

DOMESTIC TARIFFS

Know your rights and responsibilities

The air carrier's tariff is the contract of carriage between you and your carrier – it covers your rights and obligations as an airline passenger and your air carrier's rights and its responsibilities to you.

By law, all carriers operating publicly-available air services to, from or within Canada are required to have tariffs for those services and make them available to the public at their business offices in Canada and on their Web sites when used for selling air transportation. Carriers must respect their tariffs at all times.

The tariff Addresses general matters that apply to all passengers at all times and sets out the carrier's ***terms and conditions of carriage***, clearly stating its policies regarding matters such as limits to its liability for baggage mishandling, its procedures when flights are cancelled or delayed, etc. The tariff includes a carrier's fares and the supporting fare rules that govern the application of a specific fare – individual ***fare rules*** address matters such as changes to your itinerary or reservation, and cancellation of your reservation and whether your fare is refundable.

The tariff must not be unjust, unreasonable, unduly discriminatory or create undue obstacles to the mobility of persons with disabilities.

EFFECTIVE DATE: January 5, 2024

DOMESTIC TARIFF

RULES, RATES AND CHARGES

APPLICABLE

TO

TRANSPORTATION OF PASSENGERS AND BAGGAGE OR GOODS

BETWEEN POINTS IN CANADA

ISSUED BY:

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(O/A AHMIC AIR – Domestic Licence No. 140068)

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

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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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**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 **Ahmic Air Ltd.**

"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.

"Disability" means a physical, sensory, developmental, mental health or medical functional limitation or restriction that affects a person in such a manner that the person is a person with a disability.

"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.

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“Unruly Passenger” means a passenger who fails to respect the rules of conduct at point of departure or on board an aircraft or to follow the instructions of the air operator staff or crew members and thereby disturbs the good order and discipline at the point of departure or on board the aircraft.

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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 **Ahmic Air Ltd.**
- (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 **Ahmic Air Ltd.**, 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 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 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) Company Mileage Manual. Distances between points are published in the company Mileage Manual using statute miles, such distances shall be used for all charters flown between listed points.
- (2) Canadian VFR Navigation Charge (VNC), published by Nav Canada. Unlisted points of flight shall be measured in a straight line between the places of commencement and termination of the work provided for in charter, using VNC maps. All distances will be measured in statute miles and measured up to the nearest mile. VNC maps may be in digital form and scaled in company software programs such as Foreflight.

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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". When at the request of the customer the aircraft is flown in a slow flight configuration for photography, survey or other such purposes 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 litre to the carrier in Canadian currency exceeds \$0.00 CAD or if fuel is disbursed in gallons, the cost per litre to the carrier in Canadian currency exceeds \$0.00 CAD.
- (5) Charge for goods carried outside the aircraft as external loads are indicated in Table "B3"
- (6) 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

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- 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.
 - (e) The actual cost of all passenger 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.
- (7) 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.
 - (8) Landing charges as per Table "B1".
 - (9) 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".
 - (10) Valuation charges, if any, in accordance with Rule 11 and Rule 12.
 - (11) Baggage and goods/cargo valued in excess of liability limits stated in Rules 11 & 12 must be self-insured.
 - (12) Docking charges and port passenger fees.
 - (13) Minimum Usage Charges. When an aircraft is chartered and required to be away from one of the carrier's base of operations for eight (8) or more hours during regular daylight hours on any individual day a minimum daily usage is required. If the logistics of the charter do not meet these minimums then there will be a charge to satisfy the minimums as set forth in Table "B4".

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 6 to 11 inclusive will be carried unaccompanied on flights providing: the child is brought to the airport by a parent or responsible

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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.

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

(E) 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.

(F) Space and Weight Limitations

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

RULE 7. CARRIAGE OF PERSONS WITH DISABILITIES

The following provisions reflect those contained in the Canadian Transportation Agency (the Agency) Guidelines on Services to be Provided to Persons with Disabilities Travelling on Small Aircraft which set out the Agency's expectations in terms of the minimum service that is to be provided by air carriers using small aircraft (up to 29 passengers seats). These provisions are available on the internet at: <http://www.otc-cta.gc.ca>.

(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.

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.

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- (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 Provided

At 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

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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.

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.

(H) Services to be provided (Written Confirmation) – The Air Carrier Shall

- (1) where the air carrier has facilities to do so, indicate in the record of a person's reservation any services that the air carrier will provide to the person;
- (2) provide a person with a written confirmation of the services that the air carrier will provide to the person;
- (3) transmit the information referred to in paragraph (a) to the appropriate personnel of the air carrier and where a person is changing to a flight of another carrier, to the appropriate personnel of that other air carrier at any transfer point indicated on the person's ticket and at the person's final destination; and
- (4) make reasonable efforts to inform the air carrier's agents of the requirements set out in paragraphs (1), (2) and (3).

RULE 8. ACCEPTANCE OF BAGGAGE OR GOODS

- (1) All baggage or goods presented for transportation is/are subject to inspection by the carrier and may be inspected by the carrier prior to transport.
- (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:

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- (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 and cats when properly crated may be carried in the baggage section of the aircraft cabin. Larger dogs will be permitted and placed at the pilot's discretion and in an area where the passenger can exercise control over the animal.
(*) Not applicable to service animals.
- (4) Baggage Fees – at this time, the carrier does not charge for baggage fees.

RULE 9. 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 \$595,000.00.
- (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
 - (b) In the case of a pregnant passenger, for any damages in respect of the unborn child of that passenger.

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RULE 10. 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 or **\$2,350.00** per passenger.
(*) Not applicable to mobility aids – see Rule 7 (G)
- (2) The liability of the carrier is limited to sum of \$2,350.00 per client. **Baggage and Contents valued in excess of \$2,350.00 must be self-insured.**
- (3) 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.
- (4) 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.
- (5) Valuation costs to be borne by the client.

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RULE 11. 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 **\$5.00** per pound to a maximum of **\$2,350.00**
- (2) Liability of the carrier is limited to \$5.00 PER POUND. Goods or cargo valued in excess of \$5.00 per pound must be self-insured.
- (3) 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.
- (4) 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.
- (5) Valuation costs to be borne by the client.

RULE 12. 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.

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RULE 13. PAYMENT REQUIREMENTS

- (1) Unless otherwise agreed upon in writing, all charters must be purchased to confirm their status. Charter quotes or charter inquiries will not be placed on the schedule until initial payment has been completed.
- (2) Terms of Flight Payment – 50% of the total contracted price shall be paid upon accepting the contract with a balance of 50% due the date of first departure from the point of origin. Flights booked online through the carrier's own website, social media, or online reservation system, require 100% of the total contracted price to be paid upon accepting the contract.
- (3) Payment will only be accepted in the form of cash, electronic bank transfer, MasterCard, Visa, Paypal or certified cheque.
- (4) Any charterer who has delayed payment or failed to make full payment on the departure date set out in the contract will be charged any associated administrative and banking fees incurred by the carrier, and in addition will be charged a 8% per month (compounding) carrying charge on all outstanding balances until paid in full.
- (5) 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 14. CANCELLATION CHARGES

- (1) Cancellation of charter contract 91 days or more before initial departure date of the charter contract you may choose to:
 - a. Receive a full refund of your deposit on account less \$250.00 in change fees, and less any credit card processing fees incurred for the processing of deposits and refunds, or
 - b. Receive 100% credit of your deposit on account to book another trip in the same year, or
 - c. Receive 100% credit of your deposit on account to book another trip in the following year securing the initial contracted mileage rates and distances to the following year; any unpaid or additional distances would be charged at the current tariff rates at time of travel.
- (2) Cancellation of trips between 90 and 15 days before initial departure date of charter contract you may choose to:
 - a. Pay a cancellation fee from deposit on account equivalent to 25% of the contracted charter price to cover the lost opportunity cost to the

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- carrier, less any credit card processing fees incurred for the processing of deposits and refunds, or
- b. Receive 75% credit of your deposit on account to book another trip in the same year, or
 - c. Receive 75% credit of your deposit on account to book another trip in the following year securing the initial contracted mileage rates and distances to the following year; any unpaid or additional distances would be charged at the current tariff rates at time of travel.
- (3) Cancellation of trips within 15 days before initial departure date of charter contract you will be charged a cancellation fee equivalent to 50% of the contracted charter price to cover the lost opportunity cost to the carrier, less any credit card processing fees incurred for the processing of deposits and refunds
- (4) Should your trip departure have to be cancelled, postponed, or altered by a force majeure (including but not limited to: extreme weather causing delayed or cancelled charter flights, fire, flood, volcanic ash, pandemic, ongoing or newly introduced travel ban or government statement, cancelled flights from a connecting carrier or transportation company arranged by the client) Ahmic Air Ltd will make its best efforts to fulfil its obligations including sourcing alternate travel and/or providing alternate scheduling if available but Ahmic Air Ltd. and its partner operators are not obligated to provide a refund or offer alternative travel services. Thus, we strongly encourage you to purchase Trip Cancellation & Interruption Insurance, as well as Emergency Medical & Evacuation Insurance so that you are covered in the event of an unexpected change of plans.

RULE 15. RESCHEDULING AND CHANGE FEES

- (1) Charters can only be changed, free of charge, up to 24 hours after purchase. Once the 24 hours from purchase has expired, charters are subject to a change fee of \$250.00/CAD per change.
- (2) In the event the carrier is not able to safely conduct a flight due to weather or other unforeseen circumstances the charterer may have the option of rescheduling the charter into the next opportunity in the carrier's schedule without the change fee.
- (3) Rescheduling of a charter flight to a different date and time will be completed if possible and for a fee of \$250.00 CAD providing there is no lost opportunity cost to the carrier and no unfillable vacancy left in the carrier's schedule (Rule 15) based on the original reservation.
- (4) Rescheduling of a charter flight to a new location will be completed if possible and for a fee of \$250.00 CAD providing there is no lost opportunity cost to the carrier, no unfillable vacancy left in the carrier's schedule, and that the scope of the charter is the same (Rule 15) as the original reservation.

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RULE 16. REFUNDS

- (1) 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, administrative charges, and/or financing charges as specified in this tariff.
- (2) Application for refund shall be made to the carrier or its duly authorized Agent.

RULE 17. 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 18. 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 19. DENIED BOARDING COMPENSATION

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

Pilot-in-command shall have final decision with regard to passengers who are believed to pose a safety risk to the flight crew, other passengers or to themselves. No compensation or refund for flights or portion of flights or alternate arrangements shall be made for client deemed "unruly".

RULE 20. SEAT SELECTION

The Pilot-in-command of the aircraft shall determine seat selection at the time of the flight to ensure the safety of the flight crew and passengers. The carrier does not offer or charge for a seat selection service.

RULE 21. FARE SPECIALS FROM ONLINE SOCIAL MEDIA ADVERTISING

Online discounted fares can be advertised through social media and/ or our own website. These fares are restricted to online bookings and are not available through any other form of bookings and/ or reservations.

RULE 22. RESTRICTED CARGO

Speak with carrier regarding limitation until further notice.

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TABLE "A"
RATES AND CHARGES
POINT TO POINT RATES – DHC-2
(In Canadian Dollars)

POINT TO POINT RATES – C-185
(In Canadian Dollars)

Ahmic Air does not have any “Point to Point Rates” at this time

* Point to point rate may be quoted on a round trip basis and have precedence over any other type of rates.

* In addition, the carrier may indicate a min. occupancy required by aircraft type in order to carry out a point to point service.

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

<u>AIRCRAFT TYPE</u>	<u>LIVE RATE PER MILE</u>	<u>FERRY RATE PER MILE</u>	<u>MINIMUM CHARGE PER FIGHT</u>
DHC-2 (Floats)	\$11.25	\$11.25	\$281.25 (min. 25 sm)
DHC-2 (Wheel-Skis)*	\$14.25	\$14.25	\$498.75 (min. 35 sm)
<u>AIRCRAFT TYPE</u>	<u>LV. RATE PER HOUR</u>	<u>FERRY RATE PER HOUR</u>	<u>MIN. CHARGE PER FIGHT</u>
DHC-2 (Floats)	\$1,237.50	\$1,237.50	\$281.25
DHC-2 (Wheel-Skis)*	\$1,567.50	\$1,567.50	\$498.75

Above rates to be computed in accordance with Rule 4 herein.

** Winter operations (Wheel-Skis) require and use a much greater level of support and more in consumables than summer operations (Floats) in the form of; specialized ground handling equipment, pre-heating equipment, tenting and insulating covers, snow removal equipment, heating fuel and power; flight volumes in the winter are lower than the summer and the cost to maintain aircraft in a state of readiness due to the climate and snow conditions is much higher. This is why there is a differential cost between summer and winter operations for the same aircraft.*

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TABLE "B1"
LANDING CHARGES
(In Canadian Dollars)

AIRCRAFT TYPE**CHARGE PER LANDING**

DHC-2 (Floats)

\$200.00 PER LANDING at an unimproved shoreline. Shorelines with suitable docking infrastructure, shorelines with suitable sand beach, or landings involving the rafting of a canoe or other vessel to embark or disembark passengers and/or freight will not be charged a "landing" fee.

DHC-2 (Wheel-Skis)

No Charge (Min. Charge Per Flight)

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

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TABLE "B2"
LAYOVER CHARGES
(In Canadian Dollars)

Layover charges differ based on the time of year and demand for the aircraft during that season.

LAYOVER CHARGES: January 1 to April 30 & November 1 to December 31

<u>AIRCRAFT TYPE</u>	<u>FREE WAITING TIME IN MINUTES</u>	<u>RATE PER HR.</u>	<u>MAXIMUM LAYOVER CHARGE PER DAY</u>
DHC-2 (Floats)	0:20 MINUTES	\$281.25	\$4,950.00
DHC-2 (Wheel-Skis)	0:20 MINUTES	\$281.25	\$6,270.00

LAYOVER CHARGES: May 1 to October 31

<u>AIRCRAFT TYPE</u>	<u>FREE WAITING TIME IN MINUTES</u>	<u>RATE PER HR.</u>	<u>MAXIMUM LAYOVER CHARGE PER DAY</u>
DHC-2 (Floats)	0:20 MINUTES	\$281.25	\$7,425.00

* The **Maximum Layover Charge Per Day or Part** is based on the minimum usage charge for one (1) day. See Table 'B4'

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

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TABLE "B3"
EXTERNAL LOAD CHARGES (FLOATS ONLY)
(In Canadian Dollars)

<u>AIRCRAFT TYPE</u>	<u>EXTERNAL LOAD</u>	<u>ADDITIONAL CHARGE PER FLIGHT</u>	<u>PASSENGERS PERMITTED</u>
DHC-2 (Floats)	CANOES & KAYAKS	\$175.00	YES
DHC-2 (Floats)	BOATS	\$300.00	1 PASSENGER ONLY
DHC-2 (Floats)	DIMENSIONAL LUMBER (NO SHEET GOODS)	\$175.00	YES
DHC-2 (Floats)	CRATED BUILDING SUPPLIES	\$300.00	1 PASSENGER ONLY

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

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TABLE "B4"
MINIMUM USAGE CHARGES
(In Canadian Dollars)

Minimum usage charges differ based on the time of year and demand for the aircraft during that season.

January 1 to April 30 & November 1 to December 31

<u>AIRCRAFT TYPE</u>	<u>TIME PERIOD</u>	<u>MINIMUM USEAGE REQUIRED</u>	<u>MINIMUM USAGE CHARGE</u>
DHC-2 (Wheel-Skis)	1 DAY*	4 HRS	\$6,270.00
DHC-2 (Wheel-Skis)	1 WEEK (7 DAYS)	20 HRS	\$31,350.00
DHC-2 (Wheel-Skis)	1 MONTH (30 DAYS)	80 HRS	\$125,400.00

May 1 to October 31

<u>AIRCRAFT TYPE</u>	<u>TIME PERIOD</u>	<u>MINIMUM USEAGE REQUIRED</u>	<u>MINIMUM USAGE CHARGE</u>
DHC-2	1 DAY*	6 HRS	\$7,425.00
DHC-2	1 WEEK (7 DAYS)	36 HRS	\$44,550.00
DHC-2	1 MONTH (30 DAYS)	126 HRS	\$155,925.00

When an aircraft is chartered and required to be reserved for the exclusive use of the customer and/or be away from one of the carrier's base of operations for eight (8) or more consecutive hours during regular daylight hours or on any individual day a minimum daily usage is required. If the logistics of the charter do not meet these minimums then there will be a charge to satisfy the minimums as set forth in the table above.

When based away from one of the carrier's base of operations for multiple consecutive days a minimum daily usage is required even during days where weather delays are present as the client has maintained exclusive use of the aircraft and there has been a lost opportunity for the aircraft to be hired at its base of operations.

The maximum flight time that a customer may consume within any twenty-four (24) hour period is eight (8) hours and the maximum duty time that a customer may consume of a flight crew member is eleven (11) hours. After eleven (11) hours on site the customer will be required to provide suitable accommodations for flight crew to achieve their regulated rest period by Transport Canada before the next flight duty day begins.

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

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