

Greater Toronto Airports Authority
Aeronautical Fees
Effective January 1, 2022

General Terminal Charges

Domestic Arrivals (per seat)	\$7.49
Non-Domestic Arrivals (per seat)	\$9.35

Landing Fees

(per 1,000 kg) of maximum permissible takeoff weight, as stated in the aircraft's registration documents (MTOW)

Commercial Aircraft ¹	\$18.24
For all aircraft weights (based on arriving MTOW)	

Business/General Aviation¹

Aircraft in excess of 19,000 kg (flat rate per arriving movement)	\$850.00
Fixed Wing Aircraft 19,000 kg or less (flat rate per arriving movement)	\$850.00
Helicopter (all times)	\$50.00

Apron Fees (Active and Inactive Apron Fee)

Based on aircraft code, see attached Schedule A

Deicing Facility Fee²

Aircraft in excess of 19,000 kg (based on arriving MTOW) (per 1,000 kg)	\$4.89
Aircraft 19,000 kg or less (based on arriving MTOW)	\$60.00

Airport Improvement Fees (per passenger)

Non-Connecting Passenger	\$30.00
Connecting Passenger	\$6.00

Slot Administration Fee (per slot) ³	\$1.15
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Reservation Fee for Business/General Aviation (flat rate for a full flight itinerary)	\$6.00
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Other Aeronautical Charges:

Curb Transfer Fee for Assistance of Persons with Disabilities ("PWD")

Carriers operating at Toronto Pearson either (i) assist PWD using their own staff or ground handlers between the terminal curbside area and check-in counter area, and between the general public arrivals area and the curbside area, or (ii) have the GTAA perform PWD assistance for a fee payable by the carriers to the GTAA. Such fees are established from time to time based on the number of carriers requesting such services and the volume of PWDs.

All amounts are in Canadian dollars.

All above fees do not include applicable taxes (including HST).

All weights refer to Maximum Takeoff Weight (MTOW), in kilograms (rounded up to the nearest 1,000 kilograms). Conversion rate 1 kilogram = 2.2046 pounds.

Notes:

1. All flights that operate without approval between 0030 and 0630 will be charged 16 times the applicable landing fee for arrivals and departures. Aircraft which are ICAO Annex 16, Volume 1, Chapter 2 equivalent will not be granted approval.
2. Deicing fees do not include charges for deicing fluid, which is payable to a third-party provider arranged by the air carrier community.
3. Applicable to all carriers, based on end state slot holding and invoiced twice annually in April and November; exemption granted to carriers with less than 10 slots per season.

Schedule A

Active Apron Fees – Time Used up to the Maximum Active Time

Aircraft Code	Type of Movement	Rates per 1 minute	Maximum Time to be Charged per Movement (minutes)		
			Arrival (Terminator)	Departure (Originator)	Turn
B or less	<i>Bridged</i>	\$2.49	45	45	90
	<i>Walkout</i>	\$1.28	45	45	90
	<i>Hardstand</i>	\$1.70	45	45	90
C	<i>Bridged</i>	\$2.91	45	60	105
	<i>Walkout</i>	\$1.48	45	60	105
	<i>Hardstand</i>	\$1.97	45	60	105
D	<i>Bridged</i>	\$6.10	90	115	205
	<i>Walkout</i>	\$3.08	90	115	205
	<i>Hardstand</i>	\$4.09	90	115	205
E	<i>Bridged</i>	\$7.85	120	150	270
	<i>Walkout</i>	\$3.92	120	150	270
	<i>Hardstand</i>	\$5.25	120	150	270
F	<i>Bridged</i>	\$10.24	120	150	270
	<i>Walkout</i>	\$5.09	120	150	270
	<i>Hardstand</i>	\$6.79	120	150	270

Inactive Apron Fee – Time in Excess of the Maximum Active Time

Aircraft Code	Rate Per Minute (In excess of active maximum time rate per minute.)
B or less	\$0.27
C	\$0.37
D	\$0.47
E	\$0.64
F	\$0.74