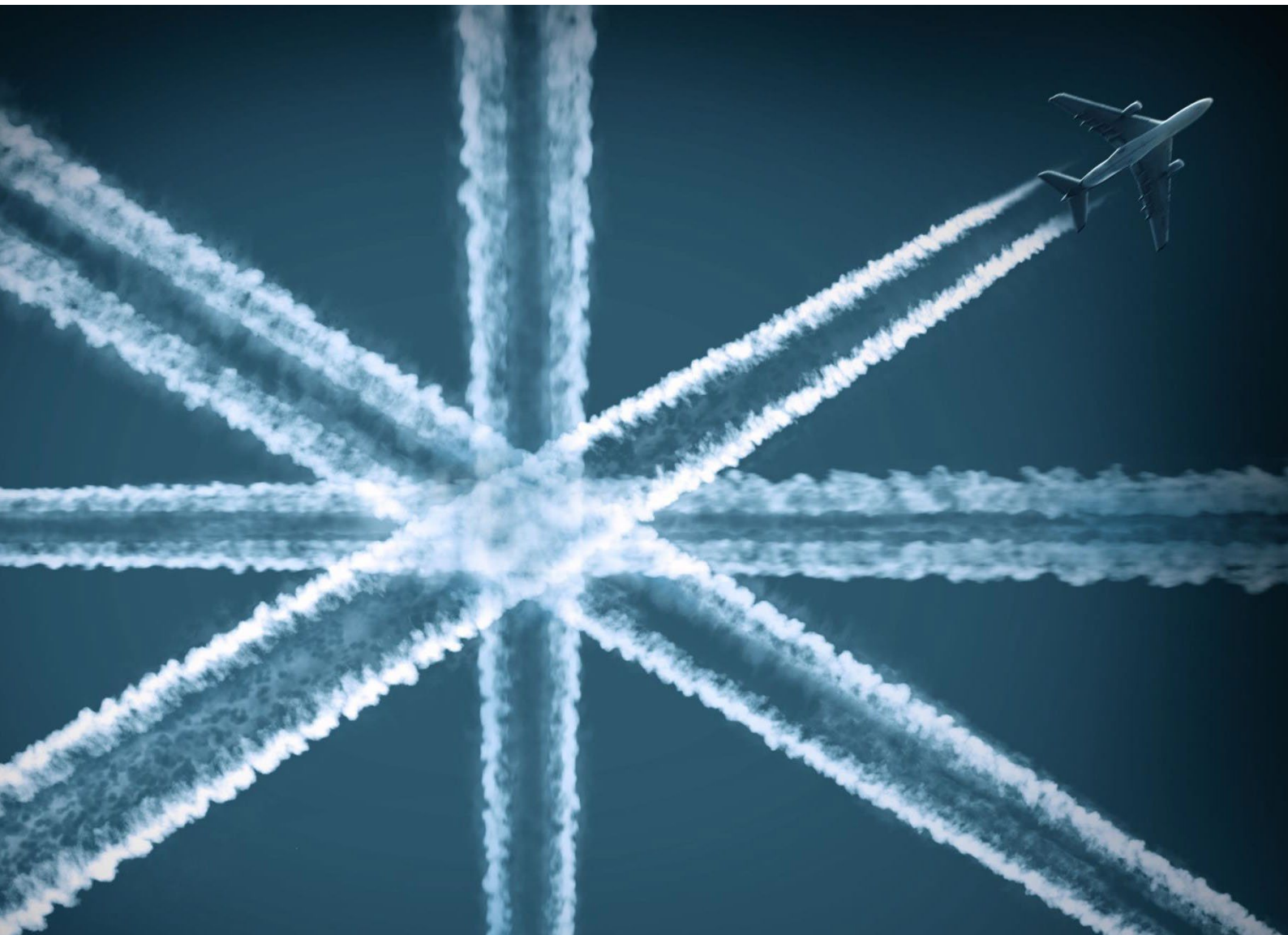


# Stansted Airport Limited

**Conditions of Use Including Airport Charges**

**From 1 April 2026 to 31 March 2027**



# Stansted Airport Limited - Conditions of Use

This document sets out Stansted Airport's Conditions of Use and aeronautical charges that will apply from 1 April 2026 to 31 March 2027 unless the users are notified otherwise by Stansted Airport. This version of the Conditions of Use replaces all previous versions.

For any queries regarding invoicing please contact the MAG Finance Transactions Team (see 2.4.17), any other enquiries should be addressed in the first instance to the Stansted Airport Finance Director's office.

## Table of Contents

<b>1. INTERPRETATION.....</b>	<b>3</b>
1.1. DEFINITION OF TERMS	
<b>2. CONDITIONS.....</b>	<b>6</b>
2.1. GENERAL	
2.2. LIABILITY	
2.3. OPERATIONAL	
2.4. PAYMENT	
2.5. SANCTIONS	
2.6. ANTI-BRIBERY & CORRUPTION	
2.7. MODERN SLAVERY	
2.8. DATA PROTECTION	
2.9. CONFIDENTIALITY	
2.10. MISCELLANEOUS	
2.11. DATA	
2.12. A-CDM	
<b>3. AIRPORT CHARGES.....</b>	<b>18</b>
3.1. CHARGE ON LANDING & DEPARTURE	
3.2. NAVIGATION CHARGE	
3.3. CHARGE ON DEPARTING PASSENGERS	
3.4. AIRCRAFT PARKING CHARGES	
3.5. MINIMUM CHARGE ON DEPARTURE	
3.6. PERSONS OF REDUCED MOBILITY (PRM) CHARGE	
<b>4. REBATES.....</b>	<b>21</b>
4.1. TRAINING FLIGHTS	
4.2. POSITIONING FLIGHTS	
4.3. OTHER REBATES	
<b>5. STANSTED – SCHEDULE OF CHARGES.....</b>	<b>22</b>
5.1. CHARGE ON LANDING & DEPARTURE	
5.2. CHARGES ON PASSENGERS (COLLECTED BY AIRLINES / AGENTS)	
5.3. AIRCRAFT PARKING CHARGES	
5.4. MINIMUM CHARGE ON DEPARTURE	
5.5. DIVERTED FLIGHTS	
5.6. PERSONS OF REDUCED MOBILITY (PRM) CHARGE	
5.7. NIGHT NOISE SURCHARGE	
5.8. NOISE INFRINGEMENTS	
5.9. DEPARTURE TRACK KEEPING	
5.10. ZERO EMISSION FLIGHTS	
5.11. NEW AIRLINES	
5.12. ANCILLARY CHARGES	

# 1. INTERPRETATION

## 1.1. Definition of Terms

- 1.1.1. **'Aerodrome Manual'** means the Airport's manual, required under the Civil Aviation Act 1982 and the Air Navigation Order 2016 (as amended) and the Airport Company's Aerodrome Licence, about operating aircraft and facilities at the Airport, as amended from time to time.
- 1.1.2. **'Affiliates'** means in relation to any company, a company which is a subsidiary or holding company (including the ultimate holding company) of such company and any company which is a subsidiary of a holding company of which such company is also a subsidiary (the terms subsidiary and holding company having the meanings set out in Section 1159 of the Companies Act 2006).
- 1.1.3. **'Airport Company'** means Stansted Airport Limited (registered number 01990920).
- 1.1.4. **'Airport User'** means any Operator or other person using the facilities at the Airport other than as a Passenger;
- 1.1.5. **'Aircraft'** includes fixed wing aircraft and helicopters plus any parts and accessories, equipment and stores.
- 1.1.6. **'Charges'** means the charges referred to in Sections 2 to 5 of these Conditions of Use as amended or notified from time to time.
- 1.1.7. **'Conditions of Use'** means these Stansted Airport Limited Conditions of Use including Airport Charges, Sections 1 – 5 (inclusive).
- 1.1.8. **'Confidential Information'** means the existence and substance of all information or data provided to either party by or on behalf of the other party or by a third party with the authority of that other party in connection with these Conditions of Use or any agreement covered by them, in any form or medium (whether in writing, orally, electronically or by any other means), whether before or after the commencement date of any agreement covered by these Conditions of Use and whether relating to the past, present or future, (including without limitation information of a commercial, marketing, financial, technical, operational or other nature intentions, ideas, plans, proposals, results, investigations, research, surveys, operations, processes, reports, statistics, know-how, trade secrets, software including source code, intellectual property rights and the terms of these Conditions of Use, any agreement covered by them and any documents referred to in them).
- 1.1.9. **'Data Protection Laws'** means the UK GDPR together with any legislation amending, supplementing or replacing the UK GDPR including but not limited to the Data Protection Act 2018 and Data (Use and Access) Act 2025 or otherwise in force from time to time in the United Kingdom relating to the privacy and/or processing of personal data.
- 1.1.10. **'Designated Person'** means a person that is listed on, or owned or controlled by a person listed on, a Sanctions List.
- 1.1.11. **'Embarking Passengers'** means all Passengers on board a departing Aircraft.
- 1.1.12. **'Facilities and Services'** means the Aircraft movement, passenger processing and other general facilities and services provided by the Airport Company to Operators except to the extent that those facilities and services are provided to the Operator under a separate contract, lease, licence or other authority from the Airport Company.
- 1.1.13. **'Flight'** has the same meaning as in the Air Navigation (No.2) Order, 2000, as amended.
- 1.1.14. **'General or Business Aviation'** means any air traffic not falling into any of the following categories:
- any traffic engaged on the King's flight or on flights operated primarily for the purpose of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad;

- non-scheduled air transport operations for hire or reward in the case of passenger air transport operations where the seating capacity of the Aircraft used exceeds 10; or
  - scheduled air services.
- 1.1.15. **'Group Airport'** means any airport owned or operated by M.A.G, which includes but is not limited to Manchester, London Stansted and East Midlands.
- 1.1.16. **'Legislation'** means all Acts of Parliament, Statutory Instruments, any regulations or directions made pursuant to such Acts of Parliament or Statutory Instrument, all applicable EU laws and regulations, all regulations and requirements of any competent authority, all other applicable laws and regulations in each case as the same are amended, re-enacted or otherwise in force from time to time.
- 1.1.17. **'M.A.G'** means Manchester Airports Holdings Limited and its Affiliates
- 1.1.18. **'Maximum Total Weight Authorised'** in relation to an Aircraft means the maximum total weight of the Aircraft and its contents at which the Aircraft may take-off anywhere in the world in the most favourable circumstances in accordance with the Certificate of Airworthiness in force in respect of the Aircraft.
- 1.1.19. **'Operator'** means, in relation to an Aircraft, the person for the time being having the management of that Aircraft.
- 1.1.20. **'Passenger'** means any persons carried on an Aircraft with the exception of the flight crew and cabin staff operating the Aircraft flight.
- 1.1.21. **'Regular Public Transport Operations'** or **'RPT'** means air service operations where, for a fee, the Aircraft is operated according to fixed schedules over specific routes and is available to the general public on a regular basis.
- 1.1.22. **'Regulation'** means EC Regulation 261/2004 and any replacement thereof.
- 1.1.23. **'Restricted Country'** means those countries subject to comprehensive sanctions imposed by the United Nations, The United Kingdom, The European Union and / or The United States of America, being as at the date of publication of these Conditions of Use, Belarus, Crimea, Cuba, Iran, North Korea, Russia, Syria and the non-government-controlled regions of Ukraine.
- 1.1.24. **'Sanctions Laws'** means all laws and regulations relating to economic or financial sanctions, trade sanctions, trade embargoes and export controls imposed, administered or enforced by the United Nations, the United Kingdom, the European Union (and any member state thereof) and the United State of America, and any other jurisdictions applicable.
- 1.1.25. **'Sanctions List'** means any sanctions list administered by the Office of Foreign Assets Controls of the US Department of Treasury, including the "Specially Designated Nationals and Blocked Persons" list; the United Kingdom's Consolidated List of Financial Sanctions Targets or the "UK Sanctions List"; the European Union's Consolidated Financial Sanctions List; the United Nations Security Council Consolidated List or any similar list issued or maintained or made public by any body responsible for implementing or overseeing financial sanctions in any other jurisdictions applicable.
- 1.1.26. **'Schedule of Charges'** means the Schedule hereto.
- 1.1.27. **'Terminal Arriving Passenger'** means any passenger aboard an Aircraft at the Time of Landing other than a Transit Passenger.
- 1.1.28. **'Terminal Departing Passenger'** means any passenger aboard an Aircraft at the Time of Take-off other than a Transit Passenger.

- 1.1.29. **'Time of Landing'** means the time recorded by National Air Traffic Services as the time of touch down of an Aircraft.
- 1.1.30. **'Time of Take-off'** means the time recorded by National Air Traffic Services as the time when the Aircraft is airborne.
- 1.1.31. **'Transit Passenger'** means a passenger who arrives at the airport in an Aircraft and departs from the Airport in the same Aircraft, where such an Aircraft is operating a through flight transiting the airport and includes a passenger in transit through the Airport who has to depart in a substituted Aircraft because the Aircraft on which the passenger arrived has been declared unserviceable.
- 1.1.32. **'UK GDPR'** has the meaning given to that term in section 3(10) (as supplemented by section 205(4)) of the Data Protection Act 2018.
- 1.1.33. All references in this document to 'passenger charges' refer to the charges on passengers collected by the airlines/agents in the Schedules of Charges.
- 1.1.34. Reference to a 'Certificate of Airworthiness' shall include any validation thereof and any flight manual or performance schedule relating to the Aircraft.
- 1.1.35. References to 'Managing Director of the Airport Company' shall include a nominated deputy.
- 1.1.36. References to a 'person' includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).

## 2. Conditions

### 2.1. General

- 2.1.1. Stansted Airport (the “**Airport**”) is managed by Stansted Airport Limited (registered number 01990920) (the “**Airport Company**”)
- 2.1.2. The publication of these Conditions of Use constitutes an offer by the Airport Company to permit the use of its facilities on the terms set out herein. The use of any facilities at the Airport, whether airside or landside other than as a Passenger constitutes acceptance of these Conditions of Use. It is intended that these Conditions of Use constitute a contract as between the Airport Company and each and every Airport User in relation to obligations relevant to them.
- 2.1.3. Nothing in these Conditions of Use shall be taken to confer a right for the Operator to use the Airport without the Airport Company’s consent and the Airport Company reserves the right to withdraw such consent where the Operator has breached or threatened to breach these Conditions of Use.
- 2.1.4. The Airport Company reserves the right at any time to amend, vary or discharge the Conditions of Use upon giving notice.
- 2.1.5. The Unfair Contract Terms Act 1977 affects terms or notices which unreasonably exclude or restrict liability for negligence or certain unreasonable contract terms. The Airport Company draws the attention of potential users of the Airport to the Conditions in this document that exclude liability in certain circumstances, particularly (but not limited to) Condition 2.2. The Airport Company considers these Conditions to be reasonable.
- 2.1.6. If any provision of these Conditions of Use is or becomes for whatever reason invalid illegal or unenforceable it shall be divisible from the remainder of these Conditions of Use and shall be deemed to be deleted from them and the validity of the remaining provisions of these Conditions of Use shall not be affected in any way.
- 2.1.7. The Operator will only operate in compliance with the local flying restrictions and remarks published from time to time in the AD section of the United Kingdom Aeronautical Information Publication (AIP) and compliance with instructions, orders or directions published from time to time by the Airport Company which may supplement vary or discharge any of the Conditions of Use set out herein.

### 2.2. Liability

- 2.2.1. 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.
- 2.2.2. Subject to condition 2.2.3, to the extent permitted by law neither the Airport Company nor its employees, servants, agents or Affiliates shall have any liability to any Operator or be obliged to indemnify any Operator in respect of:
- I. Indirect loss;
  - II. Consequential loss;
  - III. Loss of profits;
  - IV. Loss of revenue;
  - V. Loss of goodwill;
  - VI. Loss of opportunity;
  - VII. Loss of business;
  - VIII. Increased costs or expenses;
  - IX. Wasted expenditure; or
  - X. 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 Company or its employees, servants, agents or Affiliates even if such loss was reasonably foreseeable or the Airport Company had been advised of the possibility of the Operator incurring the loss.

- 2.2.3. Nothing in this Condition 2.2 shall be construed as excluding or limiting liability for (i) death or personal injury arising from the negligence of the Airport Company, its employees, servants, agents or Affiliates; (ii) fraud; or (iii) Aircraft damage resulting from any act or omission of the Airport Operator, its employees, servants, agents or Affiliates done either with intent to cause damage or recklessly and with knowledge that damage would probably result.
- 2.2.4. Subject to Condition 2.2.3, the Airport Company and the Airport 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 Airport Company and any Operator or Handling Agent.
- 2.2.5. Subject to Condition 2.2.3, the Airport Company and the Airport 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.
- 2.2.6. The Operator agrees to hold current and adequate insurance at all times when the Operator uses the Airport Company's Facilities and Services at the Airport to cover any and all liability excluded or limited under this Condition 2.2. Nothing in this Condition 2.2.6 shall preclude the Operator from fulfilling its insurance obligations through self-insurance.
- 2.2.7. Without prejudice to the generality of Condition 2.2.6, 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 Stansted 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.
- 2.2.8. Each part (including a sub condition or part thereof) of this Condition 2.2 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.

### **2.3. Operational**

- 2.3.1. The Airport Company does not guarantee available capacity at the Airport. The Airport Company reserves the right to manage capacity at the Airport as it deems necessary for safety and operational reasons. The Airport Company provides no warranty as to the continued use and operation of the Airport and may at any time or from time to time at its sole discretion close or restrict access to the public to the Airport or any part thereof without incurring any liability to the Operator.
- 2.3.2. No Operator shall operate to or from the Airport without first obtaining a slot from Airport Coordination Limited (ACL) unless that operation is a permitted exemption.
- 2.3.3. If in the opinion of the Airport Company an Operator regularly or intentionally fails to adhere to an allocated slot (either arrival or departure) for reasons which are not beyond its control, then having first given the Operator an opportunity to make representations, the Airport Company may adopt such measures as it deems appropriate to ensure that the Operator adheres to its allocated slots. Such measures may include the Airport Company prohibiting the Operator or particular services of the Operator from the Airport for a fixed period of time.

#### **Use of Chapter 2 Aircraft**

- 2.3.4. Operators should note that civil subsonic jet Aircraft with a take-off mass of 34,000kg or more (or with more than 19 passenger seats) operating to the UK are required to be certificated as Chapter 3 or Chapter 4 in

accordance with the Aeroplane Noise Regulations 1999. Aircraft not meeting this requirement are prohibited from operating to any UK airport unless granted an exemption by the UK Civil Aviation Authority (see [www.caa.co.uk/erg/avpolicy](http://www.caa.co.uk/erg/avpolicy)).

#### **Ground handling**

- 2.3.5. At the Airport all ground handlers are issued with a licence to operate. This licence contains mandatory performance standards to which the ground handlers must adhere. Further information on ground handling licences is available from the Airport Company.

#### **Policing**

- 2.3.6. Where a flight destination or carrier is identified as being at significant or high risk the Operator shall pay a charge as notified by the Airport Managing Director equating to the cost of any policing cost additional to the services normally provided at the Airport for carriers or destinations at lower levels of risk.

#### **Noise supplements**

- 2.3.7. At the Airport, Aircraft departures which infringe noise thresholds or Aircraft of Operators that flagrantly or persistently fail to operate in accordance with Noise Preferential Routes (NPR) prescribed for the Airport, as measured by the noise and track monitoring system operated by the Airport Company, may be subject to supplements promulgated in the Directors' Notices as published by the Airport Company.

#### **Notices**

- 2.3.8. Where the Operator is resident outside of England and Wales, it shall provide the Airport Company with the name and address of an agent resident in England or Wales authorised to accept service of documents, including legal process, on its behalf. A notification of an agent under this Condition shall be irrevocable unless replaced by another agent resident in England and Wales and notified to the Airport Operator. The Operator will immediately appoint a replacement agent in circumstances where an appointed agent is no longer able to act or is no longer resident in the jurisdiction.
- 2.3.9. The Airport Company shall communicate with the Operator with respect these Conditions of Use in writing and sent to the address in England and Wales provided under Condition 2.3.8, or to the registered office of an Operator who is resident in England and Wales, by pre-paid first class post or registered mail or email.

#### **Baggage**

- 2.3.10. The Operator agrees, subject to requirements under Legislation, not to unreasonably limit or prohibit Embarking Passengers from carrying duty free and/or other items purchased at the Airport on to the Operator's Aircraft.

#### **Moving Aircraft**

- 2.3.11. The Airport Company will, where applicable, follow the procedures for the recovery of disabled Aircraft set out in the Aerodrome Manual and other relevant operational instructions. In other cases, the Airport Company will provide the Operator with as much notice as is, in all circumstances, reasonably practicable:
- a) That the Aircraft will be moved / removed;
  - b) Of the proposed location to which the Aircraft is to be relocated;
  - c) Of the means by which the Aircraft will be moved / removed; and
  - d) Of any conditions which may apply to the recovery of the Aircraft by the Operator.
- 2.3.12. In the event that prior notice referred to in condition 2.3.12 is not practicable the Airport Company will notify the Operator, as soon as possible:
- a) That the Aircraft has been moved / removed;
  - b) Of the location to which the Aircraft has been moved; and
  - c) Of any conditions which may apply to the recovery of the Aircraft.
- 2.3.13. 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 Airport Company reserves the right to remove, rescue or salvage the Aircraft at its discretion and the Operator hereby indemnifies the Airport

Company or its agents against all loss, damage, claims, costs, demands, acts or omissions whatsoever arising while the Airport Company or its agents remove, rescue or salvage the Aircraft and undertakes to pay the Airport Company any resultant costs, damages and losses (consequential or otherwise) relating thereto.

- 2.3.14. Each Airline, Operator and Handling Agent shall indemnify the Airport Company, its servants or agents against any Loss or damage to the property of the Airport Company and against any Claims for death or personal injury which may be made against the Airport Company or any servants or agents of the Airport 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.

## **2.4. Payment**

- 2.4.1. The Operator shall pay the appropriate Charges for landing, taking-off and parking of an Aircraft, as set out in the Schedule of Charges. The Operator shall also pay for any supplies, services or facilities provided to him or to the Aircraft at the Airport by or on behalf of the Airport Company at the charges determined by the Airport Company.
- 2.4.2. All Charges referred to in this Condition shall accrue on a daily basis and shall become due on the day they were incurred and shall be payable to the Airport Company on demand and in any event before the Aircraft departs from the Airport unless otherwise agreed by the Airport Company (which agreement may be withdrawn at any time at the discretion of the Airport Company) or unless otherwise provided in the terms for payment included in the invoice for such Charges.
- 2.4.3. Payments shall be made without deductions (including taxes or charges). If the applicable Legislation requires any tax or charge to be deducted before payment the amount shall be increased so that the payment made will equal the amount due to the Airport Company as if no such tax or charge had been imposed.
- 2.4.4. All sums payable to the Airport Company are exclusive of VAT which shall, where applicable, be paid in addition at the rate in force at the relevant tax point.
- 2.4.5. All sums due which are not paid on the due date shall bear interest at the annual rate of 3% over the current Bank of England Base Rate (subject to a minimum annual interest rate of 8%), calculated on a daily basis from the date when such sums were due until the date of payment (both dates inclusive).
- 2.4.6. Where an Aircraft Operator has not used the Airport in the previous 12 months (as calculated from the date that the Operator proposes to commence operations), the Managing Director of the Airport Company may at his discretion, require a deposit to be lodged with the Airport Company before flights by that Operator commence. Any such deposit shall be paid to the Airport Company and shall be in such a sum as the Managing Director shall consider to be equivalent to the anticipated Charges that the Aircraft Operator shall incur (based on the anticipated number and type of flight planned) for 3 months of operations by that Operator, or other such amount agreed between the Aircraft Operator and Airport Company. If the Operator ceases to operate any flights from the Airport the Airport Managing Director shall refund the deposit, subject to the right of the Airport Company (which is hereby reserved) to set off against any such deposit any appropriate Charges that have not been settled in accordance with the above provisions.
- 2.4.7. If the Airport Company is not reasonably satisfied that an Operator has capacity to meet its on-going financial obligations under these Conditions of Use or does not adhere to the payment terms, then the Airport Company may require a cash deposit or an unconditional bank guarantee in an acceptable form. This deposit or bank guarantee shall be for an amount equal to the Airport Company's reasonable estimate of the Charges the Operator is likely to incur over a 3 month period, or other such amount agreed between the Aircraft Operator and Airport Company.
- 2.4.8. If an Operator fails to adhere to the payment terms on more than one occasion or an Operator's deposit and/or guarantee is exhausted then the Airport Company may require the Operator to pay the Charges weekly in advance.

- 2.4.9. In the event that an Operator operates at more than one Group Airport and defaults in paying charges at one or more Group Airport, MAG Airport Limited (registered number 11748654) reserves the right to recover all charges incurred by the Operator on behalf of the Airport Company, the Airport and any M.A.G Affiliates.
- 2.4.10. In the event of an Operator, or in respect of an Operator; a. the taking of any step-in connection with any voluntary arrangement or any other compromise or arrangement for the benefit of any creditors; or b. making of an application for an administration or liquidation order or the making of an administration or liquidation order; or c. the giving of any notice of intention to appoint an administrator or liquidator, or the filing at court of the prescribed documents in connection with the appointment of an administrator or liquidator, or the appointment of an administrator or liquidator; or d. the appointment of a receiver or manager or an administrative receiver in relation to any property or income; or e. the commencement of a voluntary winding-up, except a winding-up for the purpose of amalgamation or reconstruction of a solvent company in respect of which a statutory declaration of solvency has been filed with the Registrar of Companies; or f. the making of a petition for a winding-up order or a winding-up order; or g. the striking-off from the Register of Companies or the making of an application for the Operator to be struck-off; or h. the Operator otherwise ceasing to exist; or such any event or procedure analogous to the same happening in respect of the Operator in the jurisdiction governing the Operator's corporate affairs; then there shall be deemed to be a default in the payment of any Charges which are extant as at the date of such event or procedure shall be deemed to be in default for the purposes of these Conditions of Use and Section 88 of the Civil Aviation Act 1982.
- 2.4.11. If the Airport Company believes that any of the events in Condition 2.4.10 may occur and gives notice to the Operator, then all Charges which have been incurred as at the date of such notice shall become payable immediately and non-payment shall be deemed to be a default of payment at the date of such notice for the purposes of Section 88 of the Civil Aviation Act 1982 and these Conditions of Use.
- 2.4.12. Under Section 88 of the Civil Aviation Act 1982 the Airport Company is entitled to detain and sell Aircraft in respect of unpaid Charges. Section 88(1) provides as follows:
- "Where default is made in payment of airport charges incurred in respect of any aircraft at an aerodrome to which this section applies the aerodrome authority may (subject to the provisions of this section):*
- (a) detain pending payment either:*
    - (i) the aircraft in respect of which the charges were incurred (whether or not they were incurred by the person who is the operator of the aircraft at the time when the detention begins); or*
    - (ii) any other aircraft of which the person in default is the operator at the time when the detention begins; and*
  - (b) if the charges are not paid within 56 days of the date when the detention begins, sell the aircraft in order to satisfy the charges".*
- 2.4.13. Without prejudice to its statutory rights pursuant to Section 88 of the Civil Aviation Act 1982 or to any other right or remedy of the Airport Company, so long as the Aircraft, its parts and accessories, shall be upon the Airport or upon any land within the Airport allotted by or rented from the Airport Company, the Operator or Handling Agent (as applicable) agrees that the Airport Company shall have a continual lien both particular and general upon the Aircraft, its parts and accessories, for all Charges of whatsoever nature and whensoever incurred, which shall be or become due and payable to the Airport Company in respect of that Aircraft or in respect of any aircraft of which the operator of that aircraft is the Operator at the time when the lien is exercised. Without prejudice to the rights of the Airport Company to detain the Aircraft (whether pursuant to these Conditions of Use, the said Section 88 or otherwise) the said lien shall not be lost by reason of the Aircraft departing from land under the Airport Company's control 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.

- 2.4.14. The Operator agrees to indemnify the Airport Company for any costs incurred by the Airport Company in the event that any third party takes or attempts to take legal or enforcement action at the Airport in an attempt to seize any assets or alleged assets of the Operator or to recover any other debt from the Operator or any of its Affiliates.
- 2.4.15. The Operator shall not, without the express written consent of the Airport Company, be entitled in respect of any claim it may have against the Airport Company or otherwise to make any set off against or deduction from the Charges provided for in these Conditions of Use. The Operator must pay such Charges in full pending resolution of any such claim.
- 2.4.16. If the Operator fails to comply with the Regulation and due to that default the Airport Company (after making reasonable attempts to contact the Operator) provides assistance to the Operator's Passengers directly, all costs (internal and external) reasonably incurred by the Airport Company shall be fully rechargeable to the Operator and shall be payable by the Operator on demand.
- 2.4.17. Any queries relating to invoices should be raised with the Finance Transactions Team within 10 days of the invoice date. Contact numbers are shown on the Airport Company's invoices and statements.

## **2.5. Sanctions**

- 2.5.1. The Operator warrants and represents that:

- 2.5.1.1 it, nor any of its group companies, officers, employees, agents or any other person performing services for or on its behalf, is not a Designated Person, nor are they connected with or acting for or on behalf of a Designated Person, whether directly or indirectly;

- 2.5.1.2 it has complied, and will at all times comply with, Sanctions Laws;

- 2.5.1.3 it has not, and will not, carry out any activities, transactions, business or financial dealings that involve a Restricted Country;

- 2.5.1.4 it will implement appropriate controls to ensure that it does not expose the Airport Company or the Airport to any risk of contravening, or to the risk of any penalty, prohibition or restriction under, any Sanctions Laws, or exposure to any other risk under Sanctions Laws, and it will ensure that any person associated with it will comply with Sanctions Laws.

- 2.5.2. The Operator shall notify the Airport Company immediately upon becoming aware, or upon becoming reasonably suspicious of, any fact or circumstance that indicates that the Operator, or any person associated with it:

- 2.5.2.1 becomes a Designated Person and / or;

- 2.5.2.2 is or could be involved in any contravention of Sanctions Laws.

- 2.5.3. The Operator on request by the Airport Company, shall certify in writing compliance with this Condition 2.5 by the Operator and all persons associated with it. The Operator shall provide such supporting evidence of compliance as the Airport Company may reasonably request.

## **2.6. Anti-Bribery, Corruption & Fraud**

- 2.6.1. The Operator shall comply with the Bribery Act 2010 and all other applicable UK legislation, regulations and codes in relation to bribery and corruption, including ensuring that it has in place adequate procedures (construed in accordance with the Bribery Act 2010) to ensure compliance and use all reasonable endeavours to ensure that it complies with its internal and the Airport Company policies relating to prevention of bribery and corruption as updated from time to time. Neither party shall make or receive any bribe or facilitation payment to a public official (as defined in the Bribery Act 2010) or other improper payment, or allow any such to be made or received on its behalf, either in the United Kingdom or elsewhere, and will implement and maintain adequate

procedures to ensure that such bribes or payments are not made or received directly or indirectly on its behalf. The Operator shall immediately notify the Airport Company as soon as it becomes aware of or has reasonable grounds to suspect a case of bribery or corruption.

2.6.2. The Operator shall:

2.6.2.1 not engage in any activity, practice or conduct which would constitute fraud, including a fraud offence under section 199(6) of the Economic Crime and Corporate Transparency Act 2023;

2.6.2.2 promptly notify the Airport Company (in writing) if it becomes aware of any suspected or actual breach of Condition 2.6.2.1 or has reason to believe that it has received a request or demand to commit a fraud offence within the meaning of section 199(6) of the Economic Crime and Corporate Transparency Act 2023, in connection with its operations at the Airport; and

2.6.2.3 if requested, co-operate with and provide reasonable assistance to the Airport Company to enable the Airport Company to investigate, or respond to any requests from a relevant government department or agency to investigate, an alleged offence under 199 of the Economic Crime and Corporate Transparency Act 2023 in connection with the Operator's operations at the Airport.

## 2.7. Modern Slavery

2.7.1. The Operator undertakes warrants and represents on a continuing basis that:

2.7.1.1 neither the Operator nor any of its officers, employees, agents or subcontractors has: (a) committed an offence under the Modern Slavery Act 2015 (a "**MSA Offence**"); or (b) been notified that it is subject to an investigation relating to an alleged MSA Offence or prosecution under the Modern Slavery Act 2015; or (c) is aware if any circumstances within its supply chain that could give rise to an investigation relating to an alleged MSA Offence or prosecution under the Modern Slavery Act 2015;

2.7.1.2 it shall comply with the Modern Slavery Act 2015;

2.7.2. it shall notify the Airport Company immediately in writing if it becomes aware or has reason to believe that it, or any of its officers, employees, agents or sub-contractors have breached or potentially breached any of the Operator's obligations under this Clause 2.7. Such notice shall set out full details of the circumstances concerning the breach or potential breach of the Operator's obligations.

## 2.8. Data Protection

2.8.1. In respect of Data Protection Laws, each party agrees that: a. each party is an independent controller in its own right in processing personal data in connection with these Conditions of Use; b. it will comply with its obligations under Data Protection Laws in connection with processing personal data in relation to these Conditions of Use.

2.8.2. In particular (and without limitation), the Operator shall ensure that any transfer of personal data to the Airport Company complies with Data Protection Laws;

2.8.3. If a party ("**Receiving Party**") receives a request or enquiry from a data subject or supervisory authority which in fact relates to personal data or a copy of personal data of which the other party (the "**Other Party**") is the controller, the Receiving Party will promptly, to the extent permitted under applicable law, inform the Other Party of that enquiry, and the Other Party will respond to and address that request in line with the Other Party's obligations under applicable law;

2.8.4. In circumstances where the Airport Company processes personal data as processor on behalf of the Operator in order to deliver services in accordance with these Conditions of Use, both parties shall comply with the Airport Company's processor clauses in respect of such processing, a copy of which can be obtained from the Airport Company upon request. The Operator shall notify the Airport Company in writing if the Operator considers that the Airport Company is a processor in respect of any processing.

- 2.8.5. The terms “controller”, “processor”, “processing” (and cognate terms), “data subject”, “personal data” and “supervisory authority” shall bear the meanings given to those terms in the UK GDPR.

## **2.9. Confidentiality**

- 2.9.1 Each party shall keep and procure to be kept secret and confidential all Confidential Information belonging to the other and disclosed or obtained as a result of the relationship of the parties under these Conditions of Use or any agreement covered by them and shall not use nor disclose the same save for the purposes of the proper performance of these Conditions of Use of any agreement covered by them or with the other's prior written consent.
- 2.9.2 Where disclosure of Confidential Information is made to any employee, consultant, sub-contractor or agent, it shall be done subject to obligations equivalent to those set out in these Conditions of Use and, if applicable, any additional terms in any agreement covered by these Conditions of Use and each party agrees to ensure that if the other so requests prior to such disclosure such employee, consultant, sub-contractor or agent enters into an agreement containing obligations equivalent to those set out in this Clause 2.9. Each party shall use its best endeavours to procure that any such employee, consultant, sub-contractor or agent complies with such obligations. Each party shall be responsible to the other in respect of any disclosure or use of such Confidential Information by a person to whom disclosure is made by it.
- 2.9.3 The obligations of confidentiality in this Condition 2.9 shall not extend to any matter which the disclosing party can show: (a) is in, or has become part of, the public domain other than as a result of a breach of the obligations of confidentiality under these Conditions of Use or any agreement covered by them; (b) was in its written records prior to the commencement date of the relevant agreement covered by these Conditions of Use; (c) was independently disclosed to it by a third party entitled to disclose the same; or (d) is required to be disclosed under any applicable law, or by order of a court or governmental body or authority of competent jurisdiction.

## **2.10. Miscellaneous**

- 2.10.1 Airport Users shall comply with and shall ensure that their servants and agents comply with, all applicable Legislation, including in relation to their operations at the Airport and, in respect of Operators, their Aircraft's approach to and departure from the Airport.
- 2.10.2 Without prejudice to any other right or remedy of the Airport Company, if an Operator fails to pay the Charges when due or is otherwise in material breach of these Conditions of Use, the Airport Company may at its discretion, without notice to that Operator, suspend or terminate all, or any part, of the provision of Airport services to that Operator.
- 2.10.3 Except in relation to the rights provided in Condition 2.4.9, 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.
- 2.10.4 No failure or delay by the Airport Company to exercise any right or remedy under these Conditions of Use will be construed or operate as a waiver of that right or remedy nor will any single or partial exercise of any right or remedy preclude the further exercise of that right or as a waiver of a preceding or subsequent breach.
- 2.10.5 Whatever the nationality or domicile of an Operator, these Conditions of Use shall be deemed to have been accepted in England in accordance with the law of England and Wales and shall in all respects be construed and interpreted in accordance with the law of England and Wales.
- 2.10.6 The Airport Company and the Operator hereby submit to the exclusive jurisdiction of the Courts of England and Wales to determine any dispute or claim arising out of or in connection with these Conditions or their subject matter (including non-contractual disputes or claims).

## **2.11. Data**

Data requirements are as follows:

## Reference data

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

Advance provision of flight number to callsign conversion tables where they differ from the standard IATA to ICAO conversion format: If an Operator's planned ATC callsign differs from the flight number used for a slot (ticketed flight number), other than the normal IATA to ICAO conversion, that callsign conversion data is required in advance of operation to allow for matching in the airport operational systems. For ad-hoc operations, this data can be provided via the nominated handling agent at least 24 hours prior to operation, but for Scheduled services this data is required at least a week before the date of first scheduled operation. Data should be provided via the nominated handling agent and copied into airside operations at the following address: [airfield\\_ops@stanstedairport.com](mailto:airfield_ops@stanstedairport.com).

Failure to supply this information in advance may result in delays due to passengers, airport staff and airport systems not receiving accurate information. Operators are to ensure their handling agent inserts the conversion data into the airport operational system on their behalf.

- a) fleet details including Maximum Total Weight Authorised (MTOW in kilograms), noise characteristics of each Aircraft owned or operated by the Operator (see condition 3.1 below);
- b) new and amended ownership or registration details to be advised before the 20th of the month preceding first usage by contacting [revenue.manchester@manairport.co.uk](mailto:revenue.manchester@manairport.co.uk); and
- c) scheduled time of operation (in UTC) of all flights from point of origin to the Airport with flight durations greater than 4 hours.

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

- a) information relating to the movement of its Aircraft or Aircraft handled by the agent at the airport of the Airport Company before 03:00 local time the following day for each of those movements. This will include the information about the total number of terminal and transit passengers (including children and infants) and the total weight of cargo and mail (expressed in Kilograms) embarked and disembarked at the airport; Data should be inserted directly or via SITA into the airport operational system whenever it is available to the handling agent; or provided otherwise as determined locally.
- b) details of the Maximum Total Weight Authorised (see condition 3.1) in respect of each Aircraft owned or operated by the Operator; and
- c) with the name and postal address, phone and fax numbers, IATA/ICAO prefix and airport SITA address of the Operator who is to be invoiced.

- 2.11.3. The Operator shall also provide or ensure that its handling agent provides to the Airport Company details of all Aircraft operations by the timely transmission of complete and accurate operational data preferably by automatic electronic means using (and conforming to) IATA messaging and communications standards. The required operational data includes:

- Aircraft registration (including Aircraft substitutions);
- variations to schedule (including flight number, Aircraft type, route and scheduled time of operation);
- estimated times of operation;
- actual times on and off stand;
- departure delays using standard IATA delay codes including delay sub codes where appropriate; and providing detailed delay reasons in the airport operational system where known;
- arrival delays using standard IATA delay codes where known;
- turnaround linked flight numbers and registrations (including changes);
- flight cancellation details and reasons; and
- flight diversion details and reasons.

The following data is also required:

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

The following standard IATA messages should be used:

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

The Airport Company's IT systems recognise and strictly apply the following IATA standards and any other codes will not be accepted:

Standard for MESSAGE FORMATS	IATA AHM	710
Standard for MESSAGE CORRECTIONS	IATA AHM	711
AIRPORT CODES	IATA AHM	010
DELAY INFORMATION CODES	IATA AHM	730
DELAY INFORMATION SUB CODES	IATA AHM	731
Form of INTERLINE BAGGAGE TAG	IATA RES	740

For the Airport, messages to be sent as follows:

Address STNPA7X	MVT, LDM, SLS, DIV, ASM
Address STNPA7X	PTM, MSE, PSM and forward booking information
Address STNPA7X	PAL, CAL
SITA MDS (Message Distribution Service)	all Baggage Information Messages (BIM's)

#### Data verification

2.11.4. The Airport Company may request, within 60 days, copies of Aircraft load sheets to enable verification of all details with respect to the passengers carried on any or all flights departing from that airport during a specified period and extracts from Aircraft flight manuals to enable verification of Aircraft weight and noise characteristics. The Operator shall, following a request in writing made by the Airport Company, supply it with the original copies of such documents.

2.11.5. Where the Operator, or its handling agent, fails to provide the information required in condition 2.11.2 (payload data) within the period stipulated herein the Airport Company shall be entitled to assess the charges payable hereunder by the Operator by reference to the maximum passenger and the Maximum Total Weight Authorised (see condition 3.1) of the Aircraft type.

#### Data delivery

2.11.6. Queries regarding data delivery should be addressed to:

Email: [revenue.stansted@manairport.co.uk](mailto:revenue.stansted@manairport.co.uk)  
Tel.: 0161 489 3735

#### **Data use**

- 2.11.7. The Operator acknowledges and agrees that the Airport Company will use the information that Operator provides under this Condition 2.11 for the purpose of keeping passengers and the public informed of the status of Regular Public Transport Operations, General or Business Aviation using the Airport.

## **2.12. A-CDM (Airport Collaborative Decision Making)**

All Operators should ensure that their contracts with Ground Handling Agents should include the management of airport data in relation to A-CDM protocols as stated in the Aerodrome Manual

Predictable and stable ground operations is key to assisting in reducing delays and optimise the use of airspace. Operators must: Update TOBTs for any change of +/- 5 minutes or greater either directly into the Airport's ACISP or via your appointed ground handling provider in a timely manner. Avoid changes within the 10-minute period prior to TOBT, e.g. TOBT is 07:00 and changes should be avoided after 06:50. Aim to provide at least 10 minutes' notice for any new TOBT value, e.g. current time is 10:00 and a TOBT of 10:20 should be entered by 10:10, preferably earlier. Pilots must report ready to start to Air Traffic Control in a window of TOBT +/- 5 minutes, or request the TOBT to be updated if not ready to start via your appointed ground handling provider.

From 40 minutes before estimated departure, Air Traffic Control uses TOBT to assign a Target Start Approval Time (TSAT) to each flight. This is the time that an Aircraft can expect to receive start up approval taking into account the TOBT value provided as well as the overall traffic situation. By considering all known operational inputs, TSATs provide an optimised pre-departure sequence. The TSAT is recalculated regularly and updated as revisions are made to TOBT.

Further details on A-CDM are here:

[www.stanstedairport.com/about-us/airport-collaborative-decision-making/](http://www.stanstedairport.com/about-us/airport-collaborative-decision-making/)

or contact the A-CDM Operations Manager on

[acdm@stanstedairport.com](mailto:acdm@stanstedairport.com)

#### **Ground Operations**

- 2.12.1. Target Off-Blocks Time (TOBT) must be updated to an accuracy of +/- 5 minutes. If your TOBT is changing please take a minute to think through the reason the time is changing and decide on a new time that is realistic. Late, small, and repeated incremental changes are to be avoided as this creeping delay creates a phantom requirement for a runway place. Please find below some key points

If you are ready to go with less than 10 minutes left before your TOBT it is recommended that you do NOT update your time – you may still call 5 minutes before your TOBT.

If you know that you will be unable to achieve your TOBT you should enter a new, realistic TOBT as soon as possible. Remember you have the 5 minute window before and after your TOBT – if you know that you will exceed that window, update with a new, later TOBT: this will free up your theoretical runway slot for another movement and allow the system additional time to search for an optimal runway slot for your new TOBT.

MAG are following Eurocontrol guidance regarding Aircraft de-icing protocols during A-CDM management and as such it is imperative that any de-icing requirement is advised to your specified handler at the earliest opportunity in order that it can be recorded in ACISP. Aircraft de-icing must be considered as a post-TOBT requirement i.e. TOBT must not account for de-icing requirements. As a minimum set of data, the handler must record where the de-icing will take place (remote or on stand) and how long it will take.

#### **Remote Hold**

- 2.12.2. Remote holding prior to departure will be considered primarily where a CTOT delay is for 30 minutes or more and/or where a stand is required that is being blocked by a CTOT delayed Aircraft. In such circumstances the

requirement should be identified as early as possible and requested via the handling agent through the Airfield Control Manager who will liaise with ATC whilst recording the requirement for A-CDM timestamp management.

### **Flight Operations**

- 2.12.3. The Flight Planned Estimated Off-Blocks Time (EOBT) must be aligned to within +/- 15 minutes of the assigned TOBT. Airport notifications are available via e-mail or within our A-CDM tool to prompt for this when necessary (contact A-CDM Ops Manager to set up)

### **Crew**

- 2.12.4. Pilots should call READY to delivery at TOBT +/- 5 minutes. If they become aware of any reason why they may be unable to meet the TOBT (+/- 5 mins), they should advise the ground handler immediately and provide a new, realistic TOBT. For the purpose of A-CDM, READY must be a status of all passengers and bags on, doors closed and tug attached which ATC will verify. If the TSAT window is already available, push and start will be given instantly and, if not, the ready status will prompt an immediate automated review of TSAT including any associated CTOT.

## 3. Airport Charges

### 3.1. Charge on Landing & Departure

- 3.1.1. At Stansted, the relevant charges for the landing and departure of an Aircraft as set out in the Schedule of Charges are payable. The charge is payable for all landing and departing Aircraft.
- 3.1.2. The charge on landing and departing will be assessed and payable on the basis of the Maximum Total Weight Authorised as recorded by the Airport Company on 1 April of each year.
- 3.1.3. The charges on landing and departure as set out in the Schedule of Charges, will apply to all Aircraft, by reference to the Aircraft's Maximum Total Weight Authorised and its noise certification as defined by ICAO Annex 16.
- 3.1.4. When applying for these charges, documents attesting that the Aircraft complies with a certain noise chapter as defined by ICAO Annex 16 must be produced. If they are not, the Aircraft may be treated as a Chapter 2 Aircraft for charging purposes (i.e. non-certified).
- 3.1.5. Applications for a certain charge, and the relevant documentation, should be sent to:

Finance Director  
Stansted Airport Limited  
Essex  
CM24 1QW

#### **Non-Chapter 3 Base or Minus Aircraft Charge**

- 3.1.6. The Chapter 3 base and minus charge on landing and departure, as calculated in accordance with the Schedule of Charges, will be increased as detailed in the Schedule of Charges for Aircraft failing to meet Chapter 3 base or minus noise certification standards as a minimum or any non-certified Aircraft

#### **Chapter 4 Aircraft**

- 3.1.7. This charge will apply to those Aircraft which were first put into service on or after 1 January 2006 and meet the noise certification standards of ICAO Annex 16 Chapter 4. Documents attesting that the Aircraft complies with Chapter 4 noise certification standards must be provided to the Airport Company.

#### **Chapter 14 Aircraft**

- 3.1.8. Documents attesting that the Aircraft complies with Chapter 14 noise certification standards must be provided to the Airport Company.

#### **Chapter 3 High Aircraft**

- 3.1.9. Aircraft deemed to be Chapter 3 high Aircraft in accordance with the schedule below will be subject to a landing and departure charge as detailed in the Schedule of Charges, unless the Operator of the Aircraft can provide to the Airport Company satisfactory noise certification data which demonstrates that the Aircraft noise performance is 5 or more EPNdB below Chapter 3 certification limits prescribed in Volume 1, Part II, Chapter 3 of Annex 16 to the Convention on International Civil Aviation based on the arithmetic sum of the differences between certified levels and the Chapter 3 noise limits at the approach, lateral and flyover points.

The following Aircraft with Chapter 3 certification will be deemed Chapter 3 high:

AN124	Boeing 707/720B	BAC1-11
Boeing 727-100/200	Boeing 747-100/200/300/SP	Boeing 737-200
Douglas DC-8/50/62/63	Douglas DC10-10	Douglas DC-9/30/40/50
Fokker F28	IL-86	IL-62M
TU-134A	YAK-42	TU-154M

3.1.10. The Airport Company will use its discretion in levying this charge pending submission of any certification data as outlined in condition 3.1.4 and, if an Aircraft qualifies for a different night noise chapter certification, consideration of retrospective claims for lower charge

#### **Night Period Charges**

3.1.11. Night period charges, as detailed in the Schedule of Charges, will be applied to all landing and departures of Aircraft during the period from 23:00 hours – 07:00 hours local time.

### **3.2. Air Traffic Services Charge**

3.2.1. The relevant charges for Air Traffic Services (ATS) as set out in the Schedule of Charges are payable. This charge was previously referred to as Air Navigation Services Charge (NATS) and is separate from any upper airspace charges levied directly by National Air Traffic Services (NATS)

### **3.3. Charge on Departing Passengers**

3.3.1. The relevant charges for departing passengers as set out in the Schedule of Charges are payable.

### **3.4. Aircraft Parking Charges**

3.4.1. The relevant charges for Aircraft parking as set out in the Schedule of Charges are payable.

3.4.2. The charges for parking of Aircraft at the airport will be assessed and payable on the basis of the Maximum Total Weight Authorised as recorded by the Airport Company on 1 April of each year.

3.4.3. Parking charges will be based on the total number of quarter hours or part thereof that an Aircraft has been parked on areas designated as Airport Company parking areas.

3.4.4. These charges will apply whether the Aircraft is secured to the ground or to a structure on the airport or is left on the ground unsecured.

3.4.5. Parking charges will accrue immediately after landing subject, at the discretion of the Airport Company, to a taxi time allowance of 5 minutes.

3.4.6. For an Aircraft where the Maximum Total Weight Authorised does not exceed 15 metric tonnes, six hours free parking after landing will be allowed.

3.4.7. The Operator of the departing flight will be liable for the parking charge. At the Airport Company's discretion, the Operator of the arriving flight or the lessor of the relevant Aircraft may be invoiced upon evidence of such obligation being received by email at the Finance Transactions Team by 09:00 the following day. Contact details are:

Email: [creditcontrol@magairports.com](mailto:creditcontrol@magairports.com)

3.4.8. The Managing Director of the Airport Company has discretion to decide in the light of the particular circumstances at the Airport to abate or waive the charges set out in the Schedule of Charges in relation to the parking of Aircraft at certain times and periods or on certain parts of the Airport. In this event, the Finance Director will supply the details of the terms and conditions of the abatement or waiver of the charges on the request of any Operator who parks Aircraft at the Airport and the Operator may apply to the Finance Director for these terms and conditions.

3.4.9. The Managing Director of the Airport Company may at any time order an Aircraft Operator either to move a parked Aircraft to another position or remove it from the Airport. Failure to comply with the order within the

period specified in it will render the Operator liable to a special charge, equivalent to eight times the standard parking charges set out in the Schedule of Charges, for every hour or part of an hour during which the Aircraft remains in position after the period specified in the order has expired. If the Operator fails to comply with such order, the Airport Company may move or remove the Aircraft in accordance with the procedure for moving / removing Aircraft by the Airport Company (see condition 2.3.12) and;

- a) The Operator must pay Airport Company reasonable costs of having the Aircraft moved or removed and any costs incurred by Airport Company as a result of having the Aircraft moved or removed; and
- b) The Operator is liable and will indemnify the Airport Company, its officers, employees and agents against personal injury, death, loss or damage caused or contributed to any failure by the Operator to move or remove an Aircraft pursuant to condition 3.4.9.

3.4.10. No abatement or waiver of the parking charges will be granted except in accordance with the terms of condition 3.4.8 above and condition 4.3.

### **3.5. Minimum Charge on Departure**

3.5.1. There is a minimum charge on departure for all flights at Stansted Airport as set out in the Schedule of Charges. Aircraft not exceeding 5 metric tonnes are exempt from this charge.

### **3.6. Persons of Reduced Mobility (PRM) Charge**

3.6.1. In accordance with EC Regulation 1107/2006 for the provision of services to assist disabled persons and persons of reduced mobility, a PRM charge is payable for each departing terminal passenger.

## **4. Rebates**

### **4.1. Training Flights**

- 4.1.1. The Managing Director of the Airport Company has discretion to negotiate agreements at special rates for flying training programmes to be carried out at the airport.
- 4.1.2. The Managing Director may determine special rates for programmes of test and training flights by helicopters.

### **4.2. Positioning Flights**

- 4.2.1. The Managing Director of the Airport Company has discretion to grant up to 100% rebate of the charge on landing and departure of Aircraft positioning empty for public transport flights. For this purpose, a public transport flight shall be any flight operated for hire or reward by an Aircraft with a Maximum Total Weight Authorised in excess of 16 metric tonnes or such a flight by a smaller Aircraft, where carriage is offered to the public on a regular basis according to a published timetable. This rebate will not be granted on flights resulting from a diversion because of bad weather.
- 4.2.2. Prior written application for permission to make the flight and for the grant of the rebate must be made to the Finance Director of the airport at which the landing is to be made.

### **4.3. Other Discounts / Rebates**

- 4.3.1. The Managing Director of the Airport Company has the discretion to discount, abate or waive landing, departing, departing passenger or parking charges for any specified category of traffic and/or when they consider it is in the interest of the Airport Company to encourage the development of traffic, new routes and more efficient utilisation of the Airport.
- 4.3.2. Similarly, the Managing Director of the Airport Company has the discretion to abate or waive landing, departing, departing passenger or parking charges for certain humanitarian or medical flights. Prior written application for permission to make the flight and for the grant of the rebate must be made to the Finance Director of the Airport at which the landing and/or departure is to be made.

## 5. Stansted – Schedule of Charges

### 5.1. Charges on Landing & Departure

Runway Charge is based on the Maximum Total Weight Authorised (MTOW) in metric tonnes

#### Day Charges

Helicopters	252.34				
	Ch2 & Non Cert	Ch3 High	Ch3 Base & Minus	Ch4	Ch14
Fixed wing aircraft 0 to 100 metric	1,119.76	517.89	405.91	297.30	279.94
Fixed wing aircraft 101 to 250 metric	1,332.51	616.29	483.03	353.79	333.13
Fixed wing aircraft over 250 metric	1,939.64	897.08	703.12	514.97	484.91

#### Night Charges

Helicopters	378.51				
	Ch2 & Non Cert	Ch3 High	Ch3 Base & Minus	Ch4	Ch14
Fixed wing aircraft 0 to 100 metric	1,679.64	776.84	608.87	445.95	419.91
Fixed wing aircraft 101 to 250 metric	1,998.77	924.44	724.55	530.69	499.70
Fixed wing aircraft over 250 metric	2,909.46	1,345.62	1,054.68	772.46	727.37

**Night Charges** – Apply from 23:00 hours to 07:00 hours local time

ATS Charge per Landing & Departure of GBP 117.64 applies to all flights

Next Generation Security Checkpoint (NGS) charge per Landing & Departure of GBP 88.85 applies to all Cargo Flights

### 5.2. Charges on Passengers (collected by airlines/agents)

Charges payable per terminal departing passenger

	GBP
Departing Passenger Charge	17.01
Regulatory Charge	0.72
NGS Charge	0.56

### 5.3. Aircraft Parking Charges

The standard charges for parking Aircraft will be its Maximum Total Weight Authorised:

- Charge per quarter hour or part thereof GBP 5.61 plus 34.5p per metric tonne
- Aircraft not exceeding 15 metric tonnes, no charge for the first six hours, thereafter the standard charges apply
- Parking durations greater than 4 hours :-
  - First 4 hours charged as above
  - Hours above 4 charged per quarter hour or part thereof GBP 6.17 plus 38p per metric tonne

### 5.4. Minimum Charge on Departure

For all flights: GBP 425.25 per departing flight (see condition 3.5.1)

## 5.5. Diverted Flights

- Diverted Aircraft which land at the Airport will be charged the peak period landing and departures charge irrespective of its time of arrival or departure
- Passengers who disembark from flights that have been diverted to Stansted that are deplaned and decontrolled will incur a departing passenger charge charged at the standard tariff with no remote stand rebate. This charge will apply both to arriving and departing passengers aboard the flight

Note: The above charges are exclusive of Value Added Tax. For other rebates please see sections 3 and 4 above.

## 5.6. Disabled Persons and Persons of Reduced Mobility (PRM) Charge

The PRM charge has been reviewed with airlines and has been agreed at a rate of GBP 1.01 per departing passenger with effect from 1st April 2026 until further notice.

## 5.7. Night Noise Surcharge

Aircraft movements with a QC2 or greater rating operating during the night-time (23:00 to 06:59, local times) will be subject to an additional charge of GBP 5.38 per tonne

## 5.8. Noise Infringements

Exceedance of the daytime (07:00 – 22:59, local time) noise limit will incur a charge of GBP 1,000 for infringements recording up to 3dBA over the limit. Infringements in excess of 3dBA of the limit will incur an additional penalty of GBP 250 per dBA or part thereof.

Exceedance of the night-time (23:00 – 06:59, local time) noise limit will incur a charge of GBP 1,000 for infringements recording up to 3dBA over the limit. Infringements in excess of 3dBA of the limit will incur an additional penalty of GBP 1,000 per dBA or part thereof.

## 5.9. Departure Track Keeping

The Managing Director of the Airport Company has discretion to impose a surcharge of GBP 1,000 for each non-compliant departure between 07:00 and 22:59 (local time), and GBP 1,500 for each non-compliant departure between 23:00 and 06:59 (local time).

## 5.10. Zero Emission Flights

### Zero Emission Flights

MAG's airport operations are carbon neutral, and we are committed to reducing our remaining emissions to become a net zero carbon business by 2038. In addition to reducing our own climate impacts, we are fully committed to supporting emission reduction across the wider industry. To incentivise decarbonisation, in 2020, we launched a competition which offers to waive the first five years of runway charges incurred by the first zero-emission commercial Aircraft to operate at a MAG airport.

To claim this prize, the winning (single) Aircraft must:

- produce no gross greenhouse gas emissions in operation (for the avoidance of doubt, this means that Aircraft operated on sustainable aviation fuels do not qualify for this prize);
- have a maximum take off weight (MTOW) of 20,000kg or above;
- be based at a MAG airport, or be operated exclusively on services between one or more MAG airports and its base; and,
- operate regularly scheduled passenger or cargo services.

Where the Aircraft operates between multiple MAG airports, the landing charge waiver will be extended to landing fees at those airports.

For avoidance of doubt, the waiver of runway charges referred to relates only to the first individual Aircraft which achieves the zero emission criteria set out above.

#### **Zero emission transatlantic flights**

In 2022, as part of the Jet Zero Industry Charter, MAG announced that a second competition would be launched to incentivise decarbonisation of transatlantic flights. This competition offers to waive the first five years of runway charges incurred by the first zero-emission commercial Aircraft to operate transatlantic routes from a MAG airport.

To claim this prize, the winning (single) Aircraft must satisfy the same conditions set out above. Additionally, the routes served by the Aircraft must directly connect a MAG airport with one or more destinations in north America.

Where the winning Aircraft operates at multiple MAG airports, the landing charge waiver will be extended to runway charges on transatlantic routes from those airports.

For avoidance of doubt, the waiver of landing charges referred to relates only to the first individual Aircraft which achieves the zero emission criteria set out above.

### **5.11. New Airlines**

For new entrant airlines looking to find out more information concerning the start-up of passenger or cargo services at London Stansted, please contact the London Stansted Airline Business Development team at the following email address:

Aviation Director

[Simon.Gorrighan@magairports.com](mailto:Simon.Gorrighan@magairports.com)

Head of Aviation Business Development

[David.Folkerd@stanstedairport.com](mailto:David.Folkerd@stanstedairport.com)

Aviation Business Development Manager

[camilla.moody@magairports.com](mailto:camilla.moody@magairports.com)

Head of Aviation

[Maddison.Broadbent@stanstedairport.com](mailto:Maddison.Broadbent@stanstedairport.com)

### **5.12. Ancillary Charges**

In addition to the published Aviation charges detailed above, the following charges are also applied (where applicable), either directly by the Airport Company or the Agent of the Operator.

- Check In (Per Desk)

Check In	FY27
Hourly Charge	£ 34.61

- Fixed Electrical Ground Power (FEGP)

Aircraft Category	Basis of Charge	FY27
Category B	Per Departure	£ 17.73
Category C	Per Departure	£ 17.73
Category D	Per Departure	£ 35.47
Category E	Per Departure	£ 35.47
Category F	Per Departure	£ 39.02
Overnight Charge 5 x Code C		£ 88.65

- Hold Baggage Screening

Hold Baggage Screening	FY27
Per Departing PAX	£ 0.35
Per Bag	£ 0.63

- Staff ID Cards, Vehicle Permits & Enhanced Background Check

ID Centre	FY27
<b>ID Passes:</b>	
Temporary Visitor Pass	£ 21.95
Temporary Employment Pass	£ 87.56
Initial Pass	£ 107.75
Renewal	£ 94.29
Amendments	£ 43.10
Lost or Stolen	£ 134.69
Add Tools	£ 22.22
Non-Collected Pass	£ 107.75
Missed Appointment	£ 60.62
<b>Vehicle Passes:</b>	
Initial & Renewal Pass	£ 113.19
Temporary Vehicle Pass	£ 21.98
<b>Driving Permits:</b>	
Apron	£ 63.98
Manoeuvring	£ 63.98
Runway	£ 63.98
Amendments	£ 43.10
Permit Upgrade	£ 22.22
Airbridge Permit	£ 63.98
Lost or Stolen	£ 134.69
<b>Unsurrendered Fines</b>	£ 168.36
<b>Escorting Fee</b>	£ 231.09

	FY27
CAA Background Charge	£10.15
ID Gateway Charge	£8.13
<b>Charge Per Pass</b>	<b>£18.28</b>

The CAA background charge will be £10.15 per pass with effect from April 2026, in line with notification received from CAA.

- Staff Car Parking

Car Park Pass Type	FY27
Reserved	£ 1,680.35
Standard (Enterprise House)	£ 546.24
Economy (Cooper's End & Cargo)	£ 390.82

- Consolidation Centre Charges

Standard Charge:	Basis of Charge	FY27 Cost
Screening per item/tote: (dimension not exceeding 60x40x38)	Per item/tote	£ 2.64
Screening per keg	Per keg	£ 4.70
Screening per thermal cage	Per thermal cage	£ 17.86
Thermal Rental - per thermal per day	Per thermal cage per day	£ 2.54
Screening per pallet - *Where applicable - some pallets may require breakdown to meet security compliance/density and incur an item/toteprice a tote price.	Per pallet	£ 66.12
Screening - large ad hoc deliveries i.e. fixtures and fittings/equipment.	Depending on item	£68.18-£106.04 dependant on item
Additional Services:	Basis of Charge	FY27 Cost
Storage	per pallet/cage per day	£ 3.75
Storage - out of gauge	per pallet/cage per day	£ 7.48
Returns:		
Collection from store - pallet		£ 13.60
Collection from store - cage		£ 9.06
Collection from dock/stock room - pallet		£ 6.47
Collection from dock/stock room - cage		£ 4.53
Out of gauge returns		£ 45.45
Final mile: Deliver to stock room (per cage)	per cage	£ 4.53
Final mile: Deliver to stock room (per pallet)	per pallet	£ 6.47
Final mile: Deliver to Store (per cage)	per cage	£ 9.06
Final mile: Deliver to Store (per pallet)	per pallet	£ 13.60
Deliveries		
Landside deliveries (Service Charge)		£ 36.74
Landside deliveries - Per cage/pallet/equivalent transported		£ 6.13
Satellite Deliveries (Service Charge)		£ 50.42
Other rates:		
Pick requests - per pallet		£ 3.03
Pick and pack - per case		£ 0.58
Other Rates:	Basis of Charge	FY27 Cost
Stockroom replenishment		
Store clearance/start up - labour - per hour/per person		
Manpower to assist with back of house activities		£ 113.64
*A weeks notice must be provided: however last-minute arrangements may be possible depending on staffing levels		
No show - booked inbound CC		£ 75.75
Emergency order		£ 75.75
Bay picking penalty		£ 75.75
Non compliance		£ 75.75
Unauthorised use of VP9	per security tray	£ 75.75
Leaving excess stock on delivery bay/undercroft penalty	per cage/pallet	£ 33.33
Penalty for equipment returned with waste/rubbish		£ 6.35
Contamination of media penalty		£ 112.86
Escorting deliveries		
Inflight supply screening	per case	£ 3.56
Partners in special measure	per month during special measure period	£ 564.30

- Utilities Charges

	Basis	FY27
<b>Electricity</b>		
High Voltage (Consumption)	Per kWh	£0.40
High Voltage (Standing Charge)	Per Month Per Meter	£1,203.60
High Voltage (Capacity Charge)	Per kVA / Per Month	£4.40
Low Voltage 1 (Consumption)	Per kWh	£0.45
Low Voltage 1 (Standing Charge)	Per Month Per Meter	£593.79
Low Voltage 1 (Capacity Charge)	Per kVA / Per Month	£4.40
Low Voltage 2 (Consumption)	Per kWh	£0.47
Low Voltage 2 (Standing Charge)	Per Month Per Meter	£177.30
<b>Gas</b>		
	<b>Basis</b>	
Gas (Consumption)	Per kWh	£0.12
Gas (Standing charge)	Per Month Per Meter	£15.00
<b>Chilled Water</b>		
	<b>Basis</b>	
Chilled Water (Consumption)	Per kWh	£0.33
Chilled Water (Standing charge)	Per Month Per Meter	£15.00
<b>Potable Water</b>		
	<b>Basis</b>	
Potable Water Only (Consumption)	Per m <sup>3</sup>	£3.20
Potable Water & Waste Water (Consumption)	Per m <sup>3</sup>	£7.59
Water (Standing Charge)	Per Month Per Meter	£15.00

- Rent / Service Charge for occupied property by agreed lease with MAG Property

The above list of charges is not intended to be exhaustive and the Airport reserves the right to charge separately or further for additional ancillary charges / Operator use of the Airport's Facilities as may be appropriate from time to time.