



Royal Air Force Northolt

BUSINESS AVIATION AIRPORT

TERMS AND CONDITIONS FOR CIVILIAN AIRCRAFT OPERATORS' USE OF RAF NORTHOLT

These Terms and Conditions are valid
from 8 August 2017

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1.0 INTRODUCTION

1.1 These Terms and conditions (T&C's) form a legally binding document for Civilian Users of RAF Northolt's aerodrome and facilities.

1.2 **Booking/PPR Queries.** All slot booking queries should be directed to:

Commercial Booking Cell
Operations building
RAF Northolt
Ruislip
HA4 6NG
Email: northolt.bookings@londonvipairport.com
Phone: +44 (0)20 8842 2772
Website: www.londonvipairport.com

1.3 **Commercial Business Queries.** All queries of a commercial nature such as waiver requests, payment queries, invoices, requests for photo-shoots or showcasing of aircraft and wider marketing issues, should be directed to:

Commercial Business Manager
Operations Building
RAF Northolt
Ruislip
HA4 6NG
Email: Nor-OpsCommBusMgrAir@mod.uk
Phone: +44 (0)20 8833 8853
Mob: +44 (0)7768 500 054

1.4 **Operational Queries.** All operational queries should be directed initially to the Commercial Booking Cell, however if required the Duty Operations controller can be contacted on:

Duty Operations Controller
Operations Building
RAF Northolt
Ruislip
HA4 6NG
Email: Nor-NortholtOps@mod.uk
Phone: +44(0)20 8833 8918

1.5 **Terms and Conditions Queries.** All queries related to these T&C's should be directed to the Commercial Business Manager (detailed above).

1.6 **Location of Terms and Conditions.** These T&C's can be found at <http://www.londonvipairport.com/terms.html>

1.7 **Aerodrome Operating Manual.** These T&C's are to be read in conjunction with the Defence Aerodrome Manual, which can be found at <http://www.londonvipairport.com/terms.html>

2.0 DEFINITIONS

- 2.1 Lease/Licence Holder.** Refers to an occupier of premises under the agreed terms of a Lease or License.
- 2.2 Civilian User/Operator.** Defined as all Civilian Users/Passengers, Civilian Operators or Civilian Companies who operate Fixed Wing and Rotary Wing aircraft into or out of Royal Air Force Northolt not undertaking Government or Military business.
- 2.3 Aircraft Movement.** Is defined as an aircraft take-off or landing, with each counted as a separate movement.
- 2.4 Pool Movement.** Is an aircraft movement that is available to all visiting Civilian Users.
- 2.5 Slot Time.** Is a specific time allocated for a specific aircraft arrival/departure. This may be subject to change post-allocation.
- 2.6 Prior Permission Required (PPR).** Means prior agreement from the airfield operating authority is required for an aircraft movement. For civilian aircraft movements to and from RAF Northolt a minimum PPR is required. Details are specified at Para 4.2.5 and Para 4.2.6.
- 2.7 Station Commander/Airfield Operating Authority.** The Station Commander at RAF Northolt is the airfield operating authority with routine management exercised by OC Operations Wing.
- 2.8 Premier Passenger Service (PPS).** Independent Licence Holder who handle the passengers and crew of civilian aircraft using RAF Northolt.
- 2.9 Civil User Indemnity Administration Charge (IAC).** A charge levied to recoup the MOD aviation insurance policy, which is intended to provide compensation to any person to whom as a result of negligence it may cause injury or property damage as a result of permitting the User to take off or land at a MOD airfield. The charge is payable either as a Casual User prior to each departure or as an annual fee as a Regular User.
- 2.10 Regular User Indemnity Administration Charge Receipt (IACR).** A receipt certificate that confirms payment of the annual Indemnity Administration Charge has been received for the specific aircraft tail number. The IACR must be shown at the time of payment or the Casual User fee may be charged (Para 14.0).
- 2.11 Casual User.** An aircraft that does not have an IAC granted to it.
- 2.12 Regular User.** An aircraft that does have an IAC granted to it
- 2.13 Joint Service Publication 360 (JSP360).** The MOD regulations that provide Headquarters direction and guidance for the use of Military Airfields by British and foreign civil aircraft.
- 2.14 Commercial Booking Cell (CBC).** Initial point of contact for the processing of civilian aircraft bookings and the issue of a PPR number.

3.0 BACKGROUND

- 3.1 Civilian Users/Operators of flights into and out of RAF Northolt are governed by these T&C's.
- 3.2 These T&C's may be varied at any time by the Station commander to reflect changes, amendments or additions to working practices at RAF Northolt.
- 3.3 While the Station Commander will use all reasonable endeavours to advise Civilian Users of changes to the T&C's, it will be for the Civilian Users to ensure they are aware of the latest version. The Station Commander shall not be liable for loss or damage (whether direct or indirect) arising out of any change in these T&C's.
- 3.4 Civilian Users are to operate in accordance with existing Department for Transport National Aviation Security programme (NASP) and wider Air Transport Security protocols.
- 3.5 Abusive behaviour towards any of RAF Northolt's workforce or its contractors, verbal or non-verbal will not be tolerated by anyone arriving/departing the airfield. Any occurrences of this nature could result in the individual being barred from the unit for a period of between 3-9 months.

4.0 OPERATIONAL PROVISIONS

- 4.1 **Military/Government Primacy.** Civilian Users and Civilian Operators should note that short notice Military or Government tasks may result in allocated slot times being changed or cancelled.
- 4.2 **Aircraft Movement Slots.** Civilian movements into and out of RAF Northolt are controlled by the allocation of Pool Movements, irrespective of the nature of the flight and must be requested in accordance with the procedures laid down in these T&C's. A series of movements may be bid for; provisional acceptance of these movements will not constitute a contractual arrangement. Each movement is treated as a separate occurrence. RAF Northolt accepts no responsibility for any losses whatsoever arising from the cancellation, including at short notice, any flights into or out of the airfield owing to unforeseen circumstances or military/government tasking.
 - 4.2.1 RAF Northolt operates a strict Prior Permission Required (PPR) policy for all civilian flights to and from RAF Northolt.
 - 4.2.2 PPR numbers, which will include a slot time for the movements, will be allocated by the Commercial Booking Cell (CBC), and will be required for all movements; no flight will be permitted to land without a valid PPR number.
 - 4.2.3 The PPR number is valid for 15 minutes either side of the assigned slot time. If an aircraft has not arrived or departed within the assigned period and details of the intended change have not been received and agreed by the CBC the slot time may be cancelled.
 - 4.2.4 A PPR number will only be issued when the Operator has provided full details, as specified at Para 4.8

- 4.2.5** Flights originating within the EU require a minimum notice period of 4 hours for the issue of a PPR.
- 4.2.6** All other flights require a minimum notice period of 12 hours PPR.
- 4.2.7** The first slot of the day will be allocated 10 minutes after the published opening time and the last slot of the day will be 10 minutes before the published closing time. Aircraft that arrive or depart outside of the published airfield hours risk being held in a 'Heathrow Stack' or alternatively diverted into London Luton Airport.
- 4.2.8** Slot allocations at RAF Northolt are strictly monitored and controlled and if an Operator regularly or intentionally fails to adhere to their allocated slot (arrival or departure), for reasons not beyond the control of the aircraft captain, RAF Northolt reserve the right to take such measures as deemed appropriate, which could include a temporary landing ban to the offending Civilian User
- 4.2.9** Slot allocations are limited to:

| Day | Flow Rate |
|-------------------------|---------------------------------------|
| Mon 0800 to 2000L | Max 4 Landings & 4 Take Offs per Hour |
| Tue 0800 to 2000L | Max 4 Landings & 4 Take Offs per Hour |
| Wed 0800 to 0900L | Max 4 Landings & 4 Take Offs per Hour |
| Wed 0900 to 1800L | Max 6 Landings & 6 Take Offs per Hour |
| Wed 1800 to 2000L | Max 4 Landings & 4 Take Offs per Hour |
| Thur 0800 to 0900L | Max 4 Landings & 4 Take Offs per Hour |
| Thur 0900 to 1800L | Max 6 Landings & 6 Take Offs per Hour |
| Thur 1800 to 2000L | Max 4 Landings & 4 Take Offs per Hour |
| Fri 0800 to 0900L | Max 4 Landings & 4 Take Offs per Hour |
| Fri 0900 to 1800L | Max 6 Landings & 6 Take Offs per Hour |
| Fri 1800 to 2000L | Max 4 Landings & 4 Take Offs per Hour |
| Sat, Sun, Bank Holidays | Max 4 Landings & 4 Take Offs per Hour |

- 4.3 Common Travel Area (CTA) Flights.** All flights originating from, or departing to, the Common Travel Area, defined as the Isle of Man, Channel Islands, Northern Ireland and Eire, require SO15 Counter Terrorist Command approval. The approval will be applied for by CBC and the PPR will be issued to Operators on receipt of the clearance from SO15. CTA approvals and any subsequent amendments require a minimum of 12 hours notice, in accordance with Schedule 7 of the Terrorism Act 2000.

- 4.4 Pool Movements.** All movements up to RAF Northolt's capacity are pooled and available to all Civilian Operators that meet RAF Northolt's operating criteria (outlined in the Booking Procedures information at para 4.8).
- 4.5 Slot Allocation.** Slot times are issued on a 'first come, first served' basis. An Operator may apply for any number of slots per day, although no one Operator will be allocated 100% of the available daily slots. Allocation will be managed by the CBC: the number of requests submitted will not necessarily reflect the number of slots allocated.
- 4.5.1** The Civilian Operator will be notified of slot allocation as soon as reasonably practicable.
- 4.5.2** Whilst requests for slot times on day of request are not routinely accepted, applications will be reviewed on a case-by-case basis subject to RAF Northolt operational capacity. In the first instance all requests are to be sent to the CBC.
- 4.6 Flight Changes Post-Slot Allocation.** Requests to change pre-booked flight details post allocation of a slot time must be submitted to the CBC specifying the nature of the change and the reason for the request. Change requests will only be considered if compatible with flying operations at RAF Northolt and acceptance cannot be guaranteed. Refusal of change requests will not entitle the Civilian Operator to compensation. Changes in passenger and/or crew manifests for CTA flights require further SO15 approval within the designated timeframes.
- 4.7 Cancellation of Pre-Booked Flight.** Due to limited availability of landing slots, RAF Northolt reserve the right to impose a 'Lost Slot Charge' for slot cancellations within 4 hours of arrival time, or where aircraft fail to land without prior cancellation. The charge applied will be 50% of the landing fee of the aircraft detailed on the PPR and 50% weekend/bank holiday surcharge if the confirmed PPR booking was within these periods.
- 4.8 Booking Procedures.** Civilian flights must be booked in accordance with the PPR requirements and can only be booked through the CBC during their normal opening hours below:
- 0700 to 2100L Monday to Friday (excluding Public/Bank Holidays)
 - 0700 to 1500L Saturdays and Good Friday
 - 1100 to 1900L Sundays and Bank Holiday Mondays
 - Christmas and New Year opening hours are published separately in November each year
- 4.9** The booking request must include the following details:
- Operator details, Company name, Address, Contact Numbers and Email address
 - Crew and Passenger Names, Dates of Birth, Nationalities, relevant Passport Numbers and Crew Roles. **These details are mandatory and aircraft will be diverted if this information is not received within required timeframe**
 - Aircraft Type and Registration Number
 - Departure and/or Destination Airfield
 - Proof of a valid IACR (if applicable)

- A Certificate of Airworthiness, which must be valid for the duration of the flight to/from RAF Northolt
- A Certificate of Aviation Insurance, which must be valid for the duration of the flight to and from RAF Northolt. The sum insured under the policy must not be less than:

| MTOW of Aircraft | Sum Insured (not less than) |
|------------------------------|-----------------------------|
| Up to 0.45 | £2,000,000 |
| Over 0.45 and Less Than 14.5 | £7,500,000 |
| Over 14.5 | £25,000,000 |

5.0 AIRFIELD OPERATING HOURS

5.1 Military Operating Hours. RAF Northolt will open as required for military and government purposes and these operations will take primacy at all times.

5.2 Civilian Operating Hours. The published operating hours for civilian aircraft are detailed below, but may be varied from time to time in accordance with military requirements:

- 0800 to 2000L Weekdays Monday to Friday (excluding Public/Bank Holidays and Christmas period)
- 0800 to 1500L Saturdays and Good Friday (excluding Christmas period)
- 1200 to 1900L Sundays and Bank Holiday Mondays (excluding Christmas period)

5.2.1 Civilian crew members are permitted aircraft and ASP access, up to a maximum of 60 minutes from the last scheduled landing, in order to clean and prepare aircraft for its next departure. Crew members are to ensure their aircraft is secured and all staff members have vacated RAF Northolt within 1 (one) hour of the published closure time.

5.3 Civilian Aircraft Charges. The following charges will be raised against civilian aircraft landing at RAF Northolt, excluding charges for additional services provided.

5.3.1 A charge per landing (by weight per metric tonne).

5.3.2 A surcharge of 150% of the relevant landing fee for an arrival or departure outside of the published Airfield Operating Hours (known as an Out of Hours Surcharge).

5.3.3 A surcharge of 75% of the relevant landing fee will be applied to aircraft for movements over weekends and Public/Bank Holidays.

5.3.4 A Casual User Indemnity Administration Charge for Operators without an Indemnity Administration Charge Receipt.

5.3.5 A parking fee. The first 60 minutes are free, afterwards charges are per hour up to 72 hours. Aircraft parked in excess of 72 hours will be charged in 24 hour increments thereafter at the rates shown in Para 11.0.

5.3.6 VAT (if applicable)

5.4 Invoice Terms. Invoices will be generated at time of departure and it is the responsibility of the Crew to confirm the invoice is correct and payment is made in full before departure. Failure to make payment in full prior to departure will result in an additional 5% administration fee being applied to the invoice.

5.5 Payment Methods. Payment by credit or debit card is the sole accepted method of payment and all major credit and debit cards are accepted. There is a 2% processing fee for Mastercard/Visa credit card payments and 3% processing fee for payments made by American Express credit cards. Payment by debit card will not incur a surcharge.

5.6 Additional Charges. Cancellation/No Show Fees can be made by telephone or will be invoiced in the normal manner. All outstanding fees must be paid before future bookings will be accepted.

6.0 OPERATIONAL SUPPORT

6.1 Inclusive Services. The following services are offered (subject to availability) as part of the landing fee:

- The Landing
- One hour free parking for all aircraft
- Tug and Operator
- Routine marshalling and aircraft ground handling on Aircraft Servicing platform 1 (ASP).

6.2 Supplementary Chargeable Services. Additional charges, as detailed at Para 13, are payable for the following services and should, wherever possible, be pre-booked or requested on landing:

- Toilet Servicing
- Provision of Potable Water
- GPU and Operator (Start-up only)
- GPU Hire
- Aircraft De-icing plus Attendance Fee
- Air Start Trolley Hire
- Ground Towing around the airfield to the Engine Running Bay or Hangar
- Towing Fee for Assisted Movements not made at the request of the Airfield Operator
- High Rise Tower
- Fork Lift Truck/Driver

- Disposal of Petrol, Oils and Lubricants. This is for small scale disposal only. Large scale disposal will be considered fly tipping and appropriate legal action taken against offenders
- Nitrogen Tyre Refill
- Oxygen Bottle Refill
- Air Stairs
- Cabin Heating

6.3 Spillages. A charge will be raised to the Operator for any liquid spillages that occur on the airfield and require support from airfield maintenance services to resolve.

6.4 Hangarage. This will not be routinely available, however if required for engineering purposes the Civilian User may request hangarage through the Commercial Booking Cell.

6.5 Refuelling Services. Refuelling for civilian aircraft is provided by an independent operator, under licence to Defence Infrastructure Organisation. Payment for fuel is to be made directly to the Licensee at point of sale. Refuelling services are available during airfield operating hours only. Availability for refuelling is outside the control of RAF Northolt and no liability will be accepted by the Station Commander or RAF Northolt for non-availability of this service.

7.0 PASSENGER HANDLING

7.1 Premier Passenger Service (PPS). The PPS is provided by an independent civilian operator, who charge for the services they provide. This company operates at RAF Northolt under license to Defence Infrastructure Organisation. Payment for all PPS services provided are to be made directly to the Licensee in accordance with their Terms and Conditions. A full list of charges applied by the PPS can be obtained from Northolt Jet Centre.

7.2 Catering. In-flight catering can be requested through the PPS provider. RAF Northolt has no aircraft catering facilities available to Civilian Users.

7.3 Animal Handling. RAF Northolt is not a designated Port of Entry but can accept domestic cats and dogs on internal UK flight arrivals plus all departures. It should be noted there are no animal welfare facilities available at RAF Northolt.

7.3.1 All pets must be appropriately inoculated; under the control of the owner at all times by means of a leash, or secured in an appropriate animal crate. Dogs will be permitted transit through RAF Northolt only in accordance with the Control of Dogs Order 1992, requiring all dogs to wear a collar and identity tag in a public place showing the owners name and address.

7.3.2 Valid third party insurance is required for all animals in transit through RAF Northolt. Proof of insurance is required before any animal will be permitted to transit through RAF Northolt. Passengers may be held liable for any injury or damage caused to personnel, the premises or facilities.

7.4 Aeromedical Flights. The categorisation and support provided by RAF Northolt for Aeromedical Flights are detailed in the table below:

| Category | Aeromed Type | Action Required |
|----------|---|--|
| A | Routine Aeromed | Crash Combine and Medics at ES3 position until stood down by ATC |
| B | Inbound Aeromed with Class 2A (immobile) stretcher patients | Crash Combine vehicles to be at ES3 position, one fire vehicle in attendance with the AC Medics in attendance at dispersal |
| C | Immobile patients listed VSI/SI | Crash Combine and Medics are to be in attendance at dispersal |
| D | Aeromed AC refuelling with patients on board | Foam producing fire vehicle and Medics to be in attendance at dispersal |
| T | Organ Transplant | No Fire/Medic cover required |

7.4.1 RAF Northolt emergency services are available for direct support to the flight only i.e. emergency crash cover. There are no facilities for support to loading/offloading of patients; the user is required to make appropriate arrangements for immobile patients.

7.4.2 Flights that are transporting medical staff for the purposes of pre-positioning are not considered Aeromedical flights.

8.0 SAFETY AND SECURITY

8.1 Aircraft Servicing Platform (ASP) Access. All ASP activity must be conducted in accordance with current Health and Safety regulations. RAF Northolt reserves the right to deny access to the ASP if breaches to current Health and Safety Regulations occur. ASP access is allowed as follows:

8.1.1 Routine. A driver who has completed an Aerodrome Access Permit Brief and is in receipt of an ASP Permit from RAF Northolt Air Traffic Control. Attendance at the Visiting Aircraft Servicing Section (VASS) Health and Safety Brief is mandatory before unescorted access will be permitted.

8.1.2 Non-Routine. Drivers who have not completed the Aerodrome Access Permit Brief yet require access to the ASP must attend the VASS Health and Safety Brief prior to access being granted and will be escorted at all times. A valid Risk Assessment must be lodged with the VASS section prior to commencing any activity on the ASP.

8.2 Marshalling. Crews are prohibited from removing their own chocks. Engines are not to be started until a RAF Northolt Marshaller is in attendance and clearance has been obtained from ATC. **Crew members who do not follow this instruction will be reported to their operating company and risk exclusion from RAF Northolt.**

- 8.3 Approaches.** There is no ILS on Runway 07 and only SRA or PAR approaches are available when this runway is in use. Operators must ensure crews are appropriately trained and authorised to conduct PARs if they wish to use this approach. Full details can be obtained from RAF Northolt Defence Aerodrome Manual.
<http://www.londonvipairport.com/docs/OperatingManual.pdf>
- 8.4 Airworthiness** Operators are to ensure their aircraft are maintained in accordance with the airworthiness directives in their country of registration.
- 8.5 Security.** Notwithstanding the requirements of the National Aviation Security Programme (NASP), RAF Northolt cannot accept responsibility for the physical security or safe-keeping of civilian aircraft parked on the ASP.
- 8.6 Weapons.** The carriage of personal weapons through RAF Northolt is strictly controlled and should any person wish to transit RAF Northolt with any form of personal weapon they must be in possession of a valid UK Firearms License and are to notify the CBC at slot request in order for the appropriate agencies to be informed prior to arrival. Operators are reminded all vehicles may be subject to random checks at the control of entry points. Weapons not booked onto RAF Northolt in the correct manner will cause unnecessary delays to passengers.

9.0 REGULAR OPERATIONS

- 9.1 Operator Limits.** Civilian commercial flights into and out of RAF Northolt are to be non-scheduled air service flights only.
- 9.2 Winter Operations.** In the event of a forecast of significant snow accumulations at RAF Northolt, the Station Commander will use all reasonable endeavours to notify Civilian Operators before an airfield closure which may be so caused due to poor weather conditions.
- 9.3 De-icing.** Military aircraft de-icing will take priority over civilian aircraft and Civilian Users are strongly advised to pre-book de-icing services in order to prevent delays.
- 9.4 Filming.** Occasional filming takes place at RAF Northolt which may include visiting aircraft being captured, all endeavours will be made to prevent identification of aircraft, however this cannot be guaranteed by RAF Northolt.
- 9.5 Customs.** RAF Northolt is not a designated Port of Entry and therefore does not have a permanent HM Revenue and Customs (HMRC), UK Border Agency or SO15 (Counter Terrorism) presence. Non-availability of any of these agencies may cause cancellation of slots or slot request changes to be rejected. Any such availability is outside the control of RAF Northolt and accordingly the Leaseholder, Licence Holder, Civilian Operator/User shall not be entitled to make any claim against the Station Commander or RAF Northolt.
- 9.5.1** It is the responsibility of the PPS provider to escort and present arriving and departing passengers to HMRC and UK border Force representatives.

10.0 ADDITIONAL MILITARY CONDITIONS

10.1 Military Primacy. RAF Northolt is a military airfield that operates within policy parameters laid down by Her Majesty's Government. These include:

- Operating Hours as detailed at 5.0
- The acceptance of civilian aircraft with no more than 29 passengers and for aircraft not to exceed the available Military Crash Category and Aircraft Classification Number
- Civilian utilisation of RAF Northolt is only accepted from irreducible spare capacity and therefore military tasking will always take priority.

10.2 Aircraft Obstructions. Due to Military/Government requirements there may be a necessity to remove an aircraft if it has caused a temporary closure of a runway, taxiway or ASP and in these situations Station Operations will liaise with the Civilian Operator. RAF Northolt reserves the right to move the aircraft without the desired clearance being received.

10.3 Aircraft Parking. Military necessity may also see the requirement to tow a civilian aircraft to another location on the ASP. All commercial aircraft must be parked ready for aircraft towing operations. This is to include:

10.3.1 The aircraft being parked with the "brakes-off", and

10.3.2 The aircraft being parked with the Nose Wheel disconnected.

10.4 National Emergency, Operational or Safety Imperatives. The Station Commander reserves the right to cease civilian movements in the event of local or national emergency, whether declared or not. In addition, the airfield may be closed or temporarily unavailable owing to imperative operations or other exceptional circumstances. A non-exhaustive list of potential circumstances is as follows:

10.4.1 Loss of appropriate Fire or Crash cover.

10.4.2 Repatriation of troops.

10.4.3 Loss of power to parts or all of RAF Northolt.

10.4.4 Interruptions in communication both within the Station and with external agencies.

10.4.5 Declared pandemics.

10.5 Access. RAF Northolt may restrict access and/or aircraft movement and no liability is accepted for any loss or damage (whether direct or indirect) arising.

A breach of these Terms and Conditions constitute grounds for withdrawal of permission to land and depart RAF Northolt

11.0 COSTING REGIMES AND PRICING TABLES – FIXED AND ROTARY WING AIRCRAFT

| MTOW – Kg 000's | LANDING FEES | | | | PARKING FEES | |
|-----------------|-----------------------------------|------------------------------------|---|----------------------------------|--|--|
| | Daily Rate (Fixed Wing) GBP | Daily Rate (Rotary Wing) GBP | Weekend/Bank Holiday Surcharge GBP | Out of Hours Surcharge GBP | Per Hour (over 1 hour up to 72 hours) GBP | Per 24 Hours (over 72 hours) GBP |
| Up to 6 | £273.00 | £430.00 | £204.00 | £409.00 | £14.00 | £655.00 |
| Up to 9 | £362.00 | £430.00 | £272.00 | £543.00 | £15.00 | £681.00 |
| Up to 10 | £463.00 | £430.00 | £347.00 | £694.00 | £16.00 | £756.00 |
| Up to 11 | £507.00 | £430.00 | £380.00 | £760.00 | £17.00 | £806.00 |
| Up to 12 | £550.00 | £430.00 | £412.00 | £825.00 | £17.00 | £806.00 |
| Up to 13 | £593.00 | £430.00 | £444.00 | £889.00 | £18.00 | £857.00 |
| Up to 14 | £637.00 | £430.00 | £477.00 | £955.00 | £18.00 | £857.00 |
| Up to 15 | £680.00 | £430.00 | £510.00 | £1,020.00 | £19.00 | £907.00 |
| Up to 16 | £723.00 | £430.00 | £542.00 | £1,084.00 | £19.00 | £907.00 |
| Up to 17 | £766.00 | £430.00 | £574.00 | £1,149.00 | £20.00 | £958.00 |
| Up to 18 | £810.00 | £430.00 | £607.00 | £1,215.00 | £20.00 | £958.00 |
| Up to 19 | £853.00 | £430.00 | £639.00 | £1,279.00 | £21.00 | £1,008.00 |
| Up to 20 | £896.00 | £430.00 | £672.00 | £1,344.00 | £21.00 | £1,008.00 |
| Up to 21 | £941.00 | £430.00 | £705.00 | £1,411.00 | £22.00 | £1,058.00 |
| Up to 22 | £986.00 | £430.00 | £739.00 | £1,479.00 | £22.00 | £1,058.00 |
| Up to 23 | £1,030.00 | £430.00 | £772.00 | £1,545.00 | £23.00 | £1,109.00 |
| Up to 24 | £1,074.00 | £430.00 | £805.00 | £1,611.00 | £23.00 | £1,109.00 |

| MTOW – Kg 000's | LANDING FEES | | | | PARKING FEES | |
|-----------------|-----------------------------------|------------------------------------|---|----------------------------------|--|--|
| | Daily Rate (Fixed Wing) GBP | Daily Rate (Rotary Wing) GBP | Weekend/Bank Holiday Surcharge GBP | Out of Hours Surcharge GBP | Per Hour (over 1 hour up to 72 hours) GBP | Per 24 Hours (over 72 hours) GBP |
| Up to 25 | £1,120.00 | £430.00 | £840.00 | £1,680.00 | £24.00 | £1,159.00 |
| Up to 26 | £1,164.00 | £430.00 | £873.00 | £1,746.00 | £24.00 | £1,159.00 |
| Up to 27 | £1,208.00 | £430.00 | £906.00 | £1,812.00 | £25.00 | £1,210.00 |
| Up to 28 | £1,252.00 | £430.00 | £939.00 | £1,878.00 | £25.00 | £1,210.00 |
| Up to 29 | £1,298.00 | £430.00 | £973.00 | £1,947.00 | £26.00 | £1,260.00 |
| Up to 30 | £1,342.00 | £430.00 | £1,006.00 | £2,013.00 | £26.00 | £1,260.00 |
| Up to 31 | £1,386.00 | £430.00 | £1,039.00 | £2,079.00 | £27.00 | £1,311.00 |
| Up to 32 | £1,430.00 | £430.00 | £1,072.00 | £2,145.00 | £27.00 | £1,311.00 |
| Up to 33 | £1,476.00 | £430.00 | £1,107.00 | £2,214.00 | £28.00 | £1,361.00 |
| Up to 34 | £1,520.00 | £430.00 | £1,140.00 | £2,280.00 | £28.00 | £1,361.00 |
| Up to 35 | £1,564.00 | £430.00 | £1,173.00 | £2,346.00 | £29.00 | £1,412.00 |
| Up to 36 | £1,608.00 | £430.00 | £1,206.00 | £2,412.00 | £29.00 | £1,412.00 |
| Up to 37 | £1,654.00 | £430.00 | £1,240.00 | £2,481.00 | £30.00 | £1,462.00 |
| Up to 38 | £1,698.00 | £430.00 | £1,273.00 | £2,547.00 | £30.00 | £1,462.00 |
| Up to 39 | £1,742.00 | £430.00 | £1,306.00 | £2,613.00 | £31.00 | £1,513.00 |
| Up to 40 | £1,788.00 | £430.00 | £1,341.00 | £2,682.00 | £31.00 | £1,513.00 |
| Up to 41 | £1,832.00 | £430.00 | £1,374.00 | £2,748.00 | £32.00 | £1,563.00 |
| Up to 42 | £1,876.00 | £430.00 | £1,407.00 | £2,814.00 | £32.00 | £1,563.00 |

| MTOW – Kg 000's | LANDING FEES | | | | PARKING FEES | |
|-----------------|-----------------------------------|------------------------------------|---|----------------------------------|--|--|
| | Daily Rate (Fixed Wing) GBP | Daily Rate (Rotary Wing) GBP | Weekend/Bank Holiday Surcharge GBP | Out of Hours Surcharge GBP | Per Hour (over 1 hour up to 72 hours) GBP | Per 24 Hours (over 72 hours) GBP |
| Up to 43 | £1,920.00 | £430.00 | £1,440.00 | £2,880.00 | £33.00 | £1,614.00 |
| Up to 44 | £1,966.00 | £430.00 | £1,474.00 | £2,949.00 | £33.00 | £1,614.00 |
| Up to 45 | £2,010.00 | £430.00 | £1,507.00 | £3,015.00 | £34.00 | £1,664.00 |
| Up to 46 | £2,055.00 | £430.00 | £1,641.00 | £3,082.00 | £34.00 | £1,664.00 |
| Up to 47 | £2,099.00 | £430.00 | £1,574.00 | £3,148.00 | £35.00 | £1,715.00 |
| Up to 48 | £2,144.00 | £430.00 | £1,608.00 | £3,216.00 | £35.00 | £1,715.00 |
| Up to 49 | £2,188.00 | £430.00 | £1,641.00 | £3,282.00 | £36.00 | £1,765.00 |
| Up to 50 | £2,233.00 | £430.00 | £1,674.00 | £3,349.00 | £36.00 | £1,765.00 |
| Up to 51 | £2,277.00 | £430.00 | £1,707.00 | £3,415.00 | £37.00 | £1,866.00 |
| Up to 52 | £2,322.00 | £430.00 | £1,741.00 | £3,483.00 | £37.00 | £1,866.00 |
| Up to 53 | £2,366.00 | £430.00 | £1,774.00 | £3,549.00 | £38.00 | £1,915.00 |
| Up to 54 | £2,411.00 | £430.00 | £1,808.00 | £3,616.00 | £38.00 | £1,915.00 |
| Up to 55 | £2,455.00 | £430.00 | £1,841.00 | £3,682.00 | £39.00 | £1,966.00 |
| Up to 56 | £2,500.00 | £430.00 | £1,875.00 | £3,750.00 | £39.00 | £1,966.00 |
| Up to 57 | £2,545.00 | £430.00 | £1,908.00 | £3,817.00 | £40.00 | £2,016.00 |
| Up to 58 | £2,589.00 | £430.00 | £1,941.00 | £3,883.00 | £40.00 | £2,016.00 |
| Up to 59 | £2,633.00 | £430.00 | £1,974.00 | £3,949.00 | £40.00 | £2,016.00 |
| 60 - 80 | £3,336.00 | £430.00 | £2,500.00 | £5,000.00 | 46.00 | £2,266.00 |

12.0 FIXED AND ROTARY WING SERVICES INCLUDED WITHIN LANDING FEE

| Service | Provided to Fixed Wing aircraft | Provided to Rotary Wing aircraft |
|---|--|---|
| Free Parking for the first hour | Yes | Yes |
| Routine Marshalling and Aircraft Ground Handling on ASP | Yes | Yes |
| Airfield Security | Yes | Yes |
| Tug and Operator | Yes | No |

13.0 FIXED AND ROTARY WING SERVICES NOT INCLUDED WITHIN LANDING FEE

| Service | Cost GBP | Comment |
|---|----------|---|
| Toilet Servicing | £65.00 | Per WC, per service |
| Potable Water Supply | £65.00 | Per Use |
| GPU and Operator – Start-up Only | £65.00 | Per Item, per start |
| GPU Hire | £92.00 | Per item, per hour (charged in one hour increments) |
| De-Icing Attendance Fee | £225.00 | Equipment and manpower |
| De-Icing Fluid | £4.50 | Per Litre (as used) |
| Air Start | £450.00 | Per Start |
| Ground Service Cancellation Fee | £65.00 | This charge will be applied if the service is cancelled after the team have been mobilised for attendance |
| Towing Fee | £90.00 | Per movement (crew requests) |
| High Rise Tower Use | £92.00 | Per Use, per hour |
| Petrol, Oils and Lubricants Disposals | £75.00 | Small scale disposal only |
| Fork Lift Truck/Driver | £92.00 | Per hour |
| Minor Spill Kit | £400.00 | Minor spills only |
| Airfield Maintenance Support to Minor Spill | £90.00 | For the first 15 minutes support |
| | £30.00 | For each subsequent 15 minutes or part thereof support |
| Refill for Oxygen Bottles using Oxygen Cylinder | £200.00 | |
| Refill for Tyres using Nitrogen Cylinder | £200.00 | |
| Air Stairs | £45.00 | Per Use |
| Cabin Heating | £92.00 | Per Hour |

14.0 INSURANCE CHARGES FOR CIVILIAN USE OF MOD AIRIELDS

| MTOW | Up to 1 Tonne | 1.0 to 1.9 Tonnes | 2.0 to 14.49 Tonnes | 14.5 to 24.9 Tonnes | 25.0 to 49.9 Tonnes | 50.0 to 199.9 Tonnes | 200.0 to 499.9 Tonnes | Over 50.0 Tonne |
|--|---------------|-------------------|---------------------|---------------------|---------------------|----------------------|-----------------------|-----------------|
| Regular User Indemnity Administration Charge per Annum (GBP) | £105.00 | £225.00 | £390.00 | £480.00 | £600.00 | £750.00 | £900.00 | £1050.00 |
| Casual User Indemnity Administration Charge – Per Aircraft, Per Movement (GBP) | £10.00 | £18.00 | £44.00 | £63.00 | £75.00 | £94.00 | £125.00 | £163.00 |