

**DOMESTIC TARIFF**

***Provisions for aircraft WITH UP TO 29 PASSENGER SEATS***

RULES, RATES AND CHARGES

APPLICABLE

TO

TRANSPORTATION OF PASSENGERS AND BAGGAGE OR GOODS

BETWEEN POINTS IN CANADA

**ISSUED BY**

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

ISSUE DATE

June 29 2021

EFFECTIVE DATE

July 1 2021

**CHECK SHEET**

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

<b><u>Page Number</u></b>	<b><u>Number of Revision</u></b>	<b><u>Page Number</u></b>	<b><u>Number of Revision</u></b>
1	11	14	1
2	1	15	Original
3	Original	16	2
4	Original	17	7
5	2	18	7
6	Original	19	8
7	1	20	9
8	1	21	9
9	Original	22	11
10	Original	23	10
11	Original	24	8
12	Original	25	5
13	2		

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

<b>TABLE OF CONTENTS</b>		<b>Rule No.</b>	<b>Page No.</b>
Acceptance of Baggage or Goods		8	12
Application of Tariff		2	5
Cancellation Charges		15	15
Carriage of Persons with Disabilities		7	9
	Acceptance for Carriage		9
	Acceptance of Declaration of Self-reliance		9
	Acceptance of Mobility Aids		9
	Acceptance of Service Animals		10
	Accessible Seating		10
	Liability of Carrier Respecting Mobility Aids		12
	Services to be Provided		11
Check Sheet			1
Computation of Charges		5	6
Conditions of Carriage		6	7
	Acceptance of Children		7
	Exemption from Liability		8
	Medical Clearance		8
	Refusal to Transport		8
	Schedules/Delays		9
	Space and Weight Limitations		9
Currency		3	5
Definitions		1	4
Denied Boarding Compensation		18	15
Explanation of Abbreviations, Reference Marks and Symbols			3
Limitation of Liability – Baggage		11	14
Limitation of Liability – Goods		12	14
Limitation of Liability – Passengers		10	13
Mileage Determination		4	5
Passenger Re-Routing		17	15
Payment Requirements		14	15
Refunds		9	13
Substitution of Aircraft		13	14
Tickets		16	15

<b>TABLES</b>			
TABLE A	Point to Point Rates		16
TABLE B	Aircraft Type - Rates per Mile and per Hour and Minimum Charge		24
TABLE B1	Landing Charges		25
TABLE B2	Layover Charges		25

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

**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

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

ISSUE DATE

EFFECTIVE DATE

June 30 2011

July 1 2011

**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 Corilair Charters Limited.

**"Live Flight"** means the movement of an aircraft with payload from the point of take-off to the first 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.

**"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.

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

ISSUE DATE

June 30 2011

EFFECTIVE DATE

July 1 2011

**RULE 2. APPLICATION OF TARIFF**

- (1) This tariff is applicable to the transportation of passengers and their baggage or goods using aircraft operated by Corilair Charters Limited.
- (2) An air service will be furnished under the terms of this tariff only after an appropriate written air transportation contract, in the form prescribed by Corilair Charters Limited, 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 transportation contract.
- (4) The contents of this tariff shall form part of the air transportation contract between the carrier and the charterer and in the event of any conflict between this tariff and the contract the 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 local banker's rates of exchange as calculated on the date of signing the air transportation contract.

**RULE 4. MILEAGE DETERMINATION**

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

- (1) Air Distance Manual, published jointly by International Air Transport Association and International Aeradio Limited.
- (2) IATA Mileage Manual, published by the International Air Transport Association.

In the event that the distance flown from airport to airport is determined to be less than the distance required to be flown due to circumstances of weather or routing, or aircraft performance limitations, the actual mileage flown or company produced mileage books will be used for the purpose of computing rates and charges.

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

ISSUE DATE

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**RULE 5. COMPUTATION OF CHARGES**

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 distance travelled by the aircraft determined in accordance with Rule 4 herein, times the applicable air transportation rate per mile, shown in Table "B", or, where distances cannot be measured, the rate per hour or fraction thereof of the flight(s), times the applicable rate per hour 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 mile shown in Table "B", or, where distances cannot be measured, 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) Point to Point Rates as published in Table "A".
- (4) Fuel and/or oil consumed in the performance of a contract shall be charged in the amount by which the cost per gallon/litre to the carrier in Canadian currency exceeds zero.
- (5) Due to the inability to foresee actual cost, the following charges will be established at the time that the contract is signed:
  - (a) Loading/unloading of the aircraft.
  - (b) Charges for goods carried outside the aircraft.
  - (c) All charges 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 the place at which it is normally based.
  - (d) Charges for storage.

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

ISSUE DATE

June 30 2011

EFFECTIVE DATE

July 1 2011

- (e) The actual cost of all passengers and/or goods handling charges incurred by the carrier at an airport other than the carrier's base.
- (f) The actual cost of any special or accessorial services performed or provided on request.
- (6) Layover charges, 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.
- (7) Landing charges as per Table "B1".
- (8) Taxiing charges, if any, for the time required to transport passengers and baggage or goods by taxiing from point to point on the surface calculated by multiplying the time required by the rates and charges per hour shown in Table "B".
- (9) Valuation charges, if any, in accordance with Rule 11 and Rule 12.
- (10) Additional charges for flights prior to 0700 or after 1900 local time

## **RULE 6. CONDITIONS OF CARRIAGE**

### (A) Acceptance of Children

- (1) Children under 12 years of age are accepted for transportation when accompanied on the same flight and in the same compartment by a passenger at least 12 years of age.
- (2) Ages 8 to 11 inclusive will be carried unaccompanied on flights providing: the child is brought to the airport by a parent or responsible adult; the child has satisfactory evidence establishing his/her age on the date of commencement of carriage; the child possesses written information showing the name and address of the responsible adult meeting the child at destination; and prior to releasing custody of an unaccompanied child, the agent will obtain positive identification of the responsible party meeting the child and the signature of the said party.
- (3) The carrier will not assume any financial or guardianship responsibility for unaccompanied children beyond those applicable to an adult passenger.

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

ISSUE DATE

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(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 or of others 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 require a medical clearance from the passengers medical authority if travel involves any unusual risk or hazard to the passenger or to other persons (including, in cases of pregnant passengers, unborn children).

(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 –

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

ISSUE DATE

EFFECTIVE DATE

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Aug 27 2015

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 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, passenger tickets or elsewhere are not guaranteed and form no part of the charter contract. Flight times are subject to change without notice.

## **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

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

ISSUE DATE  
June 30 2011

EFFECTIVE DATE  
July 1 2011

- (d) any prosthesis or small medical device.

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:
  - (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 tarmac, and the weather conditions permit, the carrier will allow a manually operated wheelchair to be used to reach:
  - (a) the boarding gate;
  - (b) the stairs of the aircraft; or
  - (c) 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 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 reservation

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 reservation 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;
  - (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) limited assistance with beverages and snacks – such as opening packages and identifying items;
  - (i) assistance to proceed to the general public area or to a representative of another carrier;
  - (j) 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.

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

ISSUE DATE

EFFECTIVE DATE

June 30 2011

July 1 2011

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:

- (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:

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

ISSUE DATE

June 30 2011

EFFECTIVE DATE

July 1 2011

- (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.  
(\* ) Not applicable to service animals.

**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 fare, rate or charge paid and the fare, rate or charge applicable to that portion of the agreed transportation completed, less any applicable cancellation charges, 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 \$595,000.
- (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

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

- (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) 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 \$1000 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) 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 \$250 per shipment.

#### **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.

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

ISSUE DATE  
June 30 2011

EFFECTIVE DATE  
July 1 2011

- (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**

- (1) Payments for a contracted flight made to any person to whom the carrier, directly or indirectly, has paid a commission or has agreed to pay a commission with respect to such flight, shall be considered payment to the carrier.

#### **RULE 15. CANCELLATION CHARGES**

- 1 When the cancellation is made more than 5 days prior to the planned departure, cancellation charges of 50% of the original fare shall be levied.
- 2 When the cancellation is made less than 5 days prior to departure of the flight booked, the total air transportation contract price will be retained by the carrier.

#### **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.

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

ISSUE DATE  
June 30 2011

EFFECTIVE DATE  
July 1 2011



**TABLE "A"**  
**RATES AND CHARGES POINT TO POINT RATES**  
(In Canadian Dollars)

A fuel surcharge may be added at any time to these rates

**TO / FROM CAMPBELL RIVER**

<b>Destination</b>	<b>Milage</b>	<b>Fare</b>	<b>Min seats</b>
Alert Bay	90	348	2
Alpha Bluff	46	237	2
Anchorage	82	317	1
Apple River	50	238	2
Arran Point	27	116	1
Attwood Bay	31	179	1
Barnes Bay	21	128	1
Baronett Pass	73	292	1
Bear Bay	56	264	2
Beaver Cove	85	348	2
Belle Is	81	307	1
Belles Bay	27	138	1
Berry Island	75	300	1
Bickley Bay	30	153	1
Big Bay	25	116	1
Birdwood Group	76	307	1
Birmingham Bay	28	173	1
Blind Channel	28	157	116 on mail days
Blind Creek	50	260	1
Bliss Landing	21	143	1
Boat Bay	72	289	1
Bones Bay	66	289	1
Bonwicke Island	71	295	1
Booker Lagoon	78	328	1
Bouhey Bay	57	250	1
Brem River	40	233	2
Brent Island	18	116	1
Brooks Bay	30	164	1
Buffer Zone	74	289	1
Burial Cove	52	233	1
Burnt Bluff	27	132	1
Butterfly Bay	27	138	1

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

## DOMESTIC TARIFF

Revision 7 Page 17

Call Inlet	56	269	1
Camp Cordero	29	153	1
Caution Cove	66	264	1
Caviar Cove	102	381	2
Cecil Island	92	365	2
Chatham point	24	138	1
Churchhouse	22	116	1
Cortes Bay	14	116	1
Coulter Bay	11	133	1
Connolly Point	92	348	2
Crawford Anch.	28	154	1
Cypress Bay	84	300	1
Denham Bay	28	133	1
Dent Island	26	116	1
Desolation Resort	26	194	1
Dickson Island	93	338	1
Doctor Bay	25	190	1
Double Bay	93	338	2
Eagle Creek Lodge	25	116	1
East West Bay	20	116	1
Echo Bay	77	300	1
Eggerton	35	183	1
Elaine Creek	68	273	1
Ellen Cove	89	337	1
Esterio Basin	35	183	1
Evans Bay	15	116	1
Fanny Bay	35	181	1
Fawn Bluff	32	188	1
Forbes Bay	36	178	1
Forward Harbour	38	222	1
Frances Bay	24	132	1
Fraser Bay	50	244	2(1 wed/fri)
Frederick Arm	33	168	1
Galley Bay	26	173	1
Gilford Village	80	307	1
Glacier Falls	76	307	1
Glendale Cove	49	259	1
Gorge Harbour	12	116	1
Goose Landing	25	116	1
Green Point Rapids	32	162	1
Greenway Sound	90	347	2

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

ISSUE DATE

June 29 2021

EFFECTIVE DATE

July 1 2021

## DOMESTIC TARIFF

Revision 7 Page 18

Hadley Bay	60	232	1
Hall Point	28	173	1
Hardwicke Island	44	211	1
Hare Creek	35	183	1
Harvey Lagoon	62	247	1
Havanah North	64	247	1
Hemming Lake	25	132	1
Hepburn Point	32	183	1
Hernando	18	132	1
Heydon Bay	40	232	2 (1 wed/fri)
Higgins Bay	36	178	1
Hill Island	14	116	1
Hill Point	41	217	1
Hoeya Sound	56	273	1
Homathco	70	348	2
Hopetown	98	347	2
Indian Point	56	253	1
Jackson Bay	42	222	1
Jennifer Bay	40	216	1
Jennis Bay	105	381	2
John Point	27	132	1
Kingcome	82	317	1
Klahoose Resort	34	178	2 or more: 140
Knights (Head)	80	467	2 wed/fri only
Knox Bay	29	189	1
Kwatsi Bay	75	206	1
Lagoon Cove	66	258	1
Lane Bay	84	308	1
Lawrence Point	30	179	1
Little Dent	26	133	1
London Point	65	280	1
Lull Bay	58	274	1
Lund	22	173	1

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

ISSUE DATE

June 29 2021

EFFECTIVE DATE

July 1 2021

## DOMESTIC TARIFF

Revision 8 Page 19

Mansons Landing	12	127	1
Matsui Creek	52	278	1
McGowan Bay	107	381	2
McKenzie Sound	96	378	2
McLoud Bay	45	189	1
Mermaid Bay	26	131	1
Midsummer Island	76	289	1
Mink Island	26	173	1
Minstral Island	65	288	1
Moh Creek	35	193	1
Okisollo	21	116	1
Orca Point	25	116	1
Orford Bay	42	237	2
Owen Bay	19	116	1
Paradise	41	237	2
Pendrell Sound	29	198	1
Phillips Arm	35	198	1
Picton Point	30	153	1
Pierres Bay	78	311	1
Pitcairn Point	73	288	1
Poison Creek	44	236	1
Pollard Point	80	299	1
Port Elizabeth	70	299	2
Port Hardy	113	398	2
Port Harvey	58	247	1
Port McNeill	96	373	2
Port Neville	50	230	2
Poulton Bay	18	116	1
Powell River	34	199	2
Prideaux Haven	28	173	1
Protection Point	58	253	1
Quartz Bay	14	116	1
Quatum River	29	143	1

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

LOCAL DOMESTIC TARIFF

Revision 9 Page 20

Rainbow Falls	54	296	2
Ramsey Echino	27	143	1
Raza	20	127	1
Redonda Bay	20	127	1
Refuge Cove	20	123	1
Rendezvous Island	20	116	1
Richard Point	38	182	1
Ritchie Bros	26	116	1
Sallie Creek	52	287	1
Savary Island	22	169	2 or more: 154
Scott Cove	78	305	1
Sergent Pass	66	279	1
Shawl Bay	84	305	1
Shoal Bay	30	168	1
Shoal Harbour	77	311	1
Sightseeing		262	1
SS – Savary Isl.		299	2
Simmons Point	94	380	2
Sir Edmund Bay	80	305	1
Sointula	96	381	2
Sonora Lodge	25	116	1
Sonora point	28	131	1
Spike Cove	16	116	1
Squirrel Cove	16	133	1
Statum Point	38	206	1
Sullivan Bay	92	365	2
Surge Narrows	15	116	1
Swanson Island	75	295	1
Sydney Bay	37	222	1

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

ISSUE DATE

June 29 2021

EFFECTIVE DATE

July 1 2021

LOCAL DOMESTIC TARIFF

Revision 9 Page 21

Teakerne Arm	22	127	1
Theodosia	27	189	1
Telegraph Cove	84	348	2
Thompson Sound	66	289	1
Thurston Bay	24	116	1
Toba- Head	50	374	2
Toba Wilderness	30	178	1
Tom Brown Lake	48	232	1
Tenedos Bay	28	195	1
Topaze Harbour	41	222	1
Tornour Bay	67	279	1
Towry Head	45	237	1
Tracey Harbour	93	361	2
Trafford Island	64	279	1
Turnbull Cove	100	370	2
Twin Island	14	116	1
Wakeman Sound	97	357	2
Wellbourne Channel	36	222	1
Wellis Bay	94	370	2
White Beach	58	265	1
Woods Bay	20	116	1
Wyatt Bay	16	116	1

Baggage in excess of 25 lbs per person will have a fare levied of \$1.25 per pound plus applicable fuel surcharge and taxes for any of the above unit toll destinations and only fly if space available.

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

Flights originating to or from Vancouver South Flight 400/401 routing on a unit toll basis- as per the following table, per seat plus applicable fuel surcharge and taxes.

Cortes Bay / Hernando / Savary	\$375
Refuge Cove / Squirrel Cove	\$375
Rendezvous Islands	\$375
Surge Narrows / Evans Bay	\$375
Campbell River / Octopus Islands	\$375
Big Bay / Orca Pt. / Arran Pt. / Ritchie's	\$385
Dent / Little Dent / Denham Bay	\$385
Prideaux / Tenedos / Galley Bay	\$399
Ramsey / Toba Wilderness / Pendrell Sound / Klahoose Resort	\$420
Hollyhock	\$345

Baggage in excess of 25 lbs will have a fare of \$1.85 per pound levied and only fly if space available on this flight.

Denham Bay is the furthest Northwest point covered by the base rate of \$385 on this flight.

Corilair has the option to add to the base price on this route for certain stops which incur extra flying based on geography or location from baseline track and extra flying incurred.

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021

Unaccompanied freight or goods carried on a point-to-point basis will be charged as per the following:

- All point-to-point services except 400/401- \$1.25 plus applicable fuel surcharge and applicable taxes per pound.
- 400/401- \$1.85 plus applicable fuel surcharge and applicable taxes per pound.
- Minimum charges for all point-to-point services are as follows:

Envelope	\$15.00
parcels 1-24lbs.	\$30.00
parcels over 25lbs.	charged by the pound

Plus, applicable fuel surcharge and applicable taxes per customer per point-to-point flight.
- Volume of packages must be less than a maximum of two feet by two feet by two feet to qualify the above rates.

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021



**TABLE "B"**  
**RATES AND CHARGES PER MILE AND PER HOUR**  
(In Canadian Dollars)

<b><u>AIRCRAFT TYPE</u></b>	<b><u>LV.RATE PER MILE</u></b>	<b><u>FRY.RATE PER MILE</u></b>	<b><u>MIN. CHARGE PER FLIGHT</u></b>
C-185 (Floats)	\$8.70	\$8.70	\$435.00
C-206(Floats)	\$8.70	\$8.70	\$435.00
DHC-2(Floats)	\$10.85	\$10.85	\$542.50

<b><u>AIRCRAFT TYPE</u></b>	<b><u>LV.RATE PER HOUR</u></b>	<b><u>FRY.RATE PER HOUR</u></b>	<b><u>MIN. CHARGE PER FIGHT</u></b>
C-185 (Floats)	\$1030	\$1030	\$435.00
C-206 (Floats)	\$1030	\$1030	\$435.00
DHC-2 (Floats)	\$1240.0	1240.0	\$542.5

Above rates to be computed in accordance with Rule 4 herein with the addition of a fuel surcharge which will vary with fuel pricing, to the pre tax total.

During a ferry portion of any charter flight, the aircraft may be used by the company, at its discretion, to generate revenue from other than the original charterer, or complete company duties, with no compensation to the original charterer paying for the ferry portion of the flight.

Flights required by the customer departing prior to 0700 hrs local or after 1900 hrs local may have a charge of \$150 per hour added to the above rates contained in table `B` for each hour or part there of before and or after the above noted times

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

ISSUE DATE

June 29 2021

EFFECTIVE DATE

July 1 2021

**TABLE "B1"**  
**LANDING CHARGES**  
(In Canadian Dollars)

<b><u>AIRCRAFT TYPE</u></b>	<b><u>CHARGE PER LANDING</u></b>
C-185 (Floats)	\$75
C-206 (Floats)	\$75
DHC-2 (Floats)	\$85

Above rates to be computed in accordance with Rule 5 herein.

**TABLE "B2"**  
**LAYOVER CHARGES**  
(In Canadian Dollars)

<b><u>AIRCRAFT TYPE</u></b>	<b><u>FREE WAITING TIME IN HRS.</u></b>	<b><u>RATE PER HR.</u></b>	<b><u>MAXIMUM CHARGE PER DAY OR PART</u></b>
C-185	0	\$ 165	\$ 1650
C-206	0	\$ 165	\$ 1650
DHC-2	0	\$ 185	\$ 1850

Above rates to be computed in accordance with Rule 5 herein.

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

ISSUE DATE

EFFECTIVE DATE

June 29 2021

July 1 2021