MANCHESTER AIRPORT PLC

Schedule of Charges and Terms & Conditions of Use

1 April 2015 to 31 March 2016

magworld.co.uk/manchesteraviation

manchester airport

PART OF M.A.G

Welcome to the 2015/2016 edition of Manchester Airport's Schedule of Charges & Terms and Conditions of Use. This document provides you with all the information you require in relation to operating services at Manchester Airport.

Manchester Airport is the global gateway for the North of England. This year we will handle over 22 million passengers using over 70 airlines flying direct to over 200 destinations in over 50 countries. With around 19,000 people employed directly on-site, our growth is shared by our city and the whole region.

It is also the location of the UK's first 'aerotropolis' project, the £800 million Airport City Manchester, which will create a new world-class business district adjacent to Manchester Airport. Nominated by the UK Government as an Enterprise Zone, the development will deliver up to five million square feet of high-quality, sustainable and well-connected business premises, offering international companies direct access to a major city and to the global marketplace.

During the past ten years Greater Manchester has taken its place on the world stage as a top ten European business location. A vast number of UK and foreign-owned companies have discovered that having an operation in Manchester can bring significant cost benefits and operational efficiencies. In fact, the cost of running a business can be 30% cheaper in Manchester when compared with London.

Manchester thrives on its large and culturally diverse talent pool, fed by its four universities and a total of 18 higher education institutes within an hour's drive. The UK's largest regional labour pool boasts 106,000 students and a highly-skilled commuter population of 7.2 million, making it extremely attractive to companies wishing to locate offices here. Global companies such as The BBC, ITV Granada, Guardian Media Group, Siemens, Fujitsu, Cisco and Google sit alongside AON, Rothschild, BNY Mellon, HBOS, Co-operative Financial Services Group and RBS - who alone employ more than 7,500 people in the city - all have invested in Manchester.

In addition to all of this, Manchester offers an abundance of entertainment experiences with its varied events programme including festivals, sport and culture, its array of theatres, concert venues, museums and art galleries to its wide choice of bars, restaurants and legendary nightlife. Manchester's retail offer from high end luxury and boutique fashion to high street and vintage shopping won't disappoint either. There's a real mix of urban and rural on your doorstep, a wealth of fashionable suburbs lending to an easy commute and with 50 top league table independent and state schools in the city region alone, Manchester offers a quality of life that is hard to beat.

MANCHESTER AIRPORT CHARGES FINANCIAL YEAR 2015/16

This document sets out Manchester Airport Plc's Terms & Conditions of Use ('the Terms') and the Charges that will apply from 1 April 2015 to 31 March 2016 ('the Period') unless the users are notified otherwise by Manchester Airport Plc. This edition replaces the 2014/2015 edition.

The provisions in Sections 1 to 12 inclusive are strictly subject to the Terms contained in Sections 13 to 16 inclusive.

Contents

Section	Charges	Page
1	Passenger Facilities Charge	2
2	Passenger Security Charge	6
3	Runway Charge	7
4	Air Traffic Services Charge	14
5	Aircraft Parking Charges	19
6	Rebates	21
7	Incentives	21
8	Disabled Persons and Persons of Reduced Mobility	21
9	CAA Security Charge	21
10	Ancillary Charges	22
11	Ground Handling Charges	23
12	Other Charges	24
Conditions of Use		
13	Value Added Tax	28
14	General Provisions	28
15	General	34
16	Definitions	35

1. Passenger Facilities Charge (PFC)

The PFC is payable for each departing Terminal Passenger.

The Standard Period PFC is payable for each departing Terminal Passenger irrespective of the time of the departure.

1.1 Exemptions from the PFC

The PFC does not apply to the following:

a. people on Aircraft not operating for hire or reward.
b. children under two at the time of departure.
c. people who work on the Aircraft during the flight.

1.2 Inbound Diverted Passengers

Passengers that disembark from flights that have been diverted to the Airport will be charged the PFC rate for Standard Periods.

Departure of the diverted Aircraft will be charged the PFC rates for Standard Periods irrespective of time of departure.

1.3 Transfer Passengers

PFC will be charged for Transfer Passengers who are recorded on the Airport Management and Operations Support System (Chroma Fusion) or any replacement system used at the Airport. It is the responsibility of the Handling Agent to record each Transfer Passenger on Chroma Fusion within 24 hours of the arrival or departure of the flight.

The Company reserves the right to audit the information recorded in the relevant system.

1.4 Aircraft Parking on Remote Stands

Where passengers are transported by bus to an Aircraft parked on a stand that is identified as a Remote Stand (because the passengers are unable to walk to the Aircraft from the terminal) a reduction of £0.75 per departing passenger will be applied to the applicable PFC. The reduction will only be available for Aircraft Scheduled to depart between 07:00 and 11:59 (local times). Flights that have diverted into the Airport are not entitled to this reduction.

The allocation of aircraft to Remote Stands will follow the stand allocation rules as agreed through the Airline Operators Committee (AOC). Airlines requesting to park on Remote Stands when contact stands are available will not qualify for the reduction.

For the avoidance of doubt, Airlines are not required to contract their own airside bussing arrangements for remote parked operations in the period 07:00 to 11:59 (local times).

1.5 PFC Rates for Standard Periods

The PFC rates that apply in the Standard Periods are shown in the table below.

All Passengers	
1 April 2015 to 30 April 2015	£5.39
1 May 2015 to 31 October 2015	£9.25
1 November 2015 to 31 March 2016	£5.39

1.6 Off-Peak Period Rates

In order to qualify for the PFC Off-Peak Rate an Airline must:-

a) operate a minimum of one Service each Week for 52 weeks of a Year, and

b) ensure that the departure of the Aircraft in the Off-Peak Periods 05:30 to 05:59, 06:30 to 06:59, 13:00 to 13:29, 19:00 to 19:59 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 1.7

For the avoidance of doubt:-

a) if an Aircraft does not achieve the applicable QC Ratings that flight will not be an eligible flight for the Off-Peak PFC Charge Rate and the relevant Standard Rate PFC will apply.

b) Code F Aircraft are not eligible for PFC Off-Peak Rates.

1.7 PFC Rates for Off-Peak Periods

Subject to achieving the qualifying conditions set out in Section 1.6, the PFC rates that apply in the Off-Peak Periods are shown in the table below.

Off-Peak Period Rates	Rate	Applicable only for aircraft achieving the following QC Ratings
05:30 to 05:59		
1 April 2015 to 30 April 2015	£2.71	0.5 or quieter
1 May 2015 to 31 October 2015	£3.28	0.5 or quieter
1 November 2015 to 31 March 2016	£2.71	0.5 or quieter
06:00 to 06:29		
1 April 2015 to 30 April 2015	£3.83	All
1 May 2015 to 31 October 2015	£4.96	All
1 November 2015 to 31 March 2016	£3.83	All
06:30 to 06:59		
1 April 2015 to 30 April 2015	£3.83	1.0 or quieter
1 May 2015 to 31 October 2015	£4.96	1.0 or quieter
1 November 2015 to 31 March 2016	£3.83	1.0 or quieter

Off-Peak Period Rates	Rate	Applicable only for aircraft achieving the following QC Ratings
13:00 to 13:29		
1 April 2015 to 30 April 2015	£5.39	1.0 or quieter
1 May 2015 to 31 October 2015	£9.25	1.0 or quieter
1 November 2015 to 31 March 2016	£5.39	1.0 or quieter
13:30 to 15:59		
1 April 2015 to 30 April 2015	£5.39	All
1 May 2015 to 31 October 2015	£9.25	All
1 November 2015 to 31 March 2016	£5.39	All
19:00 to 19:59		
1 April 2015 to 30 April 2015	£2.71	1.0 or quieter
1 May 2015 to 31 October 2015	£9.25	1.0 or quieter
1 November 2015 to 31 March 2016	£2.71	1.0 or quieter
20:00 to 21:59		
1 April 2015 to 30 April 2015	£2.71	All
1 May 2015 to 31 October 2015	£9.25	All
1 November 2015 to 31 March 2016	£2.71	All
22:00 to 22:59		
1 April 2015 to 30 April 2015	£2.71	1.0 or quieter
1 May 2015 to 31 October 2015	£9.25	1.0 or quieter
1 November 2015 to 31 March 2016	£2.71	1.0 or quieter

The above times are local and based on the Scheduled departure times.

1.8 PFC Rates for Transfer and Transit Passengers

Transfer Passengers will be charged at the applicable Standard Rate or Off-Peak Rate.

Transit Passengers will be charged PFC at £0.00.

2. Passenger Security Charge (PSC)

The PSC is payable for each departing Terminal Passenger.

2.1 Exemptions from the PSC

The PSC does not apply to the following:

a. people on Aircraft not operating for hire or reward.
b. children under two on the day of departure.
c. people who work on the Aircraft during the flight.

2.2 PSC Rates

All Passengers	
Terminal Passengers	
1 April 2015 to 31 March 2016	£4.83
Transfer Passengers	
1 April 2015 to 31 March 2016	£4.83
Transit Passengers*	
1 April 2015 to 31 March 2016	£4.83

* Applies only to international arriving transit passengers that disembark the Aircraft and are security cleared.

3. Runway Charge

The Runway Charge is payable for all departing Aircraft and is assessed on the basis of the Maximum Take Off Weight Authorised in tonnes (t).

The Standard Period Runway Charge is payable for each departing Aircraft irrespective of the time of departure.

3.1 Standard Period Runway Charge Rates Per Tonne for Passenger Aircraft

The Runway Charge rates that apply to Passenger Aircraft in the Standard Periods are shown in the tables below.

Summer
(1 May 2015 to 31 October 2015)

Up to 25t	Over 25t and less than 120t	Over 120t First 120t	Thereafter	Applicable only for aircraft achieving the following QC ratings
£6.29	£7.74	£7.74	£4.20	All

Winter
(1 April 2015 to 30 April 2015 and 1 November 2015 to 31 March 2016)

Up to 25t	Over 25t and less than 120t	Over 120t First 120t	Thereafter	Applicable only for aircraft achieving the following QC ratings
£5.80	£7.13	£7.13	£3.88	All

3.2 Standard Period Runway Charge Rates Per Tonne for Freight Aircraft

The Runway Charge rates that apply to Freight Aircraft in the Standard Periods are shown in the table below.

Rate	Applicable only for aircraft achieving the following QC Ratings
£6.24	All

3.3 Off-Peak Period Runway Charge for Passenger and Freight Aircraft

In order to qualify for the Runway Charge Off-Peak Rate an Airline must:-

a) operate a minimum of one Service each Week for 52 weeks of a Year, and

b) ensure that the departure of the Passenger Aircraft in the Off-Peak Periods 05:30 to 05:59, 06:30 to 06:59, 13:00 to 13:29, 19:00 to 19:59 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 3.4 or

c) ensure that the departure of the Freight Aircraft in the Off-Peak Periods 05:30 to 05:59, 13:00 to 13:29 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 3.5

For the avoidance of doubt, if an Aircraft does not achieve the applicable QC Ratings that flight will not be an eligible flight for the Off-Peak Runway Charge Rate and the relevant Standard Rate Runway Charge will apply, and

Any inbound diverted flight that subsequently departs in an Off-Peak Period will not be entitled to the Off-Peak Period Runway Rate.

3.4 Off-Peak Period Runway Charge Rates Per Tonne for Passenger Aircraft

Subject to achieving the qualifying conditions set out in Section 3.3, the Runway Charge rates that apply to Passenger Aircraft in the Off-Peak Periods are shown in the table below:-

Summer
(1 May 2015 to 31 October 2015)

Departing Between	Up to 25t	Over 25t and less than 120t	Over 120 tonnes First 120t	Over 120 tonnes Thereafter	Applicable only for aircraft achieving the following QC ratings
05:30 to 05:59	£6.29	£6.29	£6.29	£0.00	0.5 or quieter
06:00 to 06:29	£6.29	£6.29	£6.29	£0.00	All
06:30 to 06:59	£6.29	£6.29	£6.29	£0.00	1.0 or quieter
13:00 to 13:29	£6.29	£6.29	£6.29	£0.00	1.0 or quieter
13:30 to 15:59	£6.29	£6.29	£6.29	£0.00	All
19:00 to 19:59	£6.29	£6.29	£6.29	£0.00	1.0 or quieter
20:00 to 21:59	£6.29	£6.29	£6.29	£0.00	All
22:00 to 22:59	£6.29	£6.29	£6.29	£0.00	1.0 or quieter

Winter
(1 April 2015 to 30 April 2015 and 1 November 2015 to 31 March 2016)

Departing Between	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
05:30 to 05:59	£5.80	£5.80	£5.80	£0.00	0.5 or quieter
06:00 to 06:29	£5.80	£5.80	£5.80	£0.00	All
06:30 to 06:59	£5.80	£5.80	£5.80	£0.00	1.0 or quieter
13:00 to 13:29	£5.80	£5.80	£5.80	£0.00	1.0 or quieter
13:30 to 15:59	£5.80	£5.80	£5.80	£0.00	All
19:00 to 19:59	£5.80	£5.80	£5.80	£0.00	1.0 or quieter
20:00 to 21:59	£5.80	£5.80	£5.80	£0.00	All
22:00 to 22:59	£5.80	£5.80	£5.80	£0.00	1.0 or quieter

The above times are local and based on the Scheduled departure times.

3.5 Off-Peak Period Runway Charge Rates Per Tonne for Freight Aircraft

Subject to achieving the qualifying conditions set out in Section 3.3, the Runway Charge rates that apply to Freight Aircraft in the Off-Peak Periods are shown in the table below:-

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
05:30 to 05:59	£3.23	0.5 or quieter
06:00 to 06:29	£3.23	All
10:00 to 12:59	£3.23	All
13:00 to 13:29	£3.23	1.0 or quieter
13:30 to 15:59	£3.23	All
20:00 to 21:59	£3.23	All
22:00 to 22:59	£3.23	1.0 or quieter

The above times are local and based on the Scheduled departure times.

3.6 Maximum and Minimum Runway Charge for Passenger Aircraft

Summer (1 May 2015 to 31 October 2015)

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
05:30 to 05:59	£384.74	0.5 or quieter
06:00 to 06:29	£384.74	All
06:30 to 06:59	£384.74	1.0 or quieter
13:00 to 13:29	£384.74	1.0 or quieter
13:30 to 15:59	£384.74	All
19:00 to 19:59	£195.33	1.0 or quieter
20:00 to 21:59	£195.33	All
22:00 to 22:59	£195.33	1.0 or quieter
At all other times	£1,894.12	All
Minimum Runway Charge		
06:30 to 10:59 (Monday to Saturday only)	£195.33	All
16:00 to 19:59 (Monday to Friday only)	£153.90	All
At all other times	£29.59	All

Winter (1 April 2015 to 30 April 2015 and 1 November 2015 to 31 March 2016)

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
05:30 to 05:59	£354.73	0.5 or quieter
06:00 to 06:29	£354.73	All
06:30 to 06:59	£354.73	1.0 or quieter
13:00 to 13:29	£354.73	1.0 or quieter
13:30 to 15:59	£354.73	All
19:00 to 19:59	£180.11	1.0 or quieter
20:00 to 21:59	£180.11	All
22:00 to 22:59	£180.11	1.0 or quieter
At all other times	£1,746.38	All

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Minimum Runway Charge		
06:30 to 10:59 (Monday to Saturday only)	£180.11	All
16:00 to 19:59 (Monday to Friday only)	£141.89	All
At all other times	£27.28	All

The above times are local and based on the Scheduled departure times.

3.7 Maximum and Minimum Runway Charges for Freight Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
At all times	£1,894.12	All
Minimum Runway Charge		
06:30 and 10:59 (Monday to Saturday only)	£195.33	All
16:00 and 19:59 (Monday to Friday only)	£153.90	All
At all other times	£29.59	All

The above times are local and based on the Scheduled departure times.

3.8 Runway Charge Rates Per Tonne for Military and Private Aircraft

Departing	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
At All Times	£6.29	£7.74	£7.74	£4.20	All

The above times are local and based on the Actual departure times.

3.9 Maximum and Minimum Runway Charges for Military and Private Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
At all times	£1,894.12	All
Minimum Runway Charge		
06:30 and 10:59 (Monday to Saturday only)	£195.33	All
16:00 and 19:59 (Monday to Friday only)	£153.90	All
At all other times	£29.59	All

The above times are local and based on the Actual departure times.

3.10 Environmental Charges

Only jet Aircraft meeting the definitions of ICAO Annex 16 Chapter 3 or above will be Scheduled to land or take-off between the hours of 23:30 and 05:59.

Aircraft failing to meet the requirements of ICAO Annex 16 Chapter 3 will be subject to a surcharge of 70% of the published Runway Charge.

3.11 Noisy Jet Surcharge

Aircraft will be subject to a surcharge of £750 plus an extra £150 for each full decibel above the following limits:

90 dB (A)	07:00 - 22:59 hrs
82 dB (A)	23:00 - 23:29 hrs and 06:00 - 06:59 hrs
81 dB (A)	23:30 - 05:59 hrs

The noise limits are regularly reviewed.

The above times are local and based on the Actual departure times.

3.12 Night Noise Policy

The Company's policy for controlling night noise can be found on the Airport website www.magworld.co.uk/nightnoise.

3.13 Tracking

The Company reserves the right to levy a surcharge, as provided for by Section 3 of the Civil Aviation Act 2006, against any Operator who on a persistent basis (equivalent to 5% or more departures in any month) fails to operate along the Preferred Noise Routes (PNR's) as prescribed by the Company and recorded and monitored by the Company's noise and tracking monitoring system. The surcharge will be levied as set out below:-

During the period 07.00 hours and 22.59 hours (local)	£500 per failure
During the period 23.00 hours and 06.59 hours (local)	£750 per failure

Prior to the Company levying the surcharge the Company will consult with the Operator to establish steps the Operator can take to avoid further failures. If following consultation the Operator continues to exceed the 5% threshold then the Company will levy the surcharge retrospectively for each of the failures.

The above times are local and based on the Actual departure times.

4. Air Traffic Services (ATS) Charge

The ATS Charge is payable for all departing Aircraft and is assessed on the basis of the Maximum Take Off Weight Authorised in Tonnes (t).

The Standard Period ATS Charge is payable for each departing Aircraft irrespective of the time of departure.

4.1 Standard Period ATS Charge Rates per Tonne for Passenger Aircraft

The ATS Charge rates that apply to Passenger Aircraft in the Standard Periods are shown in the table below.

Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
		First 120t	Thereafter	
£2.33	£2.87	£2.87	£1.58	All

4.2 Standard Period ATS Charge Rates per Tonne for Freight Aircraft

The ATS Charge rates that apply to Freight aircraft in the Standard Periods are shown in the table below.

Rate	Applicable only for aircraft achieving the following QC Ratings
£2.66	All

4.3 Off-Peak Period ATS Charges for Passenger and Freight Aircraft

In order to qualify for the ATS Charge Off-Peak Rate an Airline must:-

a) operate a minimum of one Service each Week for 52 Weeks of a Year, and

b) ensure that the departure of the Passenger Aircraft in the Off-Peak Periods 05:30 to 05:59, 06:30 to 06:59, 13:00 to 13:29, 19:00 to 19:59 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 4.4 or

c) ensure that the departure of the Freight Aircraft in the Off-Peak Periods 05:30 to 05:59, 13:00 to 13:29 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 4.5

For the avoidance of doubt if an Aircraft does not achieve the applicable QC Ratings that flight will not be an eligible flight for the Off-Peak ATS Charge Rate and the relevant Standard Rate ATS will apply, and

Any inbound diverted flight that subsequently departs in an Off-Peak Period will not be entitled to the Off-Peak Period ATS Rate.

4.4 Off-Peak Rate ATS Charge Rates per Tonne for Passenger Aircraft

Subject to achieving the qualifying conditions set out in Section 4.3, the ATS Charge rates that apply to Passenger Aircraft in the Off-Peak Periods are shown in the table below:-

Departing Between	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
05:30 to 05:59	£2.33	£2.33	£2.33	£0.00	0.5 or quieter
06:00 to 06:29	£2.33	£2.33	£2.33	£0.00	All
06:30 to 06:59	£2.33	£2.33	£2.33	£0.00	1.0 or quieter
13:00 to 13:29	£2.33	£2.33	£2.33	£0.00	1.0 or quieter
13:30 to 15:59	£2.33	£2.33	£2.33	£0.00	All
19:00 to 19:59	£2.33	£2.33	£2.33	£0.00	1.0 or quieter
20:00 to 21:59	£2.33	£2.33	£2.33	£0.00	All
22:00 to 22:59	£2.33	£2.33	£2.33	£0.00	1.0 or quieter

The above times are local and based on the Scheduled departure times

4.5 Off-Peak Period ATS Charge Rates per Tonne for Freight Aircraft

Subject to achieving the qualifying conditions set out in Section 4.3, the ATS Charge rates that apply to Freight Aircraft in the Off-Peak Periods are shown in the table below:-

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
05:30 to 05:59	£1.22	0.5 or quieter
06:00 to 06:29	£1.22	All
10:00 to 12:59	£1.22	All
13:00 to 13:29	£1.22	1.0 or quieter
13:30 to 15:59	£1.22	All
20:00 to 21:59	£1.22	All
22:00 to 22:59	£1.22	1.0 or quieter

The above times are local and based on the Scheduled departure times.

4.6 Maximum and Minimum ATS Charges for Passenger Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum ATS Charge		
05:30 to 05:59	£123.31	0.5 or quieter
06:00 to 06:29	£123.31	All
06:30 to 06:59	£123.31	1.0 or quieter
13:00 to 13:29	£123.31	1.0 or quieter
13:30 to 15:59	£123.31	All
19:00 to 19:59	£57.55	1.0 or quieter
20:00 to 21:59	£57.55	All
22:00 to 22:59	£57.55	1.0 or quieter
At all other times	£657.66	All

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Minimum ATS Charge		
06:30 to 10:59 (Monday to Saturday only)	£57.55	All
16:00 to 19:59 (Monday to Friday only)	£49.33	All
At all other times	£8.21	All

The above times are local and based on the Scheduled departure times.

4.7 Maximum and Minimum ATS Charges for Freight Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum ATS Charge		
At all times	£657.66	All
Minimum ATS Charge		
06:30 and 10:59 (Monday to Saturday only)	£57.55	All
16:00 and 19:59 (Monday to Friday only)	£49.33	All
At all other times	£8.21	All

The above times are local and based on the Scheduled departure times.

4.8 ATS Charge Rates per Tonne for Military and Private Aircraft

Departing	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
At all times	£2.33	£2.87	£2.87	£1.58	All

The above times are local and based on the Actual departure times.

4.9 Maximum and Minimum ATS Charges for Military and Private Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum ATS Charge		
At all times	£657.66	All
Minimum ATS Charge		
06:30 and 10:59 (Monday to Saturday only)	£57.55	All
16:00 and 19:59 (Monday to Friday only)	£49.33	All
At all other times	£8.21	All

The above times are local and based on the Actual departure times.

4.10 Environmental Charges

Only jet Aircraft meeting definitions of ICAO Annex 16 Chapter 3 or above will be Scheduled to land or take-off between the hours of 23:30 and 05:59.

Aircraft failing to meet the requirements of ICAO Annex 16 Chapter 3 will be subject to a surcharge of 70% of the published ATS Charge.

5. Aircraft Parking Charge

The Aircraft Parking Charge is payable for each uninterrupted period of parking on the Airport and is assessed on the basis of the Maximum Take Off Weight Authorised of the Aircraft and the time it is parked.

Each uninterrupted period of parking will be charged separately and the Charge applies from touch-down until take-off. The appropriate Charge will be payable whether or not full use of the facility is made.

5.1 Multiple Landings

Between 00:00 and 23:59, there will only be one charge for an Aircraft if that same Aircraft parks more than once during that period.

5.2 Aircraft Parking Rates

Aircraft Parking Daily Rates	**1 April 2015 to 31 March 2016**
For each period of 24 hrs (or part of)	**Rate**
For Aircraft <120t First two hours parking	£0.00
For Aircraft > 120t First four hours parking	£0.00
Aircraft up to and including 3.5 tonnes	£6.88 for each 0.5t
Above that, the following rates will apply	
Aircraft over 3.5 tonnes to 10 tonnes	£42.00
Aircraft over 10 tonnes to 20 tonnes	£73.50
Aircraft over 20 tonnes to 30 tonnes	£105.00
Aircraft over 30 tonnes to 40 tonnes	£136.50
Aircraft over 40 tonnes to 50 tonnes	£157.50
Aircraft over 50 tonnes to 60 tonnes	£178.50
Aircraft over 60 tonnes to 70 tonnes	£199.50
Aircraft over 70 tonnes to 80 tonnes	£220.50
Aircraft over 80 tonnes to 90 tonnes	£246.75
Aircraft over 90 tonnes to 100 tonnes	£273.00
Over 100 tonnes:	£273.00+ £21.00 per 10t or part thereof >100t

5.3 Daily Rate for Those Airlines Operating Passenger Flights that Depart at Least 364 Days a Year

An Airline will only be eligible to benefit from the rates below, on application to the Revenue Office at Manchester Airport on 0161 489 3709 or by e-mail at revenue@magairports.com and with prior written consent from the Company. The following rates will then become applicable from the first day of the month following the date of the Company's written consent.

Aircraft Parking Daily Rates for Qualifying Airlines	**1 April 2015 to 31 March 2016**
For each period of 24 hrs (or part of)	**Rate**
For Aircraft <120t First two hours parking	£0.00
For Aircraft > 120t First four hours parking	£0.00
Aircraft up to and including 3.5 tonnes	£6.88 for each 0.5t
Above that, the following rates will apply	
Aircraft over 3.5 tonnes to 10 tonnes	£29.49
Aircraft over 10 tonnes to 20 tonnes	£51.60
Aircraft over 20 tonnes to 30 tonnes	£73.72
Aircraft over 30 tonnes to 40 tonnes	£95.83
Aircraft over 40 tonnes to 50 tonnes	£110.57
Aircraft over 50 tonnes to 60 tonnes	£125.32
Aircraft over 60 tonnes to 70 tonnes	£140.06
Aircraft over 70 tonnes to 80 tonnes	£154.80
Aircraft over 80 tonnes to 90 tonnes	£173.23
Aircraft over 90 tonnes to 100 tonnes	£191.66
Over 100 tonnes:	£191.66 + £14.74 per 10t or part thereof >100t

6. Rebates

There will be no reduction of the Runway Charge or ATS Charge due to the non-availability of any aerodrome service, assistance or other facilities.

Crew training and test flights. For further details please contact the revenue Office at Manchester Airport on 0161 489 3709 or by email at revenue@magairports.com. A separate application is required for each flight and the rebate must be applied for at least 1 working day before the intended flight or flights.

7. Incentives

The Company offers a series of Incentives, in the form of discounts on the Charges, to encourage Airlines to develop their services at the Airport.

For further details please contact MA Aviation Development Team on 0161 489 3772 or 0161 489 5844 or by email to: routedevelopment@magairports.com

8. Disabled Persons and Persons of Reduced Mobility (PRM) Charge

A PRM Charge is payable for each Terminal Passenger (both arriving and departing). This charge will be levied per departing passenger. This charge is currently being reviewed in conjunction with the local AOC. Once this charge is finalised, confirmation will be sent to users.

The PRM does not apply to the following:

a. People on aircraft not operating for hire or reward.
b. Children under 2 at the time of departure.
c. People who work on the aircraft during the flight.

9. CAA Security Charge

A CAA Security Charge of £0.049 is payable for each departing terminal passenger.

The CAA charge does not apply to the following:
a. People on the aircraft not operating for hire or reward.
b. Children under 2 at the time of departure.
c. People who work on the aircraft during the flight.

10. Ancillary Charges

10.1 Baggage System Charge

A baggage system charge of £1.08 is payable for each departing Terminal Passenger. This includes the baggage handling Charge, at £0.43 per Terminal Passenger (both arriving and departing), the accounting and authorisation (AAA) Charge, at £0.08 per departing passenger and the hold baggage security labour (HBSL) Charge at £0.14 per departing passenger.

The Baggage System Charge does not apply to the following:
a. People on the aircraft not operating for hire or reward.
b. Children under 2 at the time of departure.
c. People who work on the aircraft during the flight.

10.2 Common User Passenger Process System (CUPPS) Charge

A CUPPS Charge is payable at £0.19 per departing Terminal Passenger.

The CUPPS Charge is subject to VAT.

The CUPPS charge does not apply to the following:
a. People on the aircraft not operating for hire or reward.
b. Children under 2 at the time of departure.
c. People who work on the aircraft during the flight.

10.3 Check-in Desks Charge

A check-in desk Charge of £4.60 for every half hour (or part of) for every desk, is payable for all desks used to check-in passengers.

The Airline must pay the Charge. If the Airline and their Handling Agent agree in writing that the Handling Agent will be responsible for paying the check-in desk Charge and a copy of the written agreement is supplied to the Company, the Charge will be made to the Handling Agent.

The check-in desk Charge is subject to VAT.

10.4 Common User Self Service (CUSS)

For Financial Year 2015/16 there will be no additional passenger Charge for CUSS.

10.5 Local Departure Control System (LDCS)

This is not an obligatory Charge, but this facility is available for those airlines that choose to use it. Airlines that choose to use this facility will be invoiced directly by the Company.

The LDCS Charge is payable at a rate of £0.055 per departing Terminal Passenger.

The LDCS Charge is subject to VAT.

11. Ground Handling Charges

11.1 Ground Handling Licences

A Charge of £515 is payable on the issue by the Company of a new Ground Handling Licence as a contribution towards the costs incurred by the Company in the administration of the licence and the monitoring of performance of ground handlers at the Airport.

A Charge of £260 is payable for each renewal of a Ground Handling Licence.

11.2 Airside Vehicle and Equipment Permits (AVP)

A Charge of £30 will be payable for the issue of each AVP required for motorised vehicles operating airside at the Airport.

11.3 Unit Loading Devices (ULD)

A Charge of £1.00 per ULD can per day is payable for each ULD can in excess of the number agreed between the Company and the Airline, Operator or Handling Agent from time to time.

12. Other Charges

12.1 Staff Car Parking Charges

Price per space per applicable period:

Car Parking Area	Monthly	Quarterly	6 Months	9 Months	Annual
Area 2	£55.20	£142.21	£264.43	£386.64	£488.86
Area 7	£55.20	£142.21	£264.43	£386.64	£488.86
Staff West	£44.18	£113.48	£206.96	£300.44	£373.92
Hangar 2 Area 11	£66.83	£172.55	£325.10	£477.64	£610.19
World Freight Terminal West Side Car Park	£53.95	£138.97	£257.93	£376.90	£475.86
Multi Storey Car Park Terminal 1 and Terminal 1 Arrivals	£201.83	£524.73	£1,029.46	£1,534.19	£2,018.92
Multi Storey Car Park Terminal 2	£190.98	£496.43	£972.86	£1,449.29	£1,905.72
Multi Storey Car Park Terminal 3	£190.98	£496.43	£972.86	£1,449.29	£1,905.72
Area 20 / 21 / 22	£241.02	£626.97	£1,233.95	£1,840.92	£2,427.90
All Areas except: Multi Storey Car Parks Terminal 1 Arrivals, Area 20 / 21/ 22	£81.32	£210.35	£400.70	£591.06	£761.41
All Multi Storey Car Parks & Terminal 1 Arrivals	£213.22	£554.45	£1,088.89	£1,623.34	£2,137.79
Motorcycles	£0.00	£0.00	£0.00	£0.00	£0.00

Miscellaneous Car Park Charges		
Replacement Permits	(per Permit)	£22.40
Replacement Card	(per Card Key)	£22.40
Wheel Clamp Removal	(per Removal)	£109.80

No refunds shall be provided. All permits expire on 31 March 2016. The areas quoted above are fixed, and anyone requiring the use of multiple areas should purchase an All Areas pass.

Staff car parking Charges are subject to VAT.

For a full list of staff car parking Charges and Conditions of Use, please contact MA Car Parks Administration on 0161 489 2020 or email staffparking@magairports.com

12.2 Heating and Utilities

All enquiries to Manchester Airport Procurement Department on 0161 489 2083.

12.3 Potable Water

There will be no charge for Potable Water for FY 2015/16.

12.4 Electrical Power for Electric Baggage Trolleys (EBTs)

The company charges for electrical power for EBTs. For details of the applicable rates please contact the revenue department on 0161 489 3709 or email revenue@magairports.com.

12.5 Cleaning Charges

Cleaning services are provided for service partners. For further information, quotes and general enquiries please contact the relevant department listed below.

Terminal 1 and 3:	Customer Liaison Officer – 07958 876334
Terminal 2:	Customer Liaison Officer – 07958 876098
External/Front of House/Airfield:	Front of House Facilities Manager – 07958 876951
None Core Estates:	Facilities Manager - 07912 798732

12.6 Security Passes

The Company is currently reviewing both the structure and charge for Security Passes. For more information on the charges and the conditions of use please contact the Security Pass Office on 0161 489 3545

12.7 Environmental Charges

Airlines, Operators, Handling Agents, tenants or concessionaires causing, allowing or failing to report pollution may have to pay the cost of cleaning up or repairing any damage caused.

12.8 Waste Recycling Contamination Recharge

MA provides separate and distinct containers for the recycling of materials and waste. The costs (to the Company) of incorrect disposal will be recharged to any Airline, Operator, Handling Agent, tenant or concessionaire failing to segregate waste correctly for recycling.

The Schedule of Charges is:

Compactor	£105
Skip	£105
Euro Bin	£30

These Charges are subject to VAT.

12.9 Fixed Electrical Ground Power (FEGP)

The Company provides facilities for using FEGP. Charges do not include VAT and are payable by the user who swipes the facility.

The minimum chargeable period per use is one hour.

There are separate conditions of use for FEGP that are available upon request. All enquiries should be made to the Airfield Facilities Manager on 0161 489 8453.

Fixed electrical ground power is subject to VAT.

12.10 Engine Testing

	Charge for each test for each aircraft
Aircraft less than 25 tonnes	£83.67
Aircraft above 25 tonnes but less than 120 tonnes	£117.14
Aircraft above 120 tonnes	£133.87
Surcharge for tests between 23:00 and 06:00	100%

Engine Testing is subject to VAT.

12.11 Apron Driver and Airbridge Training

The Company offers a range of training courses. Full details may be obtained from the training departing directly on 0161 489 5790 or via the internet: www.magworld.co.uk

12.13 Medical Examinations

A wide range of medical examinations are available. For more information, please phone the Airport Medical Centre on 0161 489 3962.

12.14 Accommodation Charges

The Company has a range of facilities available for our service partners to rent. For more information, please telephone the relevant numbers:

a) For accommodation within Terminals 1,2 or 3, call 0161 489 3710
b) For areas other than Terminals 1,2 and 3, please contact 0800 849 9747

12.15 Information Services

The Company offers a wide range of Information Services including:

- Fixed and mobile telephones
- Multi-extension telephone services
- Automated Call Distribution (ACD) and Interactive Voice Response (IVR)
- Private fixed and wireless data networks
- Cabling and installation services
- Trunk radio services
- Procurement of IT hardware and software

For more information please phone the Manchester Airport IS Service Desk on 0161 489 5005, or e-mail to isservice.desk@magairports.com

13. Value Added Tax (VAT)

VAT is payable on Charges at the applicable prevailing rates and in accordance with UK and EU VAT Law.

14. Standard Terms and Conditions

14.1 The Unfair Contract Terms Act 1977 affects terms or notices which unreasonably exclude or restrict liability for negligence or unreasonable contract terms. The Company draws the attention of potential users of the Airport to the paragraphs in this document that exclude the liability in certain circumstances, particularly (but not limited to) paragraph 14.35. The Company considers these paragraphs to be reasonable.

14.2 The Company reserves the right at any time to amend, vary or discharge the Terms upon giving notice.

14.3 The Company reserves the right to amend or vary the Charges upon giving notice.

14.4 The Company reserves the right to review the Charges, the application of the Charges and / or qualifying conditions in respect of the Charges or any Rebate and Incentive.

14.5 The Company reserves the right to withdraw any Rebate or Incentive offered in the Terms upon giving notice.

Charges

14.6 All Charges apply to departing Aircraft and/or Passengers (unless otherwise stated).

14.7 All Charges are due on departure (subject to provisions regarding diversions and subject to paragraph 14.8).

14.8 The Operator shall pay the appropriate Charges as set out in the relevant sections. It shall also pay for any supplies, services or facilities provided to it at the Airport by or on behalf of the Company. The Charges referred to in this paragraph shall accrue from day to day and, unless some other arrangement has been agreed in writing by the Company, shall be payable to the Company in advance, whether a demand has been made or not, before the Aircraft departs from the Airport.

14.9 The Managing Director of the Airport or his/her duly appointed representative may use his or her discretion to abate or waive the Charges for any specific category of traffic when he or she considers it is in the interest of the Airport to encourage the development of traffic.

14.10 The Operator shall pay the appropriate Charge (PRM Charge) to the Company in respect of the Company providing the service to disabled persons and persons with reduced mobility as published herein or as notified from time to time.

14.11 Each Operator will comply with and will ensure that their appointed Handling Agent complies with the fees, Charges and the Company's requirements as contained in the Ground Handling Licence, in relation to suppliers of ground handling at the Airport, copies of which are available from the Company upon request.

14.12 Operators will use or will ensure their appointed Handling Agent use Common User Passenger Process System (CUPPS) provided by the Company for checking in passengers at the Airport.

14.13 The Passenger Facilities Charge (PFC) and the Passenger Security Charge (PSC) apply to Aircraft and/or Combi-Aircraft that carry Passengers.

14.14 Without prejudice to paragraph 14.15 the Airline, Operator or Handling Agent shall pay the appropriate Charge to the Company as published herein or as notified from time to time where the number of ULD cans located airside at the Airport exceeds the number agreed between the Company and the Airline or Operator to meet its reasonable seasonal requirements.

14.15 Should the Operator fail to comply with a reasonable direction issued by the Company to move vehicles or equipment, left in unauthorised areas, within the specified time the Company may move, or remove, and store the equipment. The Operator will be charged a removal fee of £50.00 per item or such other fee as the Company shall from time to time publish.

Payment

14.16 The Company reserves the right, at any time, to require an Airline or an Operator to pay a deposit in a sum to be determined by the Company, which at any time can be called upon by the Company if the Operator fails to pay and is in default of any charges.

14.17 Unless otherwise specified by the Company any claims for a Rebate or other charge reductions must be made within 14 days of invoice date. Rebates will be credited (subject to the airline or Operator paying the relevant invoice in full on or before the due date) to the Airline or Operators account against charges incurred by the Airline or Operator during the next following invoice period(s), Rebates will be liable to be rescinded if payments are not made by the due date.

14.18 Interest will be charged on any Charges that remain unpaid after 28 days from the date of the invoice for the Charges. Interest will be calculated on a daily basis from the 29th day after the invoice date at the prevailing base rate of The Co-operative Bank PLC plus 3%.

14.19 In the event that an Airline or an Operator operates at more than one Group Airport and defaults in paying Airport Charges at one or more Group Airport

The Manchester Airport Group Plc reserves the right to recover all Airport Charges incurred by the Airline or Operator on behalf of the Airport and any Group Airport.

14.20 The Operator shall not, without the prior written consent of the Company, be entitled in respect of any Claim it may have against the Company to make any set-off against or deduction from the Charges. All Charges must be paid in full pending resolution of any such Claim.

14.21 In the event that an Operator shall commit any act of insolvency or a receiving order shall be made against an Operator or an order or resolution whether voluntary or compulsory shall be made or passed for the winding-up or liquidation of an Operator or for the purposes of an Administration of an Operator or if an Operator is otherwise unable to pay its debts or shall make any assignment of its estate for the benefit of or any arrangement or composition with its creditors or shall do any other act or take any proceeding in law having effects or results similar under UK law or under any other jurisdiction, then non-payment of any Charges which have been incurred as at the date thereof shall be deemed to be a default of payment.

14.22 Under Section 88 of the Civil Aviation Act 1982 the Company is entitled to detain and sell Aircraft in respect of unpaid Airport Charges.

14.23 Section 88 (1) Civil Aviation Act 1982

14.23.1 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

(iii) 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.

14.23.2 So long as an Aircraft shall be upon the Airport or upon any land within the Airport allotted by or rented from the Company, the Company shall have (under the Civil Aviation Act 1982) a continual lien both particular and general upon the Aircraft, for all Charges of whatsoever nature and whensoever incurred, which shall be or become due and payable to the Company in respect of that Aircraft or in respect of any other Aircraft of which the person in default is the Operator at the time when the lien is exercised, and all such Charges shall be deemed to be in default for the purposes of Section 88 of the Civil Aviation Act 1982 from the date incurred until payment in full is made. The said lien shall not be lost by reason of the Aircraft departing from land in

the control of the Company 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.

14.23.3 When an Aircraft is detained under Section 88 of the Civil Aviation Act 1982 the Company may, subject to the provisions of that Section and if any Charges are not paid within 56 days of the date when the detention begins, sell the Aircraft, its parts or accessories, in order to satisfy the Charges.

Miscellaneous

14.24 Use of Airport facilities is subject to compliance with the Airports Byelaws, local flying restrictions and remarks published from time to time in the UK Air Pilot, NOTAMS, orders, instructions or directions given by or on behalf of the Company and orders, instructions and directions given by or on behalf of relevant government departments.

14.25 The Airport is a fully co-ordinated airport under EU slot allocation regulation 95/93. All Aircraft must have prior permission to operate by obtaining a slot from the slot co-ordinators at the Airport, Airport Co-ordination Ltd on 0161 493 1850.

14.26 The Company does not guarantee available capacity at the Airport. The Company reserves the right to manage capacity at the Airport as it deems necessary for safety and operational reasons.

14.27 In the interest of safety and managing performance standards, each Operator and Airline will, as a condition of operating at the Airport, only contract with Handling Agents who have entered into the Company's Ground Handling Licence. The Licence contains the Company's requirements for operating ground handling services at the Airport and when signed on behalf of the Company confirms that those requirements are in place. A copy of the Ground Handling Licence can be obtained from the Company.

14.28 Each Operator or Airline will ensure that ground handling is arranged in advance of arrival/departure of an Aircraft.

14.29 The Operator or its Handling Agent will supply to the Company (in such form as the Company may from time to time determine) information relating to the movements of its Aircraft at the Airport within 24 hours of each of those movements, including information about the number of Terminal, Transfer and Transit Passengers and the volume of cargo and mail embarked and disembarked at the Airport. The Operator or its Handling Agent shall also furnish on demand (in such form as the Company may from time to time determine) details of the Maximum Total Weight Authorised (MTOW) in respect of each Aircraft owned or operated by it. The Operator or its Handling Agent shall also supply, without delay, details of any changes in the MTOW in respect of each Aircraft owned or operated by the Operator or Airline from the Airport.

14.30 Where the Operator, Airline or its appointed Handling Agent fails to provide the information required under paragraph 14.29 within the period stipulated, the Company shall be entitled to assess the Charges payable by the Operator or Airline by reference to the MTOW and the maximum passenger capacity of the Aircraft type. The Operator shall pay the Charges assessed by the Company. Once the Operator, Airline or its appointed Handling Agent has provided the said information to the Company, the Company will pay to the Operator or Airline the difference between the Charges assessed and the actual charges payment by the Operator or Airline pursuant to the Terms or vice versa as the case may be.

14.31 The Company shall provide (whether by itself or its sub contractor(s)) a service for all disabled persons and persons with reduced mobility from the designated point of arrival at the Airport to the Aircraft and from the Aircraft to a designated point of departure from the Airport. For the purpose of this paragraph the persons entitled to benefit from this service are as defined in Regulation (EC) No 1107/2006.

14.32 The Airline or Operator shall not impose any rule or implement any practice (including the levying of charges at boarding gate) at the Airport in relation to Passengers, which may directly or indirectly affect the Company's non-aeronautical commercial activities or operational procedures.

14.33 When an Aircraft is involved in an incident which prevents use of any part of the Airport the Operator will, within one hour, commence removal, rescue or salvage of the Aircraft and in default the Company reserves the right to remove, rescue or salvage the Aircraft at its discretion and the Operator hereby indemnifies the Company or it agents against all damage, Claims, costs, demands, acts or omissions whatsoever arising while the Company or its agents remove, rescue or salvage the Aircraft and undertakes to pay the Company any resultant costs, damages or Losses (consequential or otherwise) relating thereto.

14.34 Each Airline, Operator and Handling Agent shall indemnify the Company, its servants or agents against any Loss or damage to the property of the Company or and against any claims for death or personal injury which may be made against the company, any servants or agents of the Company or of the Airline, Operator or Handling Agent arising out of or in connection with anything done, permitted or omitted by the Airline, Operator or Handling Agent or its servants or agents in or upon the Airport.

14.35 Liability

14.35.1 For the purposes of this condition, "liability" means any liability, whether pursuant to a claim for contribution or under statute, tort (including but not limited to liability for negligence), contract or otherwise (save that any exclusions or limitations of liability shall not apply in respect of fraud), and "liable" shall be construed accordingly.

14.35.2 Subject to condition 14.35.3, to the extent permitted by law neither the Airport nor its employees, servants, agents or Affiliates shall have any liability to any Operator, Airline or Handling Agent or be obliged to indemnify any Operator, Airline or Handling Agent in respect of:

(a) indirect loss;
(b) consequential loss;
(c) loss of profits;
(d) loss of revenue;
(e) loss of goodwill;
(f) loss of opportunity;
(g) loss of business;
(h) increased costs or expenses;
(i) wasted expenditure; or
(j) any other injury, loss, damage, claim, cost or expense,

caused (or to the extent caused) by any act, omission, neglect or default of the Airport or its employees, servants, agents or Affiliates even if such loss was reasonably foreseeable or the Airport and/or Company had been advised of the possibility of the Operator incurring the loss.

14.35.3 Nothing in this condition 14.35 shall be construed as excluding or limiting liability for (i) death or personal injury arising from the negligence of the Airport, its employees, servants, agents or Affiliates; (ii) fraud; or (iii) aircraft damage (or damage to any property contained in an Aircraft) resulting from any act or omission of the Airport, its employees, servants, agents or Affiliates done either with intent to cause damage or recklessly and with knowledge that damage would probably result.

14.35.4 Subject to condition 14.35.3, the Company shall not be liable to any Operator or Handling Agent in respect of any Loss suffered by the Operator or Handling Agent by reason of any aerodrome service, assistance or facility not being available to them except where provided otherwise in any legally binding agreement made between the Company and any Operator or Handling Agent.

14.35.5 Subject to condition 14.35.3, the Company shall not be liable for any Loss suffered by the Operator or Airline as a result of or in connection with any Claim brought by or on behalf of any Passenger (i) pursuant to Regulation (EC) No 261/2004 (as amended, re-enacted or replaced from time to time) or (ii) otherwise arising from or in connection with denial of boarding, delay or cancellation of any flight.

14.35.6 The Operator agrees to hold current and adequate insurance at all times when the Operator uses the Airport's Facilities and Services at Manchester Airport to cover any and all liability excluded or limited under this Condition 14.35. Nothing in this Condition 14.35.6 shall preclude the Operator from fulfilling its insurance obligations through self-insurance.

14.35.7 Without prejudice to the generality of condition 14.35.6, the Operator agrees to hold at all times passenger, baggage, cargo and third party liability insurance in respect of any aircraft used or operated at Manchester Airport by the Operator at a level which shall at no time be less than the minimum levels of insurance set out in Regulation (EC) No 785/2004 (as amended, re-enacted or replaced from time to time). The minimum levels of such passenger, baggage, cargo and third party liability insurance shall apply in respect of any one occurrence (or series of occurrences arising out of one event) but shall be without overall limit for the insured period in the event of more than one claim, notwithstanding any limits agreed in respect of individual events.

14.35.8 Each part (including a sub condition or part thereof) of this condition 14.35 shall be construed as a separate and severable contract term, and if one or more parts is held to be invalid, unlawful or otherwise unenforceable, the remaining parts shall remain in full force and effect.

15. General

15.1 All times are local.

15.2 Words denoting the singular number only shall include the plural and vice versa.

15.3 Words denoting the masculine gender include the feminine and neuter and vice versa. The expression 'persons' shall include any individual, partnerships, joint ventures, firms, businesses, companies, unincorporated associations and corporations and vice versa.

15.4 Reference to any statute or statutory provisions includes a reference to that statute or statutory provision as from time to time amended, extended or re-enacted or consolidated and all statutory instruments made pursuant to it.

15.5 Except in relation to the rights provided in condition 14.21, a person who is not a party to this agreement shall not have any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any Term.

15.6 These Terms shall be governed by, and construed in accordance with, the laws of England.

15.7 All disputes arising out of or relating to the Terms shall be subject to the exclusive jurisdiction of the English Courts.

16. Definitions

Air Traffic Service (ATS) Charge means the Charges referred to in Section 4.

Aircraft includes fixed wing aircraft and helicopters plus any parts and accessories, equipment and stores.

Aircraft Parking Charge means the Charges referred to at Section 5.

Airline includes Operator, alliance / codeshare partner, franchisee and a subsidiary carrier of Operator.

Airport means Manchester Airport.

Charges means the Charges referred to in Sections 1 to 12 as amended or notified from time to time.

Chroma Fusion means the Airport's management and operational support system.

Claim includes any action, proceeding, demand, costs, charges and expenses of whatsoever kind or nature.

Combi-Aircraft means an aircraft that is configured for both fare-paying passengers and main deck cargo.

Company means Manchester Airport Plc and any other company that is also a member of its Group operating at Manchester Airport.

Disabled Persons and Persons of Reduced Mobility (PRM) Charge means the Charge referred to in Section 8.

Freight Aircraft means an Aircraft on which no fare-paying passenger is carried and is configured only to carry cargo.

Group means Manchester Airport PLC, any subsidiary of Manchester Airport PLC, any holding company of Manchester Airport PLC and any subsidiary of any holding company of Manchester Airport PLC, from time to time. The words "subsidiary" and "holding company" shall have the same meaning as in section 1159 of the Companies Act 2006.

Group Airport means any Airport in the Manchester Airports Group which includes but is not limited to Manchester, London Stansted, East Midlands and Bournemouth.

Handling Agent means any person, firm or company appointed by an Operator to perform any or all of the ground handling functions or an Operator who self handles.

Incentive means Incentives referred to in Section 7.

Loss includes direct loss, indirect loss, consequential loss, loss of profits, loss of business and loss of goodwill, damage, including damage to business, any reference to the making of payment by the Company and a reference to the incurring of any expense by the Company.

Maximum Take Off Weight Authorised means the maximum weight of the Aircraft and its contents at which the Aircraft may take-off in the UK in the most favourable circumstances in accordance with the certificate of airworthiness for the time being in force in respect of the Aircraft. However, if the certificate indicates a maximum take off weight at which the Aircraft may taxi, that weight shall be taken to be the Maximum Take Off Weight Authorised. The charge for helicopters will be the same as that for a fixed wing Aircraft of the same Maximum Take Off Weight Authorised.

Military Aircraft means aircraft of or relating to the British or foreign armed forces.

Off-Peak Period for FY15/16 the following time periods are classified as Off-Peak; 05:30 to 06:59, 13:00 to 15:59 and 19:00 to 22:59. For Freight Aircraft the Off-Peak Periods are 05:30 to 06:29, 10:00 to 15:59 and 20:00 to 22:59.

Off-Peak Rate means the rate applicable in the Off-Peak Periods once qualifying criteria have been achieved.

Operator means the person, firm or company for the time being having the management of an Aircraft.

Passenger means Terminal Passengers, Transfer Passengers and Transit Passengers.

Passenger Aircraft means an Aircraft on which fare-paying passengers are carried.

Passenger Facilities Charge (PFC) means the charge referred to at Section 1.

Passenger Security Charge (PSC) means the charge referred to at Section 2.

Preferred Noise Routes (PNR) means the Routes referred to at Section 3.13.

QC Rating means the Quota Count Rating that is allocated to each aircraft according to how much noise it makes. Aircraft are classified separately for landing and take-off using noise certification data.

Rebate means the Rebates referred to in Section 6.

Remote Stand means an aircraft parking stand that has been designated as remote. A full list of the Remote Stands can be obtained from the Revenue Office at Manchester Airport on 0161 489 3709 or by e-mail at revenue@manairport.co.uk, on request.

Route means any route from the Airport to a Final Destination Airport.

Runway Charge means the Charge referred to in Section 3.

Scheduled means scheduled according to a published timetable, including those supplementary to them, and open to use by members of the public.

Service means a Route operated to or from the Airport.

Standard Period means all other times that are not Off-Peak Periods.

Standard Rate means the rate applicable in the periods that are not Off-Peak.

Summer Season means 1st May 2015 to 31st October 2015 inclusive.

Terminal Passenger means a passenger joining or leaving an Aircraft at the Airport. Terminal Passenger includes Transfer Passenger.

Terms means the terms and conditions contained in Sections 1 to 16 inclusive.

Transfer Passenger means a passenger identified by a Handling Agent who arrives at the Airport by one Aircraft and departs the Airport within 5 hours from their scheduled time of arrival on another Aircraft and is treated as a Terminal Passenger.

Transit Passenger means a passenger who arrives in and departs from the Airport on the same Aircraft.

Week means the period of 7 days running from Monday to the following Sunday.

Winter Season means 1st to 30th April 2015 inclusive and 1st November 2015 to 31st March 2016 inclusive.

Manchester Airport
Manchester
M90 1QX