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 2 July 2025

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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: cbc@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-ops-commbusmgr@mod.gov.uk
Phone: +44 (0)303 369 3875
Website: www.londonvipairport.com

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.gov.uk
Phone: +44(0)20 8833 8918

1.5 **Terms and Conditions Queries**. All queries related to these T&Cs should be directed to the Commercial Business Manager (detailed above).

1.6 **Aerodrome Operating Manual**. These T&Cs are to be read in conjunction with the RAF Northolt Defence Aerodrome Manual (DAM)

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 **Commercial Booking Cell (CBC).** Initial point of contact for the processing of civilian aircraft bookings and the issue of a PPR number.

2.3 **Civilian User**. 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.

2.4 **Aircraft Movement**. Is defined as an aircraft take-off or landing, with each counted as a separate movement.

2.5 **Pool Movement**. Is an aircraft movement that is available to all visiting Civilian Users.

2.6 **Slot Time**. Is a specific time allocated for a specific aircraft arrival/departure. This may be subject to change post-allocation.

2.7 **Prior Permission Required** (**PPR).** Means prior agreement from the airfield operating authority and will be issued to an aircraft operator as confirmation of a slot booking. For civilian aircraft movements to and from RAF Northolt the minimum timescales for PPR's are specified at Para 4.3.6 and Para 4.3.7.

2.8 **Station Commander/Airfield Operating Authority**. The Station Commander at RAF Northolt is the airfield operating authority with routine management exercised by OC Operations Wing.

2.9 **Premier Passenger Service (PPS)**. Independent Lease Holder who provides the passenger and crew handling services for civilian aircraft using RAF Northolt, for which a separate charge will be made.

2.10 **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.

2.11 **Casual User Indemnity Administration Charge**. A charge levied, per landing, if aircraft has landed less than 12 times. Any aircraft that completes 12 landings must apply to become a 'approved regular civil user' (see Section 14).

2.12 **Regular User Indemnity Administration Charge Receipt (IACR)**. A receipt certificate to confirm 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 (Section 14.0).

2.13 **Casual User**. An aircraft that does not have an IAC granted to it.

2.14 **Regular User**. An aircraft that does have an IAC grated to it.

2.15 **Joint Service Publication 360** Pt 1 V1.1 Dec 20 and Pt 2 V2.0 Jun 26**.** The MOD regulations that provide Headquarters direction and guidance for the use of Military Aerodromes by Civil Aircraft.

3.0 BACKGROUND

3.1 Civilian Users 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 The Station Commander will use all reasonable endeavours to advise Civilian Users of changes to these T&C's and it will be the responsibility of 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 should note that short notice Military or Government tasks may result in allocated slot times being changed or cancelled.

4.2 **Aircraft Approach**. All arrivals at Northolt Aerodrome must be made to the aircraft runway in use. Approaches against the stream will not be accepted as a matter of course and pilots could be refused an approach if the weather minima requires Radar Recoveries to become mandated by Northolt Tower.

4.3 **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.

4.3.1 RAF Northolt operates a strict Prior Permission Required (PPR) policy for all civilian flights to and from RAF Northolt.

4.3.2 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.

4.3.3 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. For arriving aircraft, this may result in diversion. Where a replacement slot can be allocated, the CBC reserve the right to charge for both the replacement slot and original slot with a cancellation charge applied as per Section 4.8. When an aircraft has to be diverted due to a no slot availability, the CBC reserve the right to apply the cancellation charge applied as per Section 4.8.

4.3.4 A PPR number will only be issued when the CBC has received full details, as specified at Section 4.9.

4.3.5 The main runway at Northolt has a Pavement Classification Number (PCN) of 30. Aircraft with an Aircraft Classification Number (ACN) exceeding 30 must declare the ACN number to the CBC prior to departure. Aircraft with an ACN above 33 will require specific authorisation from the CBC before a PPR is issued and will be subject to a surcharge (as detailed at Section 11).

4.3.6 Flights originating within the EU require a minimum notice period of 4 hours for the issue of a PPR.

4.3.7 All other flights, including those originating from the Common Travel Area (CTA) require a minimum notice period of 12 hours for the issue of a PPR.

4.3.8 The first slot of the day will be allocated 15 minutes after the published opening time and the last slot of the day will be 15 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 an alternative airport.

4.3.9 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.

4.4 **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 Ireland, require SO15 Counter Terrorist Command approval. CTA approvals and any subsequent amendments require a minimum of 12 hours' notice, in accordance with Schedule 7 of the Terrorism Act 2000. It is the responsibility of the Aircraft Commander to obtain the appropriate approval - any aircraft attempting to arrive and/or depart without obtaining approval will be reported to the appropriate authority.

4.5 **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 Section 4.9).

4.6 **Slot Allocation.** Slot times are issued on a 'first come, first served' basis. and will be allocated to the nearest available time – this will be confirmed with the PPR number. An operator may apply for any number of slots per day, but no one operator will be allocated 100% of the available daily slots. The

number of requests submitted will not necessarily reflect the number of slots allocated.

4.6.1 The Civilian Operator will be notified of slot allocation as soon as reasonably practicable.

4.6.2 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.

4.7 **Flight Changes Post-Slot Allocation**. Requests to change pre-booked flight details post allocation of a slot time may be submitted to the CBC, quoting the relevant PPR number and specifying the nature of the change. Each change request will be considered and approved only if compatible with flying operations at RAF Northolt. Changes in passenger and/or crew manifests for CTA flights require further SO15 approval within the designated timeframes.

4.8 **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 or departure 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.

4.9 **Booking Procedures**. Civilian flights must be booked in accordance with the PPR requirements and can be requested using the RAF Northolt PPR Request booking Form. Please note the CBC is not 24-hour manned and slot requests will be allocated according to time received into the designated inbox. The Booking Form must contain the following details:

- Operator Name, Company Name, Company Address, Contact Telephone Number and Email Address
- 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
- The insurance certificate must evidence that the policy includes Civil Use of MOD Airfields Endorsement AVN95
- Crew and Passenger Names, Crew Roles and Nationality of all those on board. **These details are not required to request a slot but are a mandatory requirement for admittance to RAF Northolt. You must ensure these details are provided to the CBC within 4 hours of the aircraft schedule**
- 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 (Metric Tonnes)	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

4.10 Your Slot time and PPR allocation confirms you have read, understood and accept these Terms and Conditions and the latest version of the RAF Northolt Defence Aerodrome Manual (available on the website, **www.londonvipairport.com)**

4.10 Unless agreed in advance all fees must be paid prior to departure. Aircraft may be delayed if full payment has not been received prior to departure

5.0 AIRFIELD OPERATING HOURS

5.1 **Military Operating Hours.** RAF Northolt is 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. These operating hours may be varied from time to time in accordance with military requirements:

- 0800 to 2000L Weekdays Monday to Friday
- 1000 to 1700L Weekends Saturday and Sunday

5.2.1 Public Holidays will operate on weekend hours

5.2.2 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 and any charges issued by the Premier Passenger Service provider.

5.3.1 A charge per landing (as detailed at Section 11).

5.3.2 A surcharge applies for an arrival or departure outside of the published airfield commercial operating hours (known as an Out of Hours Surcharge). Acceptance outside of published hours will require special arrangement and cannot be guaranteed.

5.3.3 A surcharge applies to aircraft for movements over weekends and Public/Bank Holidays, see section 11.0. This surcharge provides entitlement

to a single landing and departure cycle over the weekend. A landing or departure in isolation carries the same surcharge.

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

5.4 **A parking fee.** The first 120 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 at Section 11.

5.4.1 VAT (if applicable)

5.5 **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 15% administration fee being applied to the invoice.

5.6 **Payment Methods**. Payment by credit or debit card is the sole accepted method of payment and all major credit and debit cards are accepted.

5.7 **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
- Two hours free parking for all aircraft
- Tug and Operator (This service is only free when an aircraft is moved for RAF operational needs)
- Routine marshalling and aircraft ground handling on Aircraft Servicing Platform 1 (ASP).

6.2 **Supplementary Chargeable Services.** Additional charges, as detailed at Section 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 made at the request of the visiting aircrew/operator
- High Rise Tower
- Forklift 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
- Oxygen/Nitrogen Bottle Refill
- Air Stairs
- Aero Medical Ground Handling Fee

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 leasehold to Defence Infrastructure Organisation. Payment for fuel is to be made directly to World Fuels at point of sale. Re-fuelling 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, Gama Aviation, who charge for the services they provide. This company operates at RAF Northolt under lease to Defence Infrastructure Organisation. Payment for all PPS services provided are to be made directly to Gama Aviation in accordance with their Terms and Conditions. A full list of charges applied by the PPS can be obtained from Gama Aviation at fbo.nht@gamaavaiation.com

7.2 **Catering.** In-flight catering can be requested through the Gama Aviation. 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 will accept domestic cats and dogs on flights arriving from England, Scotland, Wales, Northern Ireland, Channel Islands, Isle of Man and Ireland. Cats and dogs may transit RAF Northolt to depart but it must be noted there are no animal welfare facilities available at RAF Northolt.

7.3.1 It is a requirement that all pets passing through the terminal 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 to depart 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 departing and arriving at RAF Northolt. Proof of insurance is required before any animal will be permitted to depart 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:

Class	Aeromed Type	Action Required
1	Routine Aeromed	Crash Combine and Medics at ES3 position until stood down by ATC
2	Inbound Aeromed with Class 2A	Crash Combine vehicles to be at ES3 position, one fire vehicle in attendance with the AC Medics in attendance at dispersal
3	Immobile patients listed VSI/SI	Crash Combine and Medics are to be in attendance at dispersal
4	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 Non-time critical flights that are transporting medical staff for the purposes of pre-positioning are not considered Aeromedical flights. Time-critical flights, transporting medical staff or equipment will be considered Aeromedical flights if Category A priority (iaw CAP 493).

7.4.3 Aeromedical flights will only be accepted during civilian operating hours (see 5.2 for hours).

7.4.4 Passengers/crew who do not arrive in the same vehicle as the patient will be subject to PPS handling fees.

7.4.5 Any services requested by passengers/crew will incur a handling fee from the PPS provider.

7.4.6 Ground handling charges for aeromedical flights are detailed at section 13.0.

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 escorted access being granted. A valid Risk Assessment

must be lodged with the VASS section prior to commencing any activity on the ASP.

8.2 **Marshalling.** Engines are not to start-up without prior permission from Northolt Ground. Only when a Marshaller is positioned in front of the aircraft with a Fire Trolley and the Marshaller and Captain are in contact can a normal start-up commence.

8.2.1 Crews are prohibited from removing their own chocks. **Crew members who do not follow this instruction will be reported to their operating company and risk immediate 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.

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 persons wishing to transit RAF Northolt with any form of personal weapon must be in possession of a valid UK Firearms Licence, with serial numbers matching the weapons being carried. Gama Aviation must be notified at least 72 hours in advance if weapons are to be carried during either departure and/or arrival. Upon such notification the provider will inform the appropriate agencies accordingly. Failure to notify weapons in the prescribed manner will result in unnecessary delays to passengers. The PPS provider will receive weapons and any accompanying ammunition at the entrance for departures, and at the aircraft for arrivals, and will be responsible for their transport between the Whitehouse Gate and the aircraft. At no time within RAF Northolt are passengers permitted to have contact with their weapons.

9.0 REGULAR OPERATIONS

9.1 **Operator Limits.** Civilian 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 Users 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 Leaseholders and Civilian Users shall not be entitled to make any claim against the Station Commander or RAF Northolt.

9.5.1 It is the responsibility of Gama Aviation to escort and present arriving and departing passengers and crew to HMRC and UK border Force representatives**.**

9.6 **Photography.** All Crew and Passengers are prohibited from taking any photographs past the WHG clearance point.

10.0 ADDITIONAL MILITARY CONDITIONS

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

- Operating Hours as detailed at 5.0
- All passengers/crew must provide photographic identity evidence before being permitted entry to RAF Northolt
- 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 User. 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 civilian 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 may 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 FEE		HANGARAGE Not formally offered but costing remains if approved in extremis by the DOC (Includes parking fee)	
	Fixed Wing GBP	Weekend/Bank Holiday Surcharge GBP	Out of Hours Surcharge GBP	Rotary Wing GBP	Per Hour (over 2 hours up to 72 hours) GBP	Per 24 Hours (over 72 hours) GBP	Per Hour (up to 72hrs) GBP	Per 24 Hours (over to 72hrs)
Up to 10,000	£750.00	£800.00	£2,500.00	VFR: £300 IFR: £650	£30.00	£600.00	£75.00	£1,500.00
10,001 to 15,000	£950.00							
15,001 to 20,000	£1,200.00							
20,001 to 30,000	£1,500.00							
30,001 to 40,000	£1,850.00				£40.00	££800.00	££100.00	£2,000.00
40,001 to 50,000	£2,200.00							
50,001 to 60,000	£2,600.00							
60,001 to 80,000	£3,000.00				£60.00	£1,200.00	£150.00	£3,000.00
Aircraft with an ACN of 33 – 37.5 will be subject to a surcharge of £900 per landing								

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 two hours	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	£100.00	Per WC, per service
Potable Water Supply	£100.00	Per Use
GPU and Operator – Start-up Only	£125.00	Per Item, per start
GPU Hire	£125.00	Per item, per hour (charged in one-hour increments)
De-Icing Attendance Fee	£250.00	Equipment and manpower
De-Icing Fluid	£7.00	Per Litre (as used)
Air Start (Including GPU Hire)	£575.00	Per Start
Ground Service Cancellation Fee	£70.00	This charge will be applied if the service is cancelled after the team have been mobilised for attendance
Towing Fee (Tug and Driver) Crew Request	£110.00	Per movement
High Rise Tower Use	£95.00	Per hour
Petrol, Oils and Lubricants Disposals	£100.00	Small scale disposal only
Forklift Truck/Driver	£110.00	Per hour
Minor Spill Kit	£500.00	Minor spills only
Airfield Maintenance Support to Minor Spill	£100.00	For the first 15 minutes support
	£35.00	For each subsequent 15 minutes or part thereof support
Use of Oxygen / Nitrogen cylinders	£200.00	
Air Stairs	£70.00	Per Use. Not all aircraft types are catered for; check in advance.
Aero Medical Aircraft Ground Handling Fee	£800.00	PPS handling and service fees (if utilised) as per 7.4.4, 7.4.5 & 7.4.6. **Category T aeromedical flights are exempt this charge**

14.0 INDEMNITY ADMINISTRATION CERTIFICATE CHARGE TABLE 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)	£115.00	£247.00	£429.00	£528.00	£660.00	£825.00	£990.00	£1155.00
Casual User Indemnity Administration Charge – Per Aircraft, Per Movement (GBP)	£11.00	£20.00	£48.00	£69.00	£82.00	£103.00	£137.00	£179.00