

DEPARTMENT OF INFRASTRUCTURE – AIRPORT DIVISION

SCALES OF CHARGES WITH EFFECT FROM 1st APRIL 2010



FEES AND CHARGES
including **Conditions of Use**

Effective 1st April 2010

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Introduction

Since 1 April 2006 scheduled passenger flights have been charged per departing passenger and this charge includes landing fees, passenger load supplement, security levy, AAA charge and passenger baggage handling. Also from 1st April 2006 an option exists where scheduled airlines can apply to be charged on the basis of a percentage of the ticket price; special terms and conditions apply. All applications should be to the Airport Director.

The per passenger charges will be rebated in the circumstances identified below, and according to the passenger load factor carried on each flight.

(All figures are net of VAT – unless otherwise stated)

<p>SCHEDULED FLIGHTS (INCLUSIVE PER PASSENGER CHARGE)</p> <p>Basic charge per departing passenger for scheduled movements with passengers (excluding children up to age 2)</p> <p><i>Additional rebates are available for large volume/low fare operations, and new route development. Please apply to the Airport Director.</i></p> <p><i>Note: INCLUSIVE PER DEPARTING PASSENGER CHARGE APPLIES TO ALL SCHEDULED PASSENGER FLIGHTS</i></p> <p>Children under age 2 – nil “per passenger” charge</p>	<p>£17.35 per departing pax</p>
<p>CHARTER FLIGHTS FOR AIRCRAFT OVER 5667kg</p> <p>(any flight operating for hire and reward, excluding scheduled passenger flights)</p> <p>Per departing and per arriving passenger (excluding children up to age 2) the charge is 55% of the basic charge shown above. NB appropriate landing fee also applies.</p>	<p>£4.77 each way</p>
<p>CHARTER FLIGHTS FOR AIRCRAFT UNDER 5667kg</p> <p>(any flight operating for hire and reward, excluding scheduled passenger flights)</p> <p>Per passenger charge, each way, inclusive of security levy, AAA charge, and per passenger baggage handling. NB appropriate landing fee also applies.</p>	<p>£3.92 each way</p>

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PASSENGERS WITH REDUCED MOBILITY (PRMs)	
With effect from 1 January, to be charged on scheduled, charter and commercial flights on aircraft above 5667kg, airlines/operators are offered two payment choices at IOM Airport:-	
1) A Per Departing Passenger cost of 38 pence pdp, OR	38pdp
2) A movement cost of £20 meet&greet / wheelchair and £25.50 if ambulift also required	£20 M&G £5.50 for ambulift

General Landing Fees

For non-commercial flights, the landing fees below are applicable. For block fees, annual charges and training flights, please apply to the Airport Director/Airport Operations Manager/Finance Department (01624 821601)

LANDING FEES	
(excluding scheduled passenger flights)	
Aircraft up to MTOW 500kg	£8.46
Aircraft with MTOW of 501kg - 2000kg	£16.94
Aircraft with MTOW 2001kg – 3000kg	£33.88
Aircraft with MTOW 3001kg upwards – per whole tonne or part tonne	£16.94
Training flights – per movement <i>subject to prior approval</i> . Includes ILS only approaches (ie no landings & no touch and go's). CHARGE – 25% of landing charge for aircraft concerned (ie payment is only quarter of usual fee)	25% of normal landing fee
Positioning flights (empty) of scheduled commercial aircraft, but also including aircraft maintenance or importation. With prior approval only	50% discount of normal fee
Cash Payment of landing fee by owners/operators of light aircraft at time of landing (subject to a max weight of 3000kg)	20% discount of normal fee
Advanced Purchase of 25 Landings (including aircraft parking, to be used within 24 months from date of purchase. (subject to max weight of 3000kg)	30% discount of normal fee

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<p>Executive Aircraft based at Isle of Man Airport: – (upon application/full months only)</p> <p><u>Aircraft under MTOW 10 mt</u></p> <p>Annual landing card</p> <p>Quarterly landing card</p> <p>Monthly Landing card</p> <p>(all including parking)</p>	<p>£5151.00 pa</p> <p>£1545.00 pq</p> <p>£618.00 pm</p>
<p>Executive Aircraft based at Isle of Man Airport: – (upon application/full months only)</p> <p><u>Aircraft over MTOW 10 mt</u></p> <p>Annual landing card</p> <p>Quarterly landing card</p> <p>Monthly Landing card</p> <p>(all include parking)</p>	<p>£7726.00 pa</p> <p>£2318.00 pq</p> <p>£936.00 pm</p>
<p>Annual block landing & parking card for single/twin engine aircraft (upon application/full months only)</p> <p>Single-engined aircraft</p> <p>Twin-engined aircraft</p> <p><u>Aircraft up to MTOW 3 mt</u> Charter aircraft available for AOC work</p> <p><u>Aircraft with MTOW 3.01 mt – 5.99mt</u> Charter aircraft available for AOC work</p>	<p>£630.00 pa</p> <p>£930.00 pa</p> <p>£2165.00 pa</p> <p>£6775.00 pa</p>

<p>FREIGHT HANDLING</p> <p>All flights per kg (including ballast handling, courier bags, and relocation of passenger bags for which a nominal weight per item of 11kg per item is used if the operator can not advise the exact weight)</p>	<p>£0.05 per kg</p>
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AIRCRAFT PARKING	
No aircraft will attract more than one charge per day	
First 2 hours – free of charge	
Per 24 hours (incl first 2 or part thereof)	
Up to 3.5 tonnes	£3.00
Not over 10 tonnes	£19.05
Not over 20 tonnes	£38.15
Not over 30 tonnes	£57.00
For every 10 tonne over 30 tonne	£9.60

EXTENSION CHARGES TO OPERATORS		
Published Airport Hours (airfield opening, not terminal) remain at Monday to Saturday 0615 – 2045 and Sunday 0700 – 2045 local		
IOM based airlines/companies/operators	<u>Time Period</u>	<u>Charge</u>
Seasonal PPO / extension (on request to Airport Director)	2045 - 2115	No additional fee (airport close on movement)
Extension	2116 - 2130	£300.00 /opr
Extension	2131 - 2230	£745.00 hr/opr
Extension	2231 + Local times	£745.00 + £210.00 hr/opr Per subsequent hour or part thereof
Extension due to adverse IOM weather*		50% rebate
Non-IOM based airlines/companies/operators		
Extension	2045 - 2230	£745.00 hr/opr
Extension	2231 + Local times	£745.00 + £210 hr/opr Per subsequent hour or part thereof
Night opening		
For all night re-opening or early morning extension prior to 0615 local Mon – Sat or 0700 local on Sundays		£950.00 hr or part/opr
All airlines/operators		

* Adverse weather is defined as that weather that has prevented usual Airport operations, which will normally consist of visibility below 1000 metres, and/or pavement unavailability due to contamination of snow or standing water.

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CAR PARKING	
<u>Public</u> All car parks	<ul style="list-style-type: none"> • First hour free • 50p per hour (inc 1st hr) • Total first 24 hrs £11.50 • Thereafter £3.50 per day • Maximum fee £60.00
Lost ticket charge (any car park)	£60.00
Maximum charge (any car park)	£60.00
Reserved car lots/Permits (annual fee) Designated individual slot	<p>£810.00 April 2010 - 31 March 2011</p> <p>£1010.00 1 April 2011 – 31 March 2012</p>
Annual parking disc/ permit	£606.00
Staff (Airport based employees) Ordinary per annum Designated per annum	<p>£119.00</p> <p>£303.00</p>
Lost permits (any category : reserved/staff) replacement	£16.80
Administration Fee per public car park refund	£10.00

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MISCELLANEOUS		
<u>Fork lift plus driver</u> per hour		£42.50
<u>Passenger bus plus driver</u> per trip (Not charged for normal scheduled operations)		£42.50
<u>Telephone extensions (internal only)</u> per quarter		£79.30
<u>Photocopying</u> Per copy		£0.10p
<u>Fax charge</u> per Fax		£2.00
<u>Left luggage (VAT inclusive)</u> per article per 24 hours		£3.15
<u>Ignition keys (VAT inclusive)</u> per time keys are left		£3.00
<u>Use of compass calibration base</u> per usage		£31.00
<u>Use of engine ground running bay</u> per usage (per 2 hours)		£192.00
<u>Use of airport meeting room</u> half day charge		£55.00
full day charge		£100.00
<u>Telephone</u> unit charge (metered units)		£0.10p
<u>Cleaning offices</u> per square foot per annum		£5.30
<u>Fire/Police cap badges</u>		£15.45
<u>Security ID passes</u> Per pass including replacement and CTC checks		£22.00
Lost pass charge		£33.00
<u>Airside driving permit charge</u> including training		£42.50
<u>Maintenance services</u> (where staff act as a contractor outside of any landlord's obligation) per hour, any discipline		£42.50
<u>Fire Service training</u> Per half day for lecture room plus instructors		£182.00
Per person for discharge of extinguishers		£26.50
<u>Replacement costs</u>		
	Lock	£67.00
	Key	£23.00
<u>Administration charge</u> for adhoc raising of invoices		£16.00

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ISLE OF MAN AIRPORT - CONDITIONS OF USE

1. The Isle of Man Airport is operated by the Department of Infrastructure hereinafter referred to as "the Department".
2. The use of the Isle of Man Airport is subject to:
 - (a) Local flying restrictions and procedures as published from time to time in U.K. Air Pilot and NOTAMS;
 - (b) Any orders, instructions or directions given by or on behalf of the Department whether in writing or otherwise;
 - (c) The Airport Byelaws;
 - (d) Any orders, instructions or directions given by or on behalf of any other Government Department.
3. The person for the time being having the management of a particular aircraft is hereinafter referred to as the Operator.
4. The Operator shall pay the appropriate charges for the landing, parking, or housing of aircraft. The Operator shall also pay for any supplies, services or facilities provided to him or the aircraft by or on behalf of the Department. The charges shall, unless otherwise agreed before charges are incurred, be those charges determined by the Department.
5. The charges referred to in paragraph 4 shall accrue from day to day and shall be payable to the Department before the aircraft departs from the Airport unless some other arrangement has been agreed in writing or otherwise by the Department. Operators who have not previously entered into credit arrangements with the Department and who wish to be offered credit facilities must make an application in writing to the Department in advance of operations.
6. So long as the aircraft, its parts and accessories shall be upon the Airport or upon any land under the control of the Department the Department shall have a continued lien, both particular and general upon the aircraft, its parts and accessories for all charges of whatsoever nature and whensoever incurred, which shall be or become due and payable to the Department in respect of that aircraft, or in respect of any other aircraft of which the Operator of that aircraft is the Operator at that time when the lien is exercised. The said lien shall not be lost by reason of the aircraft departing from land in the control of the Department but shall continue to be exercisable at any time when the aircraft has returned to and is upon any such land so long as any of the said charges, whether incurred before or after such departure, remain unpaid.
7. If payment of such charges is not made to the Department within twenty eight days after a recorded delivery letter demanding payment thereof has been sent by post addressed to the Registered Owners of the aircraft at any place at which he carries on business, the Department shall be at liberty and in such manner as it shall think fit, to see, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories in order to satisfy any such lien. The powers contained in paragraph 6 and 7 are exercisable by

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the Department without prejudice to any other power granted by statute or otherwise.

8. When an aircraft is detained under Section 88 of the Civil Aviation Act 1982, as it has effect in the Isle of Man, the Department may, subject to the provisions of that Section and any charges remaining unpaid after fifty six days from the date when detention began, sell the aircraft in order to discharge such outstanding amounts.
9. Neither the Department nor any servant or agent of the Department shall be liable for loss, of, or damage to the aircraft, its parts or accessories or any property contained in the aircraft howsoever such loss or damage may arise, occurring while the aircraft is on the Airport under the control of the Department or, is in the course of landing or taking-off at the Airport or of being removed or dealt with elsewhere for the purposes of paragraph 7 and 8 or these conditions, arising or resulting directly or indirectly from any act omission, neglect or default on the part of the Department, its servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.
10. The Operator will indemnify the Departments, its servants or agents against any claim which may be made against the Department its servant or agents for loss or damage to property either real or personal incurred by any person using or being in an aircraft, however, such loss, or damage may be caused including (without prejudice to the generality of the foregoing) any claim arising from the act, omission, neglect or default of the Department, its servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.

Section 5 of the misrepresentation and Unfair Contract Terms Act 1980 (which contains provisions equivalent to Section 2 of the Unfair Contract Terms Act 1977 of Parliaments) affects terms or notices which unreasonably exclude or restrict liability for negligence. The Department draws the attention of potential users of the Airport to the paragraphs above which excludes the Department's liability in certain circumstances. The Department considers this paragraph to be reasonable.

11. The Operator will indemnify the Department's, its servants or agents against any claims which may be made against the Department its servants or agents for injury (including fatal injury) incurred by any person using or being in an aircraft however such injury may be caused excluding (without prejudice to the generality of the foregoing) any claim arising from the negligence of the Department, its servants or agents.
12. The Operator or his appointed handling agent shall furnish to the Department in such a manner as the Department may for time to time determine, information relating to the movements of this aircraft or aircraft handled by the Agent at the Airport within twenty four hours of each of these movements, including details about the number of terminal and transit passengers and the volume of cargo and mail embarked and disembarked at the Airport. The Operator or his appointed handling agent shall also furnish or request in such form as the Department may from time to time determine, details of the maximum total weight authorised (MTWA) or maximum take-off weight (MTOW) in respect of each aircraft owned or operated by him.
13. No reduction or exemption from charges will be allowed by reason of the availability of any airport services, assistance or other facilities or when aircraft are diverted or obliged to land exceptionally; for any reason.

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14. The Department may at its own discretion waive any charges if it so wishes. However it does not give any guarantee that it would be prepared to waive any charges for any particular circumstances.
15. The Department may charge interest on any charges payable pursuant to the terms hereof which have not been paid within the period stipulated for payment. Interest will be calculated on a daily basis from the date of the charge being incurred at the base rate of the Isle of Man Bank Limited for the time being previously plus 4%.
16. The Department requires a minimum of £0.5 Million of insurance cover for all aircraft using the Airport. In the event of the Aerodrome owners Association of which this aerodrome is a member increasing the recommended minimum level of insurance above the said figure, the figure for this Aerodrome will increase likewise with immediate effect.
17. The Aerodrome is licensed for public use by the Minister for the Department of Infrastructure, subject to conditions contained within that license and pursuant to Article 92 of the Air Navigation (No 2) Order 1995 (the Order) as it has effect in the Isle of Man. Facilities are provided, inter alia, in accordance with the United Kingdom Civil Aviation Authority publication CAP 168 (Licensing of Aerodromes). Rescue and Fire Fighting Services (RFFS) are provided to Category 6, as set out in the above document, or otherwise by arrangement.
18. Any other Airport owned or operated by the Department, whether licensed by the Department or otherwise designated under "the Order", shall be subject to these Conditions of Use.
19. The Department accepts no responsibility in the event of the unavailability of any service or facility or in the event of the Airport being closed for whatever reason.
20. The supply of non aviation related items or services shall be subject to the appropriate paragraphs of these conditions. Any debt incurred by an Operator for the supply of non aviation related item or services will be a charge against the assets of the Operator until such time as payment has been received. The supply of non aviation related items to anyone other than an Operator shall be treated as a normal Civil debt.
21. The Department reserves the right upon giving written notice to amend, vary or rescind of the above conditions of use.
22. Disabled Aircraft Recovery - A "Disabled Aircraft" is defined as an aircraft located within the boundary of the licensed aerodrome that is unable to move under its own power. Isle of Man (IOM) Airport may require the removal of any disabled aircraft from any part of the licensed aerodrome where that aircraft is, in any way impeding the safe and efficient operation of the Airport. Movement of any aircraft involved in a Reportable Accident is to be subject to the concurrence of UK AAIB (civil aircraft Phone Number 01252 510300) or Inspector of Flight Safety (RAF aircraft). However IOM Airport may on safety grounds remove an aircraft without concurrence.
Unless authority has been delegated, the aircraft operator/handling agent shall be responsible for taking steps to remove any aircraft upon receiving notice from IOM Airport. Determination on the need to remove a disabled aircraft and initiation of action to remove it is the responsibility of the Airport Operations Manager, or in his absence the MATS/TSM/AD. The Airport Operations Manager or MATS/TSM/AD must determine the effect on runway operations caused by the continued presence of the disabled aircraft.

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When IOM Airport is empowered to undertake removal, both on-airport and other resources are to be used to effect the safe and timely removal.

In the case of off-airport resources, dependant on the prevailing circumstances specialised companies or contractors may be utilised. If heavy lifting gear and/or specialised equipment is required, consideration should be given to contacting Mann Crane Hire (01624 824423). It should be noted that the responsibility for payment of specialist equipment/advice remains with the aircraft operator/handling agent.

If it is necessary to remove a disabled aircraft without concurrence the Airport Operations Manager or MATS/TSM/AD shall ensure that a report is completed specifying reasons requiring removal including:

- a summary of action taken
- diagram of the location of wreckage
- exact location of accident site
- photographs of aircraft/wreckage prior to removal
- safety implications necessitating removal

If such early removal is required all reasonable measures shall be taken to preserve as far as possible marks made on the ground by the aircraft. Additionally, the position of the aircraft shall be marked on the manoeuvring area surface. **The Airport will not be liable for any additional damage caused by the removal process.**

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CREDIT TERMS

- (a) The Operator shall pay the appropriate charges for the landing, parking or housing of aircraft. The Operator shall also pay for any supplies, services, or facilities provided to him or the aircraft by or on behalf of the Department. The charges shall unless otherwise agreed before charges are incurred, be these charges determined by the Department.
- (b) The charges referred to in paragraph (a) shall accrue from day to day and shall be payable to the Department before the aircraft departs from the Airport unless some other arrangement has been agreed in writing or otherwise by the Department. Operators who have not previously entered into credit arrangements with the Department and who wish to be offered credit facilities must make an application in writing to the Department in advance of operations.
- (c) So long as the aircraft, its parts and accessories shall be upon the Airport or upon any land under the control of the Department the Department shall have a continued lien, both particular and general upon the aircraft, its parts and accessories for all charges of whatsoever nature and whensoever incurred, which shall be or become due and payable to the Department in respect of that aircraft, or in respect of any other aircraft of which the Operator of that aircraft is the Operator at that time when the lien is exercised. The said lien shall not be lost by reason of the aircraft departing from land in the control of the Department but shall continue to be exercisable at any time when the aircraft has returned to and is upon any such land so long as any of the said charges, whether incurred before or after such departure, remain unpaid.
- (d) If payment of such charges is not made to the Department within fourteen days after a recorded delivery letter demanding payment thereof has been sent by post addressed to the Registered Owner of the aircraft at any place at which he carries on business, the Department shall be at liberty and in such manner as it shall think fit, to see, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories in order to satisfy any such lien. The powers contained in paragraph c and d are exercisable by the Department without prejudice to any other power granted by statute or otherwise.
- (e) The Department may charge interest on any charges payable pursuant to the terms hereof which have not been paid within the period stipulated for payment. Interest will be calculated on a daily basis from the date of charge being incurred at the base rate of the Isle of Man Bank Limited for the time being previously plus 4%.

Any questions regarding these charges or terms, please call Airport Administration on 01624 821601.