



FEES & CHARGES

EFFECTIVE FROM 1 April 2024 V2

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INTRODUCTION

All Airport fee rates, are per metric tonne or part thereof and are levied on all arriving and departing aircraft. Passenger charges are charged per departing passenger. Scheduled passenger flights are charged per departing passenger and this charge includes landing fees.

If you are a scheduled airline wishing to discuss airport fees please contact the Commercial Director at hannah.lobao@gov.im.

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

PASSENGER CHARGES

Scheduled Flights	
Basic charge per departing passenger for scheduled movements with passengers	£27 per passenger
Notes	
Infants under the age of 2 free Inclusive per departing passenger charge applies to all scheduled passenger flights	

Charter Flights (for aircraft over 5.0MT)	
Basic charge per arriving passenger	£9.30 per passenger
Basic charge per departing passenger	£9.30 per passenger
Notes	
Applies to any flight operating for hire and reward, excluding scheduled passenger flights Infants under the age of 2 free Landing charges based on aircraft weight also apply	

Charter Flights (for aircraft under 4.999MT)	
Basic charge per arriving passenger	£6.10 per passenger
Basic charge per departing passenger	£6.10 per passenger
Notes	
Applies to any flight operating for hire and reward, excluding scheduled passenger flights Infants under the age of 2 free Landing charges based on aircraft weight also apply	

Persons with Reduced Mobility	
Basic charge per departing passenger	£0.90 per passenger
Notes	
Infants under the age of 2 free Charge applicable for all scheduled and charter flights using terminal facilities	

Security Charge	
Basic charge per departing passenger	£1.90 per passenger
Notes	
Infants under the age of 2 free	

GENERAL LANDING FEES

The landing fees below are applicable, and levied at the Maximum Take-Off Weight (MTOW) on all arriving aircraft.

Isle of Man Ronaldsway Airport operates on a mandatory handling basis. Please see handling agents details below.

Landing Fees	
Aircraft with MTOW up to 0.999MT	£13
Aircraft with MTOW 1.000MT > 1.999MT	£25
Aircraft with MTOW 2.000MT > 2.999MT	£37
Aircraft with MTOW between 3.000MT > 3.999MTkg	£52
Aircraft with MTOW 4.000MT and higher	£26.50 Per tonne or part thereof

NON AOC - privately owned not for hire or reward

ADVANCE PURCHASE	
15 landings for private operators (to be used within 12 months of purchase)	70% of Normal Landing Fees (as per MTOW)

ANNUAL BLOCK LANDING Upon application full months only	
Aircraft up to MTOW 3.999MT	£955 per annum
Aircraft MTOW 4.00MT to 5.999MT	£1900 per annum

HANDLING AGENTS	
<p>The Private Jet Company The Jet Centre, Isle of Man Airport, British Isles IM9 2RJ Tel: +44 (0) 1624 825100 OOH: +44 (0) 7624 474999 Fax: +44 (0) 1624 824333 operations@privatejet.co.im</p>	<p>3Legs Aviation Services Limited Mobile +44 (0)7555 135443 Email info@3legsaviationservices.com Web www.3legsaviationservices.com</p>

For block fees, annual charges and training flights please apply to the Airport Director via the Airport Finance Department: finance.airport@gov.im

Test/Training Flights to include Helicopter Hover Training

Per movement (subject to prior approval)
Each 'touch and go' and/or Training approach

25% of Normal Landing Fees
(as per MTOW)

Positioning Flights

Per empty scheduled commercial aircraft
to include aircraft maintenance importation.

50% of Normal Landing Fees
(as per MTOW)

AOC Flights for Hire/reward

Terms & Conditions Apply please contact finance.airport@gov.im

ADVANCE PURCHASE

15 landings
(to be used within 12 months of purchase)

80% of Normal Landing Fees
(as per MTOW)

Flying Training Schools (Annual Fee)

Single engine below 3.0MT

£1000.00

Twin engine below 3.0MT

£2000.00

EXTENSION CHARGES

All extensions must have prior approval by ATC.

EXTENSION CHARGES TO OPERATORS

Published Opening Hours MON-SAT 06:15-20:45 and SUN 07:00-20:45 Local (unless otherwise noted).

Early Opening	
MON > SAT 06:00 - 06:15, SUN 06:45 - 06:59	£550 fixed charge

IOM Scheduled Airlines, Companies & Operators	
Seasonal PPR (subject to approval by the Airport Director) 20:45 - 21:15	FOC
Extension 21:16 - 21:30	£420 fixed charge
Extension 21:31 - 22:30	£1,365 fixed charge
Extension from 22:31hrs	£1,365 plus £500 per 30 mins or part thereof

EXTENSION CHARGES TO OPERATORS (NON IOM BASED)

Published Opening Hours MON-SAT 06:15-20:45 and SUN 07:00-20:45 Local

Non IOM based Scheduled Airlines, Companies & Operators	
Extension 20:45 - 22:30	£1,365 Fixed charge
Extension 22:31 - onwards	£1,365 plus £500 per 30 mins period or part thereof

Night Opening (all Airlines, Companies & Operators)	
Anytime between 23:00 - 05:59 Local. Reopening of the Airfield for any reason	£1,450 per hour or part thereof

Terminal Early Opening (all Airlines, Companies & Operators)	
Anytime between 23:00 - 05:59 Local. Reopening of the Terminal for any reason. (including Departures)	£375 per hour or part thereof

PARKING CHARGES

Aircraft Parking	
First 2 hours from landing	FOC
Over 2 hours, charged from arrival time per 24 hour period: Under 3MT	£5.30
Between 3MT > 9.999MT	£30.75
Between 10.01MT > 19.999MT	£61.50
Between 20.01MT > 29.999MT	£90.10
Greater than 30MT	£90.10 plus £19.08 per 10MT over 29.99MT or part thereof

VEHICLE PARKING

Car Park Charges	
Premium Public Car Park (RingGo)	As Displayed
Standard Public Car Park (RingGo) (MAX STAY 3 MONTHS)	As Displayed
Reserved Parking Spaces (2 Fobs per Space Included)	
Designated Space per annum	£575
Designated Space (2 spaces) per annum or part thereof	£515 per space
Additional space charged	£463.50
Additional Fob up to a maximum of 5 PER SPACE	£41.50
Fee for lost/damaged Parking Fob	£41.50
Hangar Tenants & Annual Block Landing Holders Access to Staff Carpark	
Non numbered Space use only (1 fob per space or it can be added to existing Airside Access Pass)	50% of designated space charge
Staff Annual Car Parking	
Ordinary	£198.22 per annum

MISCELLANEOUS CHARGES

Other Charges	
Telephone Extension (internal only)	£121 per quarter
Use of Compass Swing Base	£58.50 per use
Engine Ground Runs	
Low powered	£58.50 per run
High Powered (only permitted during daylight hours unless authorised)	£87.50 per run
Crane Permits	
Application Processing outside of 72 Hours	£27.50 per permit
Application Processing between 72 > 24 Hours	£55 per permit
Screening	
Non-Qualifying Flight Screening for Passengers & Baggage (up to 20 passengers)	£590 per flight
Additional Passengers & Baggage	£5.85 per passenger

Passes	
Full 5 Year (including renewal)	£85 per pass
Lost Pass Charge	£85 per pass
Employment Temporary Pass (maximum 60 days)	£32 per pass
Unparking a parked Airport Pass	£9 per pass
Change in Pass Type Admin Fee	£27 per pass
Visitor Temporary Pass	£18 per pass
Administration Charge for non-return of ID Pass (30 Days+)	£165 per pass
Airport Gateway Sponsor Application (Company)	£85 per company
Airport Gateway Signatory Application (User)	£40 per user
Airside Access Pass (Orange) 1 year	£27 per pass
Standalone Accreditation Charge	£27 per application
Vehicle Passes	
Airside Vehicle Permit	£82 per vehicle
Temporary Vehicle Permit	£35 per vehicle
Training	
Airside Driving Course (Zone A & Zone M ONLY) including permit	£94 per delegate
Apron Safety Course	£82 per delegate
Training Cancellation Charges	
No show (no notice)	Course fee
Less than 24 Hours' Notice	50% of fee
Less than 48 Hours but more than 24 Hours notice	25% of fee

MISCELLANEOUS CHARGES CONTINUED

Fuel & Waste Spillage Clean Up	
Minor Spills	£152 plus materials, labour & machinery costs
Major Spills (Greater than 3 Litres)	At Cost (to include all Labour and Materials & machinery costs)
Access Charges	
Locked Office Replacement Key	£60 per key
Locked Office Replacement Lock	£400 per lock
Adhoc Charge	
Adhoc Administration Charge	£26.50 per hour or part thereof (minimum charge 1 hour)

TERMS & CONDITIONS OF USE

1. The Isle of Man Airport is operated by the Department of Infrastructure hereinafter referred to as “the Department”.
2. The use of the Isle of Man Airport is subject to:
 - A. Local flying restrictions and procedures as published from time to time in U.K. Air Pilot and NOTAMS;
 - B. Any orders, instructions or directions given by or on behalf of the Department whether in writing or otherwise;
 - C. The Airport Byelaws;
 - D. Any orders, instructions or directions given by or on behalf of any other Government Department.
3. The person for the time being having the management of a particular aircraft is hereinafter referred to as the ‘Operator’.
4. The Operator shall pay the appropriate charges for the landing, parking, or housing of aircraft. The Operator shall also pay for any supplies, services or facilities provided to him or the aircraft by or on behalf of the Department. The charges shall, unless otherwise agreed before charges are incurred, be those charges determined by the Department.
5. The charges referred to in paragraph 4 shall accrue from day to day and shall be payable to the Department before the aircraft departs from the Airport unless some other arrangement has been agreed in writing or otherwise by the Department. Operators who have not previously entered into credit arrangements with the Department and who wish to be offered credit facilities must make an application in writing to the Department in advance of operations.
6. So long as the aircraft, its parts and accessories shall be upon the Airport or upon any land under the control of the Department, the Department shall have a continued lien, both particular and general upon the aircraft, its parts and accessories for all charges of whatsoever nature and when so ever incurred, which shall be or become due and payable to the Department in respect of that aircraft, or in respect of any other aircraft of which the Operator of that aircraft is the Operator at that time when the lien is exercised. The said lien shall not be lost by reason of the aircraft departing from land in the control of the Department but shall continue to be exercisable at any time when the aircraft has returned to and is upon any such land so long as any of the said charges, whether incurred before or after such departure, remain unpaid.
7. If payment of such charges is not made to the Department within twenty eight days after a recorded delivery letter demanding payment thereof has been sent by post addressed to the Registered Owners of the aircraft at any place at which he carries on business, the Department shall be at liberty and in such manner as it shall think fit, to see, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories in order to satisfy any such lien. The powers contained in paragraph 6 and 7 are exercisable by the Department without prejudice to any other power granted by statute or otherwise.
8. When an aircraft is detained under Section 88 of the Civil Aviation Act 1982, as it has effect in the Isle of Man, the Department may, subject to the provisions of that Section and any charges remaining unpaid after fifty six days from the date when detention began, sell the aircraft in order to discharge such outstanding amounts.
9. Neither the Department nor any servant or agent of the Department shall be liable for loss, of, or damage to the aircraft, its parts or accessories or any property contained in the aircraft howsoever such loss or damage may arise, occurring while the aircraft is on the Airport under the control of the Department or, is in the course of landing or taking-off at the Airport or of being removed or dealt with elsewhere for the purposes of paragraph 7 and 8 or these conditions, arising or resulting directly or indirectly from any

act omission, neglect or default on the part of the Department, its servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.

10. The Operator will indemnify the Department, its servants or agents against any claim which may be made against the Department its servant or agents for loss or damage to property either real or personal incurred by any person using or being in an aircraft, however, such loss, or damage may be caused including (without prejudice to the generality of the foregoing) any claim arising from the act, omission, neglect or default of the Department, its servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result. Section 5 of the misrepresentation and Unfair Contract Terms Act 1980 (which contains provisions equivalent to Section 2 of the Unfair Contract Terms Act 1977 of Parliaments) affects terms or notices which unreasonably exclude or restrict liability for negligence. The Department draws the attention of potential users of the Airport to the paragraphs above which excludes the Department's liability in certain circumstances. The Department considers this paragraph to be reasonable.
11. The Operator will indemnify the Department, its servants or agents against any claims which may be made against the Department its servants or agents for injury (including fatal injury) incurred by any person using or being in an aircraft however such injury may be caused excluding (without prejudice to the generality of the foregoing) any claim arising from the negligence of the Department, its servants or agents.
12. The Operator or his appointed handling agent shall furnish to the Department in such a manner as the Department may from time to time determine, information relating to the movements of aircraft or aircraft handled by the Agent at the Airport within twenty four hours of each of these movements, including details about the number of terminal and transit passengers and the volume of cargo and mail embarked and disembarked at the Airport. The Operator or his appointed handling agent shall also furnish or request in such form as the Department may from time to time determine, details of the maximum total weight authorised (MTWA) or maximum take-off weight (MTOW) in respect of each aircraft owned or operated by him.
13. No reduction or exemption from charges will be allowed by reason of the availability of any airport services, assistance or other facilities or when aircraft are diverted or obliged to land exceptionally; for any reason.
14. The Department may at its own discretion waive any charges if it so wishes. However it does not give any guarantee that it would be prepared to waive any charges for any particular circumstances.
15. The Department may charge interest on any charges payable pursuant to the terms hereof which have not been paid within the period stipulated for payment. Interest will be calculated on a daily basis from the date of the charge being incurred at the base rate of the Isle of Man Bank Limited for the time being previously plus 4%.
16. The Department requires a minimum of £50 Million of insurance cover for all aircraft using the Airport. In the event of the Airport Operators Association (AOA) of which this aerodrome is a member increasing the recommended minimum level of insurance above the said figure, the figure for this Aerodrome will increase likewise with immediate effect.
17. The Aerodrome is certificated for public use by the Minister for the Department for Enterprise, subject to conditions contained within that license and pursuant to Article 130 of the Air Navigation (Isle of Man) Order 2015. Facilities are provided, inter alia, in accordance with the United Kingdom Civil Aviation Authority publication CAP 168 (Licensing of Aerodromes). Rescue and Fire Fighting Services (RFFS) are provided to Category 6, as set out in the above document, or otherwise by arrangement.
18. Any other Airport owned or operated

- by the Department, whether certified by the Department or otherwise designated under “the Order”, shall be subject to these Conditions of Use.
19. The Department accepts no responsibility in the event of the unavailability of any service or facility or in the event of the Airport being closed for whatever reason.
 20. The supply of non-aviation related items or services shall be subject to the appropriate paragraphs of these conditions. Any debt incurred by an Operator for the supply of non-aviation related item or services will be a charge against the assets of the Operator until such time as payment has been received. The supply of non-aviation related items to anyone other than an Operator shall be treated as a normal civil debt.
 21. The Department reserves the right upon giving written notice to amend, vary or rescind of the above conditions of use.
 22. Disabled Aircraft Recovery - A “Disabled Aircraft” is defined as an aircraft located within the boundary of the licensed aerodrome that is unable to move under its own power. Isle of Man (IOM) Airport may require the removal of any disabled aircraft from any part of the licensed aerodrome where that aircraft is, in any way impeding the safe and efficient operation of the Airport. Movement of any aircraft involved in a Reportable Accident is to be subject to the concurrence of UK Air Accident Investigation Branch (AAIB) (civil aircraft Phone Number 01252 510300) or Inspector of Flight Safety (RAF aircraft). However IOM Airport may on safety grounds remove an aircraft without concurrence. Unless authority has been delegated, the aircraft operator/handling agent shall be responsible for taking steps to remove any aircraft upon receiving notice from IOM Airport. Determination on the need to remove a disabled aircraft and initiation of action to remove it is the responsibility of the Deputy Airport Director, or in his absence the Airfield Operations Director/Airport Director.
 23. The Deputy Airport Director, Airport Director or Airfield Operations Director must determine the effect on runway operations caused by the continued presence of the disabled aircraft.
 24. When IOM Airport is empowered to undertake removal, both on-airport and other resources are to be used to effect the safe and timely removal. In the case of off-airport resources, dependent on the prevailing circumstances specialised companies or contractors may be utilised.
 25. If heavy lifting gear and/or specialised equipment is required, it should be noted that the responsibility for payment of specialist equipment/advice remains with the aircraft operator / handling agent. If it is necessary to remove a disabled aircraft without concurrence the Deputy Airport Director or Airport Director / Airfield Operations Director shall ensure that a report is completed specifying reasons requiring removal including:
 - a summary of action taken
 - diagram of the location of wreckage
 - exact location of accident site
 - photographs of aircraft/wreckage prior to removal
 - safety implications necessitating removal
 26. If such early removal is required all reasonable measures shall be taken to preserve as far as possible marks made on the ground by the aircraft. Additionally, the position of the aircraft shall be marked on the manoeuvring area surface. The Airport will not be liable for any additional damage caused by the removal process.
 27. Airport Charges – Airlines may make an application to the Airport Director or their Deputy to apply for discounted rates to published charges, under a number of different rebated schemes which may be in force from time to time. The determination of acceptance of discounted charges remains entirely with the Airport Director. If an application is

turned down, then full published airport charges will be charged. The Airport also reserves the right to withdraw any negotiated discounts with 30 days written notice.

Credit Terms

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

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



Issued by:

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Department of Infrastructure
Isle of Man Government