

# **Glasgow Airport**

# **Conditions of Use**

## **Including Airport Charges**

From 1<sup>st</sup> May 2010

Issued on: 13 May 2010

**Glasgow Airport Limited**

Glasgow  
PA3 2SW

Telephone                    0870 0400008 (General)  
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The registered office for this company is at :

Glasgow Airport Limited  
St Andrews Drive,  
Glasgow Airport,  
Paisley,  
PA3 2SW.

Company Number is SC 096624.

Telephone :                    0208 745 9800 (General)

# Preface

(This is not part of the Conditions of Use)

1. These Conditions of Use apply to Glasgow Airport and replace those issued in respect of all BAA's Scottish Airports on 1<sup>st</sup> April 2009.
2. Conditions of Use and Airport Charges for Glasgow Airport are contained in this booklet. The main revision, effective 1 January 2010, to note is this document refers only to Glasgow Airport. An additional revision has been made with effect from 1 May 2010 in respect of Air Navigation Services.
3. Details of the Conditions of Use and Airport Charges at Heathrow, Stansted, Edinburgh, Aberdeen and Southampton are available on the BAA internet site at [www.baa.com/cou](http://www.baa.com/cou)
4. These charges exclude handling or apron services which are provided by independent handling agents.
5. The Unfair Contract Terms Act 1977 affects terms of notices which exclude or restrict liability for negligence. BAA Limited and the Glasgow Airport Limited draw the attention of potential users of Glasgow Airport to paragraph 2.1 of the Conditions of Use which excludes their respective liability in certain circumstances.
6. Section 88(1) of the Civil Aviation Act 1982 entitles airport companies to detain aircraft for the non-payment of Airport Charges. Section 88(1) provides as follows:

“Where default is made in the payment of Airport Charges incurred in respect of any aircraft at an aerodrome to which this section applies, the aerodrome authority may (subject to the provisions of this section):

  - a) detain pending payment either:
    - (i) the aircraft in respect of which the charges were incurred whether or not they were incurred by the person who is the Operator of the aircraft at the time when the detention begins, or
    - (ii) any other aircraft of which the person in default is the Operator at the time when the detention begins, and
  - b) if the charges are not paid within 56 days of the date when the detention begins, sell the aircraft in order to satisfy the charges.”
7. For any queries regarding invoicing please contact the BAA Business Support Centre (see paragraph 2.4.8). Any other queries should be addressed in the first instance to the Glasgow Airport general office number.
8. Navigation services at Glasgow are provided by NATS Limited (NATS). On 1<sup>st</sup> April 2009, the Aerodromes (Designation) (Chargeable Air Services) (Revocation) Order (SI 2009/189) came into force ending direct charging for Air Navigation Services by NATS and passing responsibility for charging of Navigation Services to the Airport. The charging mechanism for Air Navigation Services is by weight of aircraft, per metric tonne (MT) payable on arrival and follows the same methodology that has hitherto been used by NATS.

# Glasgow Airport Limited – Conditions of Use

These Conditions are effective from 1 May 2010.

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# Conditions of Use

## 1. Interpretation

### 1.1 Definition of Terms

- 1.1 "Airport" means Glasgow Airport, Paisley, Renfrewshire, PA3 2ST.
- 1.2 "Airport Charges" include parking, weight, passenger and other charges as outlined in Schedule 10.
- For the purpose of Airport Charges "International Departing Passenger" means any passenger who boards an international flight. The decision of the Managing Director of the Airport Company as to this classification shall be absolute.
- 1.3 "Airport Company" means Glasgow Airport Limited whose Registered Office is at St Andrews Drive, Glasgow Airport, Paisley, PA3 2SW and whose Company Number is SC 096624.
- 1.4 "Air Navigation Services Charges" are charges collected separately to Airport Charges reflecting a transparent pass-through of the costs associated with provision of the services provided by NATS Limited as outlined in Schedule 11.
- 1.5 "Air Transport Movement" means a flight carried out for hire and reward. This comprises all scheduled flights operated according to a published timetable where carriage is offered to the public whether loaded or empty, and all flights where the capacity is contracted to another person but not empty positioning flights.
- 1.6 'BAA Limited' shall mean BAA Limited whose Registered Office is at The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW and whose Company Number is 1970855.
- 1.7 "Flight" has the same meaning as in the Air Navigation (No.2) Order, 2002, as amended.
- 1.8 "Flight Classification" means classification within the following categories:
- 1.8.1 "Domestic Flight" means a flight for the carriage of passengers or cargo between airports where both landing and take-off are within the United Kingdom, Channel Islands or the Isle of Man (but excluding any offshore oil or gas rig) and there is no intermediate landing outside these areas.
- 1.8.2 "International Flight" means all flights other than domestic flights.
- 1.9 "Freight" means any cargo or mail carried on an aircraft operating an air transport flight, with the exception of freight in transit.
- 1.10 "Freight in Transit" means any cargo or mail which arrives at the Airport and departs in the same aircraft, where such an aircraft is operating a through flight transiting the Airport.
- 1.11 "Maximum Total Weight Authorised" in relation to an aircraft means the maximum total weight of the aircraft and its contents at which the aircraft may take off anywhere in the world, in the most favourable circumstances in accordance with the Certificate of Airworthiness in force in respect of the aircraft.
- 1.12 "Operator" in relation to an aircraft means the person for the time being having the management of that aircraft.
- 1.13 "Passenger" means any person, including infants, carried on an aircraft with the exception of the flight and cabin crew operating the aircraft flight.

- 1.14 "Terminal Departing Passenger" means any passenger aboard an aircraft at the time of take-off, other than a "Transit Passenger".
- 1.15 "Time of Landing" means the time recorded by National Air Traffic Services at the Airport as the time of touch down of an aircraft, and the "Time of Take-off" means the time recorded by National Air Traffic Services as the time when the aircraft becomes airborne.
- 1.16 "Transit Passenger" means a passenger who arrives at the Airport in an aircraft and departs from the Airport in the same aircraft, where such an aircraft is operating a through flight transiting the Airport, and includes a passenger in transit through the Airport who has to depart in a substituted aircraft because the aircraft on which the passenger arrived has been declared unserviceable.
- 1.17 References to 'Managing Director' shall include a nominated deputy.
- 1.18 References to a "Certificate of Airworthiness" shall include any validations thereof and any flight manual or performance schedule relating to the aircraft.

## **2. Conditions**

An Operator using the Airport agrees to be bound by the following conditions:

### **2.1 General**

#### **Compliance**

- 2.1.1 Compliance with the local flying restrictions and remarks published from time to time in the AD section of the United Kingdom AIP (Aeronautical Information Publication).
- 2.1.2 Compliance with instructions, orders or directions published from time to time by the Airport Company or by BAA Limited, which may supplement, vary or discharge any of the terms and conditions of use set out herein.
- 2.1.3 Compliance with the directives on security of airports and aircraft issued by the Department for Transport and where appropriate by the US Federal Aviation Administration.

#### **Liability**

- 2.1.4 **Neither BAA Limited, nor the Airport Company, nor their respective servants or agents shall be liable for the loss of or the damage to the aircraft, its parts or accessories or any property contained in the aircraft, occurring while the aircraft is on the Airport or is in the course of landing or taking-off at the Airport, arising or resulting directly or indirectly from any act, omission, neglect or default on the part of BAA Limited, the Airport Company or their servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result. In any event neither BAA Limited nor the Airport Company nor their respective servants or agents shall be under any liability whatever for any indirect loss and/or expense (including loss of profit) suffered by an Operator.**

### **2.2 Notices and Jurisdiction**

- 2.2.1 Where the Operator is resident outside of the United Kingdom, it shall provide the Airport Company with the name and address of an agent resident in the United Kingdom authorised to accept service of documents, including legal process, on its behalf. A notification of an agent under this Condition shall be irrevocable unless replaced by another agent resident in the United Kingdom and notified to the Airport Company. The Operator will immediately appoint a replacement agent in

circumstances where an appointed agent is no longer able to act or is no longer resident in the jurisdiction.

2.2.2 The Airport Company shall communicate with the Operator with respect these Conditions in writing and sent to the address in the United Kingdom provided under Condition 2.2.1, or to the registered office of an Operator who is resident in United Kingdom, by pre-paid first class post or registered mail or email. Any notice shall be deemed to have been served:

- 2.2.2.1 if delivered by hand, at the time and date of delivery;
- 2.2.2.2 if sent by first class post, 48 hours from the date of posting;
- 2.2.2.3 if sent by registered mail, such date as evidenced by postal receipt; or
- 2.2.2.4 if sent by e-mail, if the e-mail is sent on a business day before 4.30p.m., on that day; or in any other case, on the next business day after the day on which it was sent.

2.2.3 Nothing in these Conditions shall affect the right to serve process in any other manner permitted by law.

2.2.4 Whatever the nationality or domicile of an Operator, these Conditions shall be deemed to have been accepted in England in accordance with the law of England and Wales and shall in all respects be construed and interpreted in accordance with the law of England and Wales and the Airport Company and the Operator hereby submit to the exclusive jurisdiction of the Courts of England and Wales to determine any dispute or claim arising out of or in connection with these Conditions or their subject matter (including non-contractual disputes or claims).

2.2.5 Nothing in these Conditions shall be taken to confer a right on an Operator to use the Airport without the consent of the Airport Company and the Airport Company reserves the right to withdraw such consent where the Operator has breached these Conditions.

## **2.3 Operational**

### **Slots**

2.3.1 Prior to the commencement of a programme of commercial services, or the operation of any irregular service at Glasgow Airport, details should be notified to Airport Co-ordination (ACL). Contact details are as follows:

Airport Co-ordination (ACL),  
Capital Place,  
120 Bath Road,  
Hayes, Middlesex,  
UB3 5AN

Tel: 0208 564 0614  
Fax: 0208 564 0690  
+SITA:LONACXH  
E-mail: [LONACXH@acl-uk.org](mailto:LONACXH@acl-uk.org)

### **Airport Systems**

2.3.2 Operators will use or make suitable arrangements for agents to use any common user systems installed at the Airport, including IT systems such as Airport Operational Systems, check-in desks, and hold baggage search and handling systems. Charges for such systems are included in the Airport Sundry Charges publication.

### **Ground Handling**

2.3.3 Operators will appoint an Airport licensed handling agent, or where the Operator is self handling will agree to the standard ground handling licence conditions of Glasgow Airport for all ground handling activities as determined by the EU ground handling directive. This is a requirement for all flights including general aviation, cargo, military and helicopter movements. Any exception to this is at the discretion of the Airport Managing Director.

### **Policing**

- 2.3.4 Where any flight imposes an additional policing or security requirement over and above the services normally provided by the Airport, the Managing Director of the Airport Company may require the Operator to pay a charge equivalent to the additional identified cost of security provision for that flight.

## **2.4 Payment**

- 2.4.1 The Operator shall pay the appropriate charges for landing, taking-off, parking of an aircraft, as set out in Section 10 Schedule of Charges. The Operator shall also pay for Air Navigation Services Charges incurred as outlined in Section 11 – Schedule of Air Navigation Services Charges. The Operator shall also pay for any supplies, services or facilities provided to him or to the aircraft at the Airport by or on behalf of the Airport Company at the charges determined by the Airport Company. All charges referred to in this paragraph shall accrue on a daily basis and shall become due on the day they were incurred and shall be payable to the Airport Company on demand and in any event before the aircraft departs from the Airport unless otherwise agreed by the Airport Company (which agreement may be withdrawn at any time at the discretion of the Airport Company) or unless otherwise provided in the terms for payment included in the invoice for such charges.
- 2.4.2 Payments shall be made without deductions (including taxes or charges). If the applicable law requires any tax or charge to be deducted before payment the amount shall be increased so that the payment made will equal the amount due to the Airport Company as if no such tax or charge had been imposed.
- 2.4.3 All sums payable to the Airport Company are exclusive of VAT which shall, where applicable, be paid in addition at the rate in force at the relevant tax point.
- 2.4.4 All sums due which are not paid within the payment terms shown on our invoices shall bear interest on a day to day basis at the annual rate of 8% per annum or the current Bank of England base rate plus 3% margin from the date when such sums were due until the date of payment (both dates inclusive).
- 2.4.5 Where an aircraft Operator has not used the Airport in the previous 12 months (as calculated from the date that the Operator proposes to commence operations), the Managing Director may at his discretion, require a deposit to be lodged with the Airport Company before flights by that Operator commence. Any such deposit shall be paid to the Airport Company and shall be in such a sum as the Managing Director shall consider to be equivalent to the anticipated charges that the aircraft Operator shall incur (based on the anticipated number and type of flight planned) for 3 months of operations by that Operator. Such deposit or the balance then remaining shall be refunded in agreement with the Airport Company when the Operator ceases to operate any flights from the Airport (whichever shall first occur) subject to the right of the Airport Company (which is hereby reserved) to set off against any such deposit any appropriate charges that have not been settled in accordance with the above provisions.
- 2.4.6 Under the Civil Aviation Act 1982, the Airport Company has the power to detain aircraft where default is made in the payment of charges outlined in Sections 9 and 10. The power relates to aircraft in respect of which the charges were incurred (whether or not they were incurred by the person who is the Operator of the aircraft at the time the detention begins) or to any other aircraft of which the person in default is the Operator at the time the detention begins.
- 2.4.7 The Operator shall not without the express written consent of the Airport Company be entitled in respect of any claim he may have against the Airport Company or otherwise to make any set off against or deduction from the charges provided for in these conditions. He must pay such charges in full pending resolution of any such claim.
- 2.4.8 Any queries relating to invoices should be logged with the Credit Control Department at the BAA Business Support Centre within 10 days of the invoice date. Contact

numbers for the BAA Business Support Centre are shown on our invoices and statements.

## **2.5 Data**

### **Data requirements are as follows:**

#### **Reference data**

2.5.1 The Operator shall, or shall ensure that its appointed handling agent, furnish on demand, in such form as the Airport Company may from time to time determine:

- fleet details including Maximum Total Weight Authorised (MTOW in kilograms as per paragraph 1.11 above), noise characteristics of each aircraft owned or operated by the Operator (see section 7.2 below) and engine specifications;
- new and amended ownership or registration details to be advised before the 20th of the month preceding first usage;
- scheduled time of operation (in UTC) of all flights from point of origin to the Airport with flight durations greater than 4 hours; and
- flight plan call signs.

#### **Payload Data**

2.5.2 The Operator shall, or shall ensure that its appointed handling agent, furnish on demand, in such form as the Airport Company may from time to time determine:

- information relating to the movement of its aircraft or aircraft handled by the agent at the Airport within 24 hours of each of those movements. This will include the information about the total number of terminal and transit passengers (including children and infants) and the total weight of cargo and mail (expressed in Kilograms) embarked and disembarked at the Airport;
- details of the Maximum Total Weight Authorised (see Paragraph 1.11) in respect of each aircraft owned or operated by the Operator; and
- name and postal address, phone and fax numbers, IATA/ICAO prefix and SITA address of the Operator who is to be invoiced.

#### **Operational data**

2.5.3 The Operator shall also provide or ensure that its handling agent provides to the Airport Company details of all aircraft Operators by the timely transmission of complete and accurate operational data preferably by automatic electronic means using (and conforming to) IATA messaging and communications standards. A handling charge may be raised when data cannot be submitted electronically.

The required operational data includes:

- aircraft registration (including aircraft substitutions);
- variations to schedule (including flight number, aircraft type, route and scheduled time of operation);
- estimated times of operation;
- actual times on and off stand;
- stand departure delays greater than 15 minutes; and
- turnaround linked flight numbers and registrations (including changes).

The following data is also required:

- advance passenger details – forward booking information;
- baggage information messages (BIM's): BTM, BSM, BPM, BUM, BNS, BCM; and
- misconnected baggage information – MSF world tracer report.

The following standard IATA messages should be used:

MVT	AIRCRAFT MOVEMENT MESSAGE	IATA AHM	780 (NI, ED, AD, AA)
LDM	LOAD MESSAGE	IATA AHM	583
SLS	STATISTICAL LOAD SUMMARY	IATA AHM	588
DIV	AIRCRAFT DIVERSION MESSAGE	IATA AHM	781
ASM	ADHOC SCHEDULED MESSAGE PROC	IATA AHM	785 CHAPTER 5 (CNL)
PSM	PASSENGER SERVICE MESSAGE	IATA RP	1715
PTM	PASSENGER TRANSFER MESSAGE	IATA RP	1718
BSM	BAGGAGE SERVICE MESSAGE	IATA RP	1745
MSF	WORLD TRACER FAULT STATION LOG		

BAA IT systems recognise and strictly apply the following IATA standards and any other codes will not be accepted :

Standard for MESSAGE FORMATS	IATA AHM	080
Standard for MESSAGE CORRECTIONS	IATA AHM	081
AIRPORT CODES	IATA AHM	010
DELAY INFORMATION CODES	IATA AHM	011
Form of INTERLINE BAGGAGE TAG	IATA RES	740

SITA messages concerning movement and payload data can be sent to the Airport using the following address:

Glasgow Airport Ltd. GLA PA7X

### Data verification

- 2.5.4 The Airport Company may request, within 60 days, copies of aircraft load sheets to enable verification of all details with respect to the passengers carried on any or all flights departing from the Airport during a specified period and extracts from aircraft flight manuals to enable verification of aircraft weight, noise characteristics and the engine NO<sub>x</sub> emissions level. The Operator shall, following a request in writing made by the Airport Company, supply it with the original copies of such documents.
- 2.5.5 Where the Operator, or its handling agent, fails to provide the information required in paragraph 2.4.2 (payload data) within the period stipulated herein the Airport Company shall be entitled to assess the charges payable hereunder by the Operator by reference to the maximum passenger capacity and the Maximum Total Weight Authorised (see paragraph 1.5).

### Data delivery

Queries regarding data delivery should be addressed to:

Email: [bsc-traffic\\_charges@baa.com](mailto:bsc-traffic_charges@baa.com)

Tel: 0141 585 6000

### **3. Charges on Arrival and Departure**

“Charges on Departure” are set out in the Schedule of Charges. The weight charge on departure will be assessed and payable on the basis of the Maximum Total Weight authorised by the Airport Company on 1<sup>st</sup> April each year (see paragraph 1.11). The combined weight charge plus passenger charge is subject to the payment of a minimum charge referred to in paragraph 8. For the purposes of Airport Charges Eire is categorised as Domestic.

Air Navigation Services Charges are payable on arrival and will be assessed and payable on the basis of the Maximum Total Weight authorised by the Airport Company on 1<sup>st</sup> April each year (see paragraph 1.11).

### **4. Parking Charges**

4.1 The charges for parking of aircraft at the Airport are set out in the Schedule of Charges. These charges will be assessed and payable on the basis of the maximum total weight authorised (see paragraph 1.11) and total time parked. For the purpose of these charges, where parking follows immediately after a landing, parking charges will be charged from the time of landing to the time of take-off less a discretionary allowance for taxiing where actual time on stand is not available.

4.2 The Managing Director may at any time order an aircraft Operator either to move a parked aircraft to another position or remove it from the Airport. Failure to comply with the order within the period specified in it will render the Operator liable to a special charge, equivalent to eight times the standard parking charges set out in the Schedule for every hour or part of an hour during which the aircraft remains in position after the period specified in the order has expired.

### **5. Rebates**

#### **5.1 Short Distance Flights**

Airport charges (with the exception of Air Navigation Charges) for movements by fixed wing passenger flights on short distance scheduled flights will be levied at the following rates:

5.1.1 Where the immediate destination is within Scotland, including flights which take-off and land at the same airport with no intermediate landing, the weight charge will be reduced by 65%.

5.1.2 Where the immediate destination is outside Scotland but is not more than 250 statute miles distant from the airport of take-off, the weight charge will be reduced by 26%.

5.1.3 Fixed wing flights carrying domestic passengers departing from a Scottish Airport which have a final destination less than 100 statute miles from the airport of origin will be entitled to a rebate to the passenger charge of 50%.

#### **5.2 Double Stop Flights**

Flights which depart from the international facilities at a Scottish airport owned by BAA Limited and have originated at the international facilities of another UK airport, or will be making an intermediate stop at another UK airport for the sole purpose of picking up or setting down additional passengers or cargo, will have the weight charge on departure reduced by 50% at the airport.

### **5.3 New Services**

Operators of air transport services at Glasgow Airport may apply to the Managing Director of the Airport Company for rebates for the operation of new services to new destinations or for increased frequencies to existing destinations. The decision by the Managing Director as to whether to grant such rebates shall be absolute.

5.3.1 Operators of air transport services from Glasgow Airport to new International destinations may be granted an introductory rebate of up to 50% of Airport Charges during the first 12 months of service, up to 30% of Airport Charges for the following 12 months and up to 10% of Airport Charges for the 12 months in the third year, depending on the frequency of flights.

5.3.2 In exceptional circumstances, e.g. where more than one new International service is being proposed, further support on International routes may be available, subject to certain conditions being met. Details of new routes and any queries should be directed to the Managing Director of the Airport Company.

5.3.3 Operators of air transport services from Glasgow Airport to new Domestic destinations may be granted an introductory rebate of up to 30% of Airport Charges during the first 12 months of service, up to 20% of Airport Charges for the following 12 months and up to 10% for the 12 months in the third year, depending on the frequency of flights.

5.3.4 Operators who significantly increase frequency/capacity on an existing route, or who introduce non-stop services to destinations previously only served by multi-sector flights, may be granted a rebate of up to 30% of Airport Charges during the first 12 months on those additional services, up to 20% of Airport Charges for the following 12 months and 10% of Airport Charges for the 12 months in the third year.

### **5.4 Positioning Flights**

Take-off charges on aircraft positioning empty for or after commercial air transport movements may be rebated. This will be granted when it is considered to be in the interest of the Airport to encourage the development of traffic. This rebate will not be granted on flights resulting from a diversion because of bad weather.

### **5.5 Training Flights**

In the case of a flight carried out for the sole purpose of training or testing flying personnel, rebates of 70% of the amount of the charge calculated in accordance with the Schedule may be granted.

### **5.6 Aircraft Parking**

In the light of particular circumstances at the Airport, the charges set out in the Schedule in relation to the parking of aircraft at certain times and periods, or on certain parts of the airport may be rebated.

### **5.7 Reduced and Own Terminal Facilities at Glasgow Airport**

5.7.1 Operators of air transport services by non-fixed wing aircraft not utilising the usual range of terminal facilities (such as those Operators providing their own facilities for the processing of passengers) may be granted a rebate on part of the Airport Charges.

5.8 Where a flight qualifies for more than one rebate as set out in sections 5.1, 5.2, 5.3, 5.4, 5.5 and 5.6 the higher rate of rebate only will apply.

5.9 Prior written applications for rebates set out in sections 5.2, 5.3, 5.4, 5.5, 5.6 and 5.7 should be made to the Managing Director.

## **6. Special Permission for Reduced Take-off Charges**

### **6.1 Flying Clubs**

The Managing Director of the Airport may negotiate agreements for reducing take-off charges for flights made for the purpose of the clubs at the Airport but not flights made for hire or reward outside the normal range or scope of club activities.

**6.2** Operators of air transport services at the Airport which have to divert to Glasgow Airport as a result of night closure of the airport for runway maintenance will have the weight charge for the subsequent take-off reduced by 50% on application to the Managing Director.

## **7. Surcharges**

### **7.1 Noise**

**7.1.1** All jet movements by aircraft which do not comply with ICAO Annex 16 Chapter 3 standards will be subject to the following weight charge surcharges:

between 0600 and 2330 local time – 30%  
between 2330 and 0600 local time – 60%

**7.1.2** Those Chapter 3 aircraft whose overall noise performance is less than 5EPNdB below Chapter 3 certification limits, “Chapter 3 less 5” shall be deemed Chapter 3 high and will be subject to a weight charge surcharge of fifty per cent.

Chapter 3 aircraft of the following types will be deemed Chapter 3 high:

AN124	BAC1-11	Boeing 707/720B
Boeing 727-100/200	Boeing 737-200	Boeing 747-100/200/200/SP
Douglas DC08/50/62/63	Douglas DC-9/30/40/50	Douglas DC10-10
Fokker F28	IL-62M	IL-86
TU-134A	TU-154M	YAK-42

**7.2.3** At Glasgow Airport, any aircraft movements which infringe the following noise thresholds as measured by the noise monitoring system will be subjected to a further surcharge:

up to 3dB(A) above threshold - £1,000  
greater than and including 3dB(A) above threshold - £2,000

The noise thresholds are:  
between 0600 and 2330 local time – 94dB(A)  
between 2330 and 0600 local time – 87dB(A)

**7.2.4** Night movements by aircraft classified as QC/0.5 or QC/1 in accordance with the Schedule to UK NOTAM Class Two S38/1999 will be subject to a 5% discount on the weight charge.

**7.2.5** Civilian fixed wing aircraft, including private aircraft, failing to meet the noise standards specified in Part ii, Chapter 2 of Volume 1 ICAO Annex 16 (whether or not they are required to achieve certification to these standards) shall not be permitted to operate to or from Aberdeen Airport other than in exceptional circumstances. An application specifying the exceptional circumstances must be made in advance to the Managing Director who may issue specific written permission at their discretion. Such permission will not be given on a routine basis.

## **8. Minimum Charge on Departure**

At the Airport for all flights, the combined weight charge on departure plus passenger charge is subject to a £40 minimum charge.

## **9. Sundry Charges**

At the Airport the relevant charges for electricity, fixed electrical ground power, water and sewerage, low temperature hot water, domestic hot water, chilled water, gas, staff ID cards and vehicle apron passes, staff car parking, baggage, check-in desks and common use self service (CUSS), airside licences, airport waste services, pre conditioned air and passengers with reduced mobility set out in the most recent Sundry Charges Notice are payable.

## 10. Schedule of Charges

From 1<sup>st</sup> January 2010

### Glasgow Airport

#### Weight Charge on Departure

Per metric tonne or part thereof,  
Domestic and International

£4.65

#### Passenger Charge

Per Terminal Departing Passenger on aircraft  
in excess of 2 metric tonnes

Domestic  
£8.19

International  
Summer: £11.05  
Winter: £9.11

Summer charges apply from March to October and winter charges apply from November to February.

#### Aircraft Parking Charges

Based on weight of aircraft.

Charge per quarter hour or part thereof : £0.06 per metric tonne.

A 20% rebate will apply to this charge for aircraft parked on stands designated as remote.

#### Sundry Charges

The rates set out in the most recent Sundry Charges Notice (see paragraph 9).

## 11. Schedule of Air Navigation Services Charges

From 1<sup>st</sup> May 2010

### Glasgow Airport

<b>Air Navigation Services Charge on arrival</b>	Up to 15 metric tonnes	Thereafter
Per metric tonne or part thereof, Domestic and International	£4.25	£4.25

All arriving aircraft are subject to a minimum charge of £10 for Air Navigation Services.

A 100% surcharge will apply to ad hoc arriving movements from operators not regularly utilising Glasgow Airport as an origin/departure point.