the end point of the ferry fee. The ferry fee shall be in effect re-locating the aircraft to a Carrier base as listed in Table "B" at the completion of the Air Charter Contract. The Carrier has the option of sharing the ferry fee amongst the Charterers on a Contract to Contract basis with the written approval of the Carrier and Charterers.

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- (4) Fuel and/or oil consumed in the performance of a contract shall be charged in the amounts per gallon, per litre, per hour, when the cost(s) exceeds \$0.00. The fuel and/or oil fees for the performance of a contract may be included in the aircraft tariff per hour rate as per the Written Air Charter Contract between the Carrier and Charterer.
- (5) Due to the inability to foresee actual cost, the following fees will be established at the time that the contract is signed:
- (a) Loading/unloading of the aircraft.
 - (b) Fees for goods carried outside the aircraft.
 - (c) All fees or expenses incurred by the carrier to cover the cost of accommodation, meals and ground transportation for the air crew whenever the nature of the service to be provided requires said air crew to live away from a Carrier base.
 - (d) Storage fees.
 - (e) Fees for special equipment as published in Table "B2".
 - (f) The actual cost of any special or accessorial services performed or provided on request.
- (6) Standby and/or minimum fees, if any, as set forth in Table "B", and/or Crew fees, if any, as set forth in Table "B2", will be assessed by the carrier for holding the aircraft on request at any point on the route in excess of the free waiting time. The Carrier and Charterer shall agree in writing on any fees in excess of the free waiting time and any fees in excess of the written Air Charter Contract.

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- (7) Landing, airport terminal, and call out fees as per Table "B1".
- (8) Valuation charges, if any, in accordance with Rule 11 and Rule 12.
- (9) The costs to the Carrier of monies disbursed by the Carrier on behalf and at the request of the Charterer.
- (10) The costs of ground transportation of the Charterer's personnel, baggage, or goods by the Carrier on behalf and at the request of the Charterer.
- (11) The cost of facilities or services required for aircraft operation that are normally provided by the Carrier at his base and that are not available at the Charterer's operating site.
- (12) The costs of transporting the aircraft when it is shipped to the operating site of the charter.
- (13) Each day the aircraft is inoperative due to the modification(s) requested by the Charterer or because it is being dismantled, transported, assembled, flight tested or awaiting transportation described in item (12) daily minimums shall apply as per Table "B":
- (14) Any damage to the helicopter and/or Carrier's equipment caused by the Charterer's personnel or equipment.

RULE 6. CONDITIONS OF CARRIAGE**(A) Acceptance of Children**

- (1) As per Rule 6(D).

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- (2) A waiver issued by the Carrier must be signed by the parent and/or guardian/adult person authorizing the child to board the aircraft for flight for each person under the age of majority.
- (3) The Carrier will not assume any financial or guardianship responsibility for unaccompanied children beyond those applicable to an adult passenger.

(B) Exemption from Liability

Subject to the limits of liability contained in this tariff the carrier will be exempted from liability due to any failure to perform any of its obligations under the carrier's charter agreement arising from:

- (1) Labour disputes or strikes, whether of the carrier's employees, contractors or of any person, entity, agent, organization or affiliate upon whom the carrier relies for the fulfilment of the flight agreement, and;
- (2) **"Force Majeure"**, or any other causes not attributable to the wilful misconduct of the carrier including accidents to, or failure of aircraft or any part thereof, of any machinery or apparatus used in connection therewith. Refusal of a Government or public body, on what ever grounds, to grant the carrier any clearance, licence, right or other permission necessary for the performance of the carrier's operation is deemed to be included in the term "Force Majeure". Provided, always, that in the event of such failure, the carrier will use its best efforts to fulfil its obligations including the provision of alternate means of transport

(C) Medical Clearance

The carrier reserves the right to request a medical clearance from the passenger(s) if air travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children). The Carrier reserves the right to request a medical

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clearance from any passenger if air travel involves any unusual risk or hazard to the crew, passenger, or to other persons.

(D) Refusal to Transport

(1) The carrier will refuse passage to any person when:

- Such action is necessary for reasons of safety;
- Such action is necessary to prevent violation of any applicable law, regulation or order of any country or possession to be flown over.

(2) The carrier will refuse to transport, or will remove at any point, any passenger whose actions or inactions prove to the carrier that his/her mental or physical condition is such as to render him/her incapable of caring for himself/herself without assistance, unless he/she is accompanied by an attendant who will be responsible for caring for him/her en route and, with the care of such an attendant, he/she will not require attention or assistance from employees of the carrier beyond the services normally provided by the carrier.

Carriage of Persons with Disabilities – See Rule 7 (B) Acceptance of Declaration of Self-reliance.

(E) Space and Weight Limitations

Passengers and baggage or goods, including mobility aids will be carried within space and weight limitations of the aircraft.

(F) Schedules/delays

The carrier shall use its best efforts to carry the passengers and baggage with reasonable dispatch. Times shown in charter contracts, or elsewhere are not guaranteed and form no part of the charter contract. Flight times are subject to change without notice.

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RULE 7. CARRIAGE OF PERSONS WITH DISABILITIES**(A) Acceptance for Carriage**

The carrier will make every effort to accommodate a person with a disability and will not refuse to transport a person solely based on his/her disability. In the event of a refusal, the carrier will offer to provide a written explanation to the person for the decision to refuse carriage within 10 calendar days of the refusal.

(B) Acceptance of Declaration of Self-reliance

Except for safety-related matters governed by Transport Canada, the carrier will accept the determination made by or on behalf of a person with a disability that the person is self-reliant and does not require services of a personal nature during a flight, such as assistance with eating, personal hygiene, using washroom facilities or taking medication.

(C) Acceptance of Mobility Aids

- (1) The carrier will carry as priority baggage, in the cabin where possible, the following mobility aids:
 - (a) a wheelchair (except when aircraft design does not permit carriage of the mobility aid);
 - (b) a walker, a cane, crutches or braces;
 - (c) a device to facilitate communication; and/or
 - (d) any prosthesis or small medical device.

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Where possible, the carrier will allow persons with disabilities to retain any items outlined in b), c), or d) at their seat.

- (2) Where the aircraft design does not permit the carriage of the aid, the carrier will advise the person with a disability of alternate transportation arrangements that the person may make to transport the aid, or to travel with the aid.
- (3) Providing the aircraft can carry the aid, the carrier will or make arrangements to:
 - (a) disassemble and package, where necessary, the aid for transportation and assemble the aid upon arrival; and
 - (b) return the aid promptly upon arrival.
- (4) Where the facilities, the authorities, the tarmac, and the weather conditions permit, the carrier will allow a manually-operated wheelchair to be used to reach:
 - (a) the boarding location; or
 - (b) the door of the aircraft (for aircraft accessible via a boarding system).

(D) Acceptance of Service Animals

The carrier will accept for transportation, a service animal required to assist a person with a disability provided the animal is properly harnessed and certified in writing, as being trained by a professional service animal institution. The carrier will permit the service animal to accompany the person with a disability on-board and to remain on the floor at the passenger's seat or, where there is insufficient floor space at the passenger's

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seat, to remain on **the** floor in an area where the person can still exercise control over the **animal**. The carrier will avoid separating persons with disabilities from **their** service animal.

(E) Accessible Seating

The carrier will **provide** the person with a disability with the most accessible seat on the aircraft. **The** carrier will consult the person to determine which seat is the most **accessible** to meet specific disability-related needs.

(F) Services to be ProvidedAt time of scheduling

When a person identifies himself/herself as a person with a disability, the carrier will:

- (1) describe the type of equipment and services available to accommodate persons with disabilities;
- (2) discuss both the level of accessibility and the limitations of the aircraft, the tarmac, the facilities and the availability of boarding equipment for the available services to accommodate that person's disability-related needs; and
- (3) note, and offer to confirm in writing, services to be provided as soon as possible after the scheduling has been made and before the flight.

At the time of travel

- (1) Where a request for a service is made in advance of travel, the assistance provided by the carrier will include:
 - (a) assistance at check-in;

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- (b) assistance to reach the boarding area;
 - (c) assistance to board and deplane;
 - (d) assistance with baggage;
 - (e) assistance to transfer to/from a mobility aid;
 - (f) assistance to transfer to/from a passenger seat;
 - (g) inquiring, from time to time after check-in, about the needs of a person who is not independently mobile and attending to those needs when the services required are usually provided by the carrier;
 - (h) assistance to proceed to the general public area or to a representative of another carrier;
 - (i) any additional service to accommodate a person's disability-related needs.
- (2) If the request for these services is not made in advance of travel, the carrier will make every effort to provide the service.

When boarding and deplaning

The carrier will board and deplane persons with disabilities using specialized equipment whenever possible. As a last recourse, a person may be carried by hand to enplane and deplane if the following applies:

- (1) restrictions inherent to the aircraft or the tarmac prevent the use of any other boarding/deplaning method;
- (2) the person agrees to be hand-carried; and
- (3) this can be done safely.

(G) Liability of Carrier Respecting Mobility Aids

Where a carrier has transported a person's mobility aid, and the aid is damaged during flight or is unavailable at destination, the carrier will:

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- (1) provide the person with a suitable replacement aid;
- (2) if the carrier cannot promptly provide a suitable replacement aid, assist the person in finding a suitable temporary replacement; and
- (3) if a suitable replacement aid is not available within a reasonable amount of time, make every effort to find, with the person, an equitable resolution to the situation.

RULE 8. ACCEPTANCE OF BAGGAGE OR GOODS

- (1) All baggage or goods presented for transportation is/are subject to inspection by the carrier.
- (2) Articles of baggage or goods will not be carried when such articles are likely to endanger the aircraft, persons or property, are likely to be damaged by air carriage, are unsuitably packed, or the carriage of which would violate any applicable Canadian laws, regulations, or orders.
- (3) If the weight, size or character of baggage or goods renders such baggage or goods unsuitable for carriage on the aircraft, the carrier, prior to departure of the flight, will refuse to carry such baggage or goods or any part thereof. The following articles will be carried only with prior consent of the carrier:
 - (a) Firearms of any description. Firearms for sport purposes will be carried as baggage provided the passenger possesses the required permit/licence and, provided that such firearms are disassembled or packed in a suitable case. The provisions of this subparagraph do not apply to Peace Officers' prescribed sidearms or other similar weapons.
 - (b) Explosives, munitions, corrosives and articles which easily ignite.
 - (c) (*) Pets including, dogs, cats and birds, when properly crated in leakproof containers and accompanied by valid health certificates or other documents where these are required. Such pets and animals may be carried in the cargo compartment of the aircraft.

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(*) Not applicable to service animals. Service animals of Peace Officers will be carried in the cabin of the aircraft below the Peace Officers passenger seat under the control of the Peace Officer provided the service animal does not create any disruption to the safe operating of the aircraft.

RULE 9. REFUNDS

- (1) Application for refund shall be made to the carrier or its duly authorized Agent.
- (2) If a portion of the agreed transportation has been completed, refund will be the difference between the deposit, rate or fee paid and the deposit, rate or fee applicable to that portion of the agreed transportation completed, less any applicable cancellation fees, as specified in this tariff.

RULE 10. LIMITATION OF LIABILITY – PASSENGERS

- (1) The liability of the carrier in respect of the death of, or injury to, a passenger is limited to the sum of \$300,000.00CAD.
- (2) In no cases shall the carrier's liability exceed the actual loss suffered by the passenger. All claims are subject to proof of amount of loss.
- (3) The carrier is not liable:
 - (a) In the case of any passenger whose age or mental or physical condition, including pregnancy, is such as to involve an unusual risk or hazard, for any damages sustained by that passenger that would not have been sustained but for his/her age or mental or physical condition; or

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- (b) In the case of a pregnant passenger, for any damages in respect of the unborn child of that passenger.

RULE 11. LIMITATION OF LIABILITY – BAGGAGE

- (1) (*) Subject to subsection (2), the liability of the carrier in respect of loss, or damage to, baggage, whether caused directly or indirectly by the act, neglect or default of the carrier or not, is limited to the sum of \$1800.00CAD per passenger.

(*) Not applicable to mobility aids - see Rule 7 (G).

- (2) No action shall be maintained for any loss, or partial loss of or damage to baggage or for any delay in the carriage thereof unless notice of a claim is presented in writing to the head office of the carrier within 30 days from the date the baggage should have been delivered.

- (3) In no cases shall the carrier's liability exceed the actual loss of the passenger. All claims are subject to proof of amount of loss.

RULE 12. LIABILITY OF CARRIER – GOODS

- (1) Subject to subsection (2) the liability of the carrier in respect of loss of, or damage to, goods, whether caused directly or indirectly by the act, neglect or default of the carrier or not, is limited to the sum of \$0.50 per pound.

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RULE 13. SUBSTITUTION OF AIRCRAFT(*)

- (1) When, due to causes beyond the control of the carrier, the aircraft contracted for is unavailable at the time the air transportation commences or becomes unavailable while carrying out such transportation the carrier may furnish another aircraft of the same type or, with the consent of the party contracting for the use of the aircraft, substitute any other type of aircraft if the rates and charges for the new aircraft are the same as for the original aircraft, except as provided in paragraphs (2) and (3).
- (2) When the substituted aircraft is capable of a larger payload than the original aircraft contracted, the payload carried in the substituted aircraft will not be greater than the payload which would have been available in the aircraft originally contracted, unless the party contracting for the use of the aircraft agrees to pay the rates and charges applicable to the substituted aircraft.
- (3) When the maximum payload of the substituted aircraft is smaller than the maximum payload of the original aircraft contracted, charges will be based on the rates and charges applicable to the type of substituted aircraft.

(*) Applicable when the contract entails the use of the full capacity of the aircraft in question.

RULE 14. PAYMENT REQUIREMENTS AND DEPOSITS

- (1) Payments for a contracted flight made to any person, employee, contractor, agent, and/or affiliate of the carrier, directly or indirectly, with respect to such flight, shall be considered payment to the carrier. That person, employee, contractor, agent, and/or affiliate shall immediately send the payment to the carrier for deposit on the charterer's account.
- (1) The Carrier will request the first time Charterer or its representative to supply the Carrier with up to a 50% deposit of the charter value prior to the charter occurring. All other fees applicable to the charter are due within 30 days

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from invoice date, **unless** different provisions are in the written Air Charter contract. The provisions of the written Air Charter contract shall prevail.

- (2) The Carrier may, **at** its own discretion, request a reasonable pre-payment from any Charterer.

RULE 15. CANCELLATION CHARGES

- (1) When a charter is cancelled after commencement, fees shall be for the completed portion of the charter only.
- (2) When a written Air Charter contract is established the cancellation fees in the written contract shall prevail. If there are no cancellation fees specified in the written contract, subsection (1) or (3) (a), (b), or (c) shall prevail.
- (3) When a charter is established without a cancellation fee provision in a written contract, the cancellation fee is:
 - (a) When a charter is cancelled more than 24 hours in advance of the scheduled flying, subsection (1) shall prevail.
 - (b) When a charter is cancelled less than 24 hours in advance of the scheduled flying due to weather restrictions, subsection (1) shall prevail.
 - (c) When a charter is cancelled, due to charterer convenience or neglect, a 25% cancellation fee of the total originally scheduled flying shall be charged to the charterer.

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RULE 16. TICKETS

The carrier does not issue tickets. Subject to the contract between the carrier and the charterer, prior to the flight, the charterer will provide a list of all the passengers' names to the carrier.

RULE 17. PASSENGER RE-ROUTING

The carrier is not liable to any passenger when he/she misses his/her flight. In these instances, no other flight alternative is offered by the carrier to the passenger.

RULE 18. DENIED BOARDING COMPENSATION

The carrier does not overbook flights, therefore, no denied boarding compensation is offered to the passenger.

TABLE "A"
BASES OF OPERATIONS

Blairmore, AB

Cranbrook, BC

Fernie, BC (satellite)

Invermere, BC

Springbank Airport, AB

Canadian Rockies International Airport, Cranbrook, BC

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MARCH 7, 2016

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TABLE "B"**RATES AND FEES PER HOUR, FERRY RATE AND STANDBY FEES**

(In Canadian Dollars)

Jet A and Avgas rate are additional

<u>AIRCRAFT TYPE</u>	TARIFF RATE <u>PER HOUR</u>	FRY.RATE <u>PER HOUR</u>	STANDBY FEE <u>PER DAY</u>
AS350B2	2350.00	2350.00	2 HOURS TARIFF PLUS CREW EXPENSES
AS350SD2	2430.00	2430.00	2 HOURS TARIFF PLUS CREW EXPENSES
AS350B3	2650.00	2650.00	2 HOURS TARIFF PLUS CREW EXPENSES
BELL206B	1250.00	1250.00	2 HOURS TARIFF PLUS CREW EXPENSES
BK117	3420.00	3420.00	2 HOURS TARIFF PLUS CREW EXPENSES
H369D	1270.00	1270.00	2 HOURS TARIFF PLUS CREW EXPENSES
CESSNA 305A (FW)	500.00	500.00	2 HOURS TARIFF PLUS CREW EXPENSES

Aircraft Standby fees are in effect when weather, equipment modifications at the request of the charterer and/or charterer delay require the aircraft and crew to remain at a location on the ground longer than the Air Charter contract stipulates.

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 5

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LOCAL DOMESTIC TARIFF

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Aircraft Standby fees may be charged on a per hour, per crew, and/or per day basis. The Carrier and Charterer shall agree in writing on the fee basis and rate as each Air Charter contract situation is unique.

The Aircraft Standby rates are to be computed as per Rule 5 and the appropriate Tables of this document.

The above Tariff rates are to be computed as per Rule 4 of this document.

TABLE "B"
AIRCRAFT MINIMUM FEES
All aircraft
(In Canadian Dollars)

Aircraft minimums shall be in effect when the aircraft and crew are required to remain landed at the charterer worksite for a portion of or entire day. The aircraft minimums are in effect when the charterer requires the aircraft on location for ERP purposes.

Aircraft minimum fees are portioned by the duration the aircraft and crew are required on the customer's location.

No aircraft minimums will be charged when the flying duration equals or is greater than that of the waiting or on location duration.

Month	Aircraft Minimum Fee In Hours
November to March	2.0
April	3.0
May	3.5
June to September	4.0
October	3.0

The above rates are to be computed as per Rule 5 of this document.

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 5

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LOCAL DOMESTIC TARIFF

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The above rates are to be computed as per Rule 5 of this document.

TABLE "B1"
LANDING, AIRPORT AND CALLOUT FEES
All Aircraft
(In Canadian Dollars)

AIRCRAFT TYPE	LANDING FEE	AIRPORT FEE	CALLOUT FEE
AS350B2	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing
AS350SD2	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing
AS350B3	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing
Bell206B	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing
H369D	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing
BK117	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing
CESSNA 305A	As per Airport Authority billing	As per Airport Authority billing	As per Airport Authority billing

The above rates are to be computed as per Rule 5 of this document.

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 3.

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TABLE "B2"
EQUIPMENT RATES

(In Canadian Dollars)

Equipment Rates are for accessory Equipment necessary for a charter in addition to the aircraft.

EQUIPMENT	RATE PER DAY
Bobcat	\$300.00
Crew, ground support, reclamation	\$375.00
Crew per diems	\$50.00 or Charterer rates
Crew accommodations	At receipt value or Charterer rates
Crew ground transportation	Charterer rates
Seeding/Fertilizing Bucket	\$175.00
Trailer	\$175.00
Truck	\$250.00
Permit	As per Licensing Agency fee
Drip Torch	\$100.00
Jet Fuel Delivery	\$.60 per km + equipment fee
Jet Fuel Handling Fee (sales)	\$0.20/litre
Platform	\$300.00
Wolf Capture and Control equipment fee	\$150.00*

The above rates are to be computed as per Rule 5 of this document.

*This rate may be on a per day or per project basis, as per the written agreement of the Carrier and Charterer.

*The Carrier and Charterer reserve the right to agree in writing of the waiving of any of the above fees and/or the inclusion of the accessory equipment in the aircraft rate.

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 5.

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JET FUEL CONSUMPTION PER AIRCRAFT TYPE
IN LITRES PER HOUR

AIRCRAFT TYPE	LITRES PER HOUR
AS350B2	170
AS350SD2	170
AS350B3	200
Bell206B	110
BK117	330
H369D	120
CESSNA 305A	50

TABLE "C"

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 5.

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EFFECTIVE DATE

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TABLE "C"
CONVERSION OF MINUTES TO 1/10TH DECIMAL HOURS

MINUTES	DECIMAL HOUR
1 to 8 minutes	0.1
9 to 14 minutes	0.2
15 to 20 minutes	0.3
21 to 26 minutes	0.4
27 to 32 minutes	0.5
33 to 38 minutes	0.6
39 to 44 minutes	0.7
45 to 50 minutes	0.8
51 to 56 minutes	0.9
57 to 62 minutes	1.0

For explanation of abbreviations, reference marks and symbols used but not explained hereon, see Page 5.

ISSUE DATE

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