



MANCHESTER AIRPORT PLC

Schedule of Charges and Terms & Conditions of Use

1 April 2026 to 31 March 2027



MANCHESTER AIRPORT CHARGES

1 April 2026 to 31 March 2027

This document sets out Manchester Airport Plc's Terms & Conditions of Use ('the Terms') and the Charges that will apply from 1 April 2026 to 31 March 2027 unless the users are notified otherwise by Manchester Airport Plc. This edition wholly replaces the booklet that was issued with effect from 1 April 2025.

The provisions in Sections 1 to 13 inclusive are strictly subject to the Terms contained in Sections 14 to 17 inclusive.

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1. Passenger Facilities Charge (PFC)

The PFC is payable for each departing Terminal Passenger.

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

1.1 Exemptions from the PFC

The PFC does not apply to the following:

- a. children under two at the time of departure.
- b. people who work on the Aircraft during the flight.

1.2 Inbound Diverted Passengers

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

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

1.3 Transfer Passengers

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

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

1.4 Aircraft Parking on Remote Stands

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

As agreed with the airport AOC, turboprop aircraft with a seat capacity of less than 100 seats will always be parked on Remote Stands. These flights will receive a reduction of £1.50 per departing passenger, irrespective of the time of departure.

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

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

1.5 PFC Rates for Standard Periods

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

All Passengers	
April	£12.39
May to October	£21.29
November to March	£12.39

1.6 Off-Peak Period Rates

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

- a) operate a minimum of one Service each Week for 52 weeks of a Year
- b) ensure that the departure of the Aircraft in the Off-Peak Periods 05:30 to 05:59, 06:30 to 06:59, 13:00 to 13:29, 19:00 to 19:59 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 1.7, and
- d) provide the Airport with all information and/or data as the Airport may reasonably require in order to determine the QC Rating applicable to any Aircraft in question.

For the avoidance of doubt:-

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

1.7 PFC Rates for Off-Peak Periods

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

Off-Peak Period Rates	Rate	Applicable only for aircraft achieving the following QC Ratings
05:30 to 05:59		
April	£6.23	0.5 or quieter
May to October	£7.55	0.5 or quieter
November to March	£6.23	0.5 or quieter
06:00 to 06:29		
April	£8.81	All
May to October	£11.41	All
November to March	£8.81	All
06:30 to 06:59		
April	£8.81	1.0 or quieter
May to October	£11.41	1.0 or quieter
November to March	£8.81	1.0 or quieter

Off-Peak Period Rates	Rate	Applicable only for aircraft achieving the following QC Ratings
13:00 to 13:29		
April	£12.39	1.0 or quieter
May to October	£21.29	1.0 or quieter
November to March	£12.39	1.0 or quieter
13:30 to 15:59		
April	£12.39	All
May to October	£21.29	All
November to March	£12.39	All
19:00 to 19:59		
April	£6.23	1.0 or quieter
May to October	£21.29	1.0 or quieter
November to March	£6.23	1.0 or quieter
20:00 to 21:59		
April	£6.23	All
May to October	£21.29	All
November to March	£6.23	All
22:00 to 22:59		
April	£6.23	1.0 or quieter
May to October	£21.29	1.0 or quieter
November to March	£6.23	1.0 or quieter

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

1.8 PFC Rates for Transfer and Transit Passengers

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

Transit Passengers will be charged PFC at £0.00.

2. Passenger Security Charge (PSC)

The PSC is payable for each departing Terminal Passenger.

2.1 Exemptions from the PSC

The PSC does not apply to the following:

- a. children under two on the day of departure.
- b. people who work on the Aircraft during the flight.

2.2 PSC Rates

All Passengers

Terminal Passengers

April to March	£10.13
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Transfer Passengers

April to March	£10.13
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Transit Passengers*

April to March	£10.13
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* Applies only to international arriving transit passengers that disembark the Aircraft and are security cleared.

3. Runway Charge

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

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

3.1 Standard Period Runway Charge Rates Per Tonne for Passenger Aircraft

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

Summer

(May to October)

Up to 25t	Over 25t and less than 120t	Over 120t First 120t	Thereafter	Applicable only for aircraft achieving the following QC ratings
£13.35	£16.39	£16.39	£8.89	All

Winter

(April and then November to March)

Up to 25t	Over 25t and less than 120t	Over 120t First 120t	Thereafter	Applicable only for aircraft achieving the following QC ratings
£12.28	£15.11	£15.11	£8.21	All

3.2 Standard Period Runway Charge Rates Per Tonne for Freight Aircraft

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

Rate	Applicable only for aircraft achieving the following QC Ratings
£13.24	All

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

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

- operate a minimum of one Service each Week for 52 weeks of a Year
- ensure that the departure of the Passenger Aircraft in the Off-Peak Periods 05:30 to 05:59, 06:30 to 06:59, 13:00 to 13:29, 19:00 to 19:59 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 3.4 or
- ensure that the departure of the Freight Aircraft in the Off-Peak Periods 05:30 to 05:59, 13:00 to 13:29 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 3.5, and
- provide the Airport with all information and/or data as the Airport may reasonably require in order to determine the QC Rating applicable to any Aircraft in question.

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

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

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

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

Summer
(May to October)

Departing Between	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
05:30 to 05:59	£13.35	£13.35	£13.35	£0.00	0.5 or quieter
06:00 to 06:29	£13.35	£13.35	£13.35	£0.00	All
06:30 to 06:59	£13.35	£13.35	£13.35	£0.00	1.0 or quieter
13:00 to 13:29	£13.35	£13.35	£13.35	£0.00	1.0 or quieter
13:30 to 15:59	£13.35	£13.35	£13.35	£0.00	All
19:00 to 19:59	£13.35	£13.35	£13.35	£0.00	1.0 or quieter
20:00 to 21:59	£13.35	£13.35	£13.35	£0.00	All
22:00 to 22:59	£13.35	£13.35	£13.35	£0.00	1.0 or quieter

Winter

(April and then November to March)

Departing Between	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
05:30 to 05:59	£12.28	£12.28	£12.28	£0.00	0.5 or quieter
06:00 to 06:29	£12.28	£12.28	£12.28	£0.00	All
06:30 to 06:59	£12.28	£12.28	£12.28	£0.00	1.0 or quieter
13:00 to 13:29	£12.28	£12.28	£12.28	£0.00	1.0 or quieter
13:30 to 15:59	£12.28	£12.28	£12.28	£0.00	All
19:00 to 19:59	£12.28	£12.28	£12.28	£0.00	1.0 or quieter
20:00 to 21:59	£12.28	£12.28	£12.28	£0.00	All
22:00 to 22:59	£12.28	£12.28	£12.28	£0.00	1.0 or quieter

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

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

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

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
05:30 to 05:59	£6.85	0.5 or quieter
06:00 to 06:29	£6.85	All
10:00 to 12:59	£6.85	All
13:00 to 13:29	£6.85	1.0 or quieter
13:30 to 15:59	£6.85	All
20:00 to 21:59	£6.85	All
22:00 to 22:59	£6.85	1.0 or quieter

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

3.6 Maximum and Minimum Runway Charge for Passenger Aircraft

Subject to achieving the qualifying conditions set out in Section 3.3, the Maximum and Minimum Runway Charges that apply to Passenger Aircraft in the Off Peak Periods are shown in the table below.

Airlines that do not meet the Off Peak qualifying conditions will be subject to the Maximum charge applicable "At all other times" and the Minimum Runway charges listed below

Summer (May to October)

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
05:30 to 05:59	£815.53	0.5 or quieter
06:00 to 06:29	£815.53	All
06:30 to 06:59	£815.53	1.0 or quieter
13:00 to 13:29	£815.53	1.0 or quieter
13:30 to 15:59	£815.53	All
19:00 to 19:59	£414.04	1.0 or quieter
20:00 to 21:59	£414.04	All
22:00 to 22:59	£414.04	1.0 or quieter
At all other times	£4,014.95	All
Minimum Runway Charge		
06:30 to 10:59 (Monday to Saturday only)	£414.04	All
16:00 to 19:59 (Monday to Friday only)	£326.22	All
At all other times	£62.72	All

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

Winter (April and then November to March)

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
05:30 to 05:59	£751.92	0.5 or quieter
06:00 to 06:29	£751.92	All
06:30 to 06:59	£751.92	1.0 or quieter
13:00 to 13:29	£751.92	1.0 or quieter
13:30 to 15:59	£751.92	All
19:00 to 19:59	£381.77	1.0 or quieter
20:00 to 21:59	£381.77	All
22:00 to 22:59	£381.77	1.0 or quieter
At all other times	£3,701.79	All
Minimum Runway Charge		
06:30 to 10:59 (Monday to Saturday only)	£381.77	All
16:00 to 19:59 (Monday to Friday only)	£300.76	All
At all other times	£57.82	All

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

3.7 Maximum and Minimum Runway Charges for Freight Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway Charge		
At all times	£4,014.95	All
Minimum Runway Charge		
06:30 and 10:59 (Monday to Saturday only)	£414.04	All
16:00 and 19:59 (Monday to Friday only)	£326.22	All
At all other times	£62.72	All

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

3.8 Runway Charge Rates Per Tonne for Military and Private Aircraft

Departing	Over 25t		Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
	Up to 25t	and less than 120t	First 120t	Thereafter	
At All Times	£13.35	£16.39	£16.39	£8.89	All

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

3.9 Maximum and Minimum Runway Charges for Military and Private Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum Runway		
At all times	£4,014.95	All
Minimum Runway		
06:30 and 10:59 (Monday to Saturday only)	£414.04	All
16:00 and 19:59 (Monday to Friday only)	£326.22	All
At all other times	£62.72	All

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

3.10 Noisy Jet Surcharge

Aircraft will be subject to a surcharge of £781.06 plus an extra £156.21 for each full decibel above the following limits:

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

As measured by the airport's noise monitoring system. The locations of the noise monitoring terminals are published in UK AIP.

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

3.11 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 £5.18 per tonne. For the avoidance of doubt, this charge will be levied on both arriving and departing flights.

The Company's policy for controlling night noise can be found on the Airport website www.manchesterairport.co.uk/community/environmental-management/

3.12 Tracking

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

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

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

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

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 but 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.

4. Air Traffic Services (ATS) Charge

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

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

4.1 Standard Period ATS Charge Rates per Tonne for Passenger Aircraft

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

Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
		First 120t	Thereafter	
£3.71	£4.56	£4.56	£2.51	All

4.2 Standard Period ATS Charge Rates per Tonne for Freight Aircraft

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

Rate	Applicable only for aircraft achieving the following QC Ratings
£4.22	All

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

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

- operate a minimum of one Service each Week for 52 Weeks of a Year
- ensure that the departure of the Passenger Aircraft in the Off-Peak Periods 05:30 to 05:59, 06:30 to 06:59, 13:00 to 13:29, 19:00 to 19:59 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 4.4 or

- c) ensure that the departure of the Freight Aircraft in the Off-Peak Periods 05:30 to 05:59, 13:00 to 13:29 and 22:00 to 22:59 achieves the applicable QC Ratings shown in the table at Section 4.5, and
- d) provide the Airport with all information and/or data as the Airport may reasonably require in order to determine the QC Rating applicable to any Aircraft in question

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

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

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

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

Departing Between	Up to 25t	Over 25t and less than 120t	Over 120 tonnes		Applicable only for aircraft achieving the following QC ratings
			First 120t	Thereafter	
05:30 to 05:59	£3.71	£3.71	£3.71	£0.00	0.5 or quieter
06:00 to 06:29	£3.71	£3.71	£3.71	£0.00	All
06:30 to 06:59	£3.71	£3.71	£3.71	£0.00	1.0 or quieter
13:00 to 13:29	£3.71	£3.71	£3.71	£0.00	1.0 or quieter
13:30 to 15:59	£3.71	£3.71	£3.71	£0.00	All
19:00 to 19:59	£3.71	£3.71	£3.71	£0.00	1.0 or quieter
20:00 to 21:59	£3.71	£3.71	£3.71	£0.00	All
22:00 to 22:59	£3.71	£3.71	£3.71	£0.00	1.0 or quieter

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

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

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

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
05:30 to 05:59	£1.94	0.5 or quieter
06:00 to 06:29	£1.94	All
10:00 to 12:59	£1.94	All
13:00 to 13:29	£1.94	1.0 or quieter
13:30 to 15:59	£1.94	All
20:00 to 21:59	£1.94	All
22:00 to 22:59	£1.94	1.0 or quieter

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

4.6 Maximum and Minimum ATS Charges for Passenger Aircraft

Subject to achieving the qualifying conditions set out in Section 4.3, the Maximum and Minimum ATS Charges that apply to Passenger Aircraft in the Off Peak Periods are shown in the table below.

Airlines that do not meet the Off Peak qualifying conditions will be subject to the Maximum charge applicable "At all other times" and the Minimum ATS charges listed below.

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum ATS Charge		
05:30 to 05:59	£195.92	0.5 or quieter
06:00 to 06:29	£195.92	All
06:30 to 06:59	£195.92	1.0 or quieter
13:00 to 13:29	£195.92	1.0 or quieter
13:30 to 15:59	£195.92	All
19:00 to 19:59	£91.43	1.0 or quieter
20:00 to 21:59	£91.43	All
22:00 to 22:59	£91.43	1.0 or quieter
At all other times	£1,044.93	All
Minimum ATS Charge		
06:30 to 10:59 (Monday to Saturday only)	£91.43	All
16:00 to 19:59 (Monday to Friday only)	£78.38	All
At all other times	£13.04	All

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

4.7 Maximum and Minimum ATS Charges for Freight Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum ATS Charge		
At all times	£1,044.93	All
Minimum ATS Charge		
06:30 and 10:59 (Monday to Saturday only)	£91.43	All
16:00 and 19:59 (Monday to Friday only)	£78.38	All
At all other times	£13.04	All

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

4.8 ATS Charge Rates per Tonne for Military and Private Aircraft

Departing	Up to 25t	Over 25t and less than 120t	First 120t	Over 120 tonnes Thereafter	Applicable only for aircraft achieving the following QC ratings
At all times	£3.71	£4.56	£4.56	£2.51	All

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

4.9 Maximum and Minimum ATS Charges for Military and Private Aircraft

Departing Between	Rate	Applicable only for aircraft achieving the following QC ratings
Maximum ATS Charge		
At all times	£1,044.93	All
Minimum ATS Charge		
06:30 and 10:59 (Monday to Saturday only)	£91.43	All
16:00 and 19:59 (Monday to Friday only)	£78.38	All
At all other times	£13.04	All

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

5. Aircraft Parking Charge

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

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

5.1 Multiple Landings

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

5.2 Aircraft Parking Rates

Aircraft Parking Daily Rates	April to March
For each period of 24 hrs (or part of)	Rate
For Aircraft < 120t First two hours parking	£0.00
For Aircraft > 120t First four hours parking	£0.00
Aircraft up to and including 3.5 tonnes	£10.93 for each 0.5t
Above that, the following rates will apply	
Aircraft over 3.5 tonnes to 10 tonnes	£66.73
Aircraft over 10 tonnes to 20 tonnes	£116.78
Aircraft over 20 tonnes to 30 tonnes	£166.83
Aircraft over 30 tonnes to 40 tonnes	£216.88
Aircraft over 40 tonnes to 50 tonnes	£250.25
Aircraft over 50 tonnes to 60 tonnes	£283.62
Aircraft over 60 tonnes to 70 tonnes	£316.97
Aircraft over 70 tonnes to 80 tonnes	£350.34
Aircraft over 80 tonnes to 90 tonnes	£392.05
Aircraft over 90 tonnes to 100 tonnes	£433.76
Over 100 tonnes:	£433.76 + £33.37 per 10t or part thereof > 100t

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

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

Aircraft Parking Daily Rates for Qualifying Airlines		April to March
For each period of 24 hrs (or part of)	Rate	
For Aircraft < 120t First two hours parking	£0.00	
For Aircraft > 120t First four hours parking	£0.00	
Aircraft up to and including 3.5 tonnes	£10.93 for each 0.5t	
Above that, the following rates will apply		
Aircraft over 3.5 tonnes to 10 tonnes	£46.85	
Aircraft over 10 tonnes to 20 tonnes	£81.99	
Aircraft over 20 tonnes to 30 tonnes	£117.13	
Aircraft over 30 tonnes to 40 tonnes	£152.26	
Aircraft over 40 tonnes to 50 tonnes	£175.69	
Aircraft over 50 tonnes to 60 tonnes	£199.12	
Aircraft over 60 tonnes to 70 tonnes	£222.54	
Aircraft over 70 tonnes to 80 tonnes	£245.97	
Aircraft over 80 tonnes to 90 tonnes	£275.25	
Aircraft over 90 tonnes to 100 tonnes	£304.53	
Over 100 tonnes:	£304.53 + £23.43 per 10t or part thereof > 100t	

6. Regulatory Charge

The Regulatory Charge covers the impact of changes in legislation and regulation.

The charge currently covers the costs of Manchester Airport to comply with the UK Government 'Next Generation Security' requirements.

The Regulatory Charge is payable for each departing Terminal Passenger and each Transit Passenger who disembarks the aircraft and is security screened.

All Passengers

Terminal Passengers

April to March	£0.86
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Transfer Passengers

April to March	£0.86
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The Regulatory Charge shall not apply to the following:

- a. children under two on the day of departure.
- b. people who work on the Aircraft during the flight.

7. Rebates

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

Crew training and test flights. For further details please contact the revenue Office by email at revenue.manchester@manairport.co.uk. A separate application is required for each flight and the rebate must be applied for at least 1 working day before the intended flight or flights.

8. Incentives

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

For further details please contact MA Aviation Development Team by email to: manaviationdevelopment@magairports.com

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

The cost of the PRM services consists of the direct operating costs, which is primarily the cost of the contracted service provider.

The charges for PRM are as follows for the period 1 April 2026 to 31 March 2027:

Category 1 – at 50% or above pre notification at 36 hours shall be £1.41 per departing passenger.

Category 2 – at less than 50% pre notification at 36 hours shall be £4.03 per departing passenger.

Airlines will be billed initially at the tier their pre notification level achieved in the year end 31 March 2026. Notification rates will then be monitored and measured by the Company on a quarterly basis and if an airline moves tiers within a quarter, it will be rebated (via credit note) or invoiced retrospectively in respect of that quarter and the charge reset for the following quarter onwards.

The PRM does not apply to the following:

- a. Children under 2 at the time of departure.
- b. People who work on the aircraft during the flight.

10. CAA Security Charge

A CAA Security Charge is collected on behalf of the CAA and is payable for each departing terminal passenger and will be invoiced at the applicable rate. At the time of publication the charge is £0.0759 per departing passenger.

The CAA charge does not apply to the following:

- a. Children under 2 at the time of departure.
- b. People who work on the aircraft during the flight.

11. Ancillary Charges

11.1 Baggage System Charge

A baggage system charge of £2.11 is payable for each departing Terminal Passenger. This includes the baggage handling Charge, at £1.63 per departing passenger, the accounting and authorisation (AAA) Charge, at £0.13 per departing passenger and the hold baggage security labour (HBSL) Charge at £0.35 per departing passenger.

Where an airline is found to have a dangerous goods bag, a charge of £93.35 per dangerous bag will be levied by MAN.

The Baggage System Charge does not apply to the following:

- a. Children under 2 at the time of departure.
- b. People who work on the aircraft during the flight.

11.2 Common User Passenger Process System (CUPPS) Charge

A CUPPS Charge is payable at £0.45 per departing Terminal Passenger.

The CUPPS Charge is subject to VAT.

The CUPPS charge does not apply to the following:

- a. Children under 2 at the time of departure.
- b. People who work on the aircraft during the flight.

11.3 Check-in Desks Charge

A check-in desk Charge of £4.70 for every half hour (or part of) for every desk, is payable for all desks used to check-in passengers. By desk this refers to a traditional check-in-desk, a desk operating as Self-Service Bag Drop, or any equivalent.

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

The check-in desk Charge is subject to VAT.

11.4 Common User Self Service (CUSS)

There is currently no additional passenger Charge for CUSS.

11.5 Local Departure Control System (LDCS)

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

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

The LDCS Charge is subject to VAT.

12. Ground Handling Charges

12.1 Ground Handling Licenses

The annual charge payable by a ground handler depends on which of the Tiers below is considered by the Company to fall within:

Tier	FY27 Tariff
Tier 1 - Full Handler carrying out full ground handling above and below wing	£5,278.23
Tier 2 - Carrying out either above or below wing services directly contributing to passenger processes or aircraft turnaround	£2,639.12
Tier 3 - Carries out services that contribute to aircraft turnarounds, but limited to a single bespoke activity	£1,583.47
Tier 4 - Carries out specialist activity, for example deliveries, engineers, and airport maintenance	£527.82

12.2 Airside Vehicle and Equipment Permits (AVP)

A Charge of £41.18 will be payable for the issue of each AVP required for motorised vehicles operating airside at the Airport.

No permit Charge is enforced for trailed equipment. However, if trailed equipment is found to be faulty or with an out of date permit, a charge of £193.03 will apply. This includes a £61.95 Infringement fund and a £131.08 charge to the Company to administer the system.

12.3 Unit Loading Devices (ULD)

A Charge of £2.34 per ULD is payable per day for each ULD container in excess of the number agreed between the Company and the Airline, Operator or Handling Agent from time to time.

12.4 Airfield Escorting Charge

A charge of £51.88 is payable for the first hour of this service. Between 1 hour and 4 hours a charge of £207.52 is payable, with an additional tariff of £51.88 per hour or part thereof for every hour beyond 4 hours.

12.5 Resilience Team

The following charge is per hour (or part thereof) per member of the Resilience Team deployed. See Section 17 (Definitions) for further information on the Resilience Team.

Deployed at the request of operator	£59.30
Deployed via the Resilience Team Deployment Process	£88.95

13. Other Charges

13.1 Staff Car Parking Charges

Car Parking Area	Monthly	Quarterly	6 Months	9 Months	Annual
Staff East	£65.92	£169.35	£308.83	£448.35	£557.99
Staff South	£65.92	£169.35	£308.83	£448.35	£557.99
Mid Stay	n/a	n/a	n/a	n/a	£1,014.00
Central Staff Car Park (P11)	n/a	n/a	n/a	n/a	£1,014.00
Multi Storey Car Park T2(w)	£285.00	£740.82	£1,451.77	£2,162.74	£2,843.85
Multi Storey Car Park T3	£285.00	£740.82	£1,451.77	£2,162.74	£2,843.85
Multi Storey Car Parks T2(w) & T3	£318.17	£827.39	£1,624.93	£2,422.46	£3,190.18
Staff East and Staff South combined	£121.36	£313.91	£597.95	£882.02	£1,136.23
Motorcycles	£0.00	£0.00	£0.00	£0.00	£0.00

Miscellaneous Car Park Charges

Replacement Permits (per Permit)	£29.85
Replacement Card (per Card Key)	£29.85
Wheel Clamp Removal (per Removal)	£151.47
Car Rental Concessionaire Parking Day Rate	£58.29

No refunds shall be provided. All new permits expire on 31 March 2027. The areas quoted as above are fixed and anyone requiring the use of multiple areas should purchase an All Areas pass.

Staff Parking Charges are subject to VAT.

For a full list of Staff Car Parking Charges and conditions of Use, please contact MA Car Parks Administration on 0161 489 2020 or email staffparking@manairport.co.uk

13.2 Heating and Utilities

Utilities Charges are subject to a six-monthly review and any changes to these tariffs below will be notified accordingly.

Utilities	FY27 Tariff	Application
Electricity - Low Voltage (LV Rate)	£0.3809	(per kWh)
Electricity - Low Voltage (Meter Charge)	£0.6023	(per day / per meter)
Electricity - High Voltage (HV Day Rate)	£0.2566	(per kWh)
Electricity - High Voltage (HV Night Rate)	£0.2566	(per kWh)
Electricity - High Voltage (Meter Charge)	£0.6023	(per day / per meter)
Electricity - High Voltage (Network Capacity)	£12.03	(per peak kVA / per month)
Electricity - Airfield Vehicle Chargers	£0.7607	(per kWh)
Gas Rate	£0.0789	(per kWh)
Gas (Meter Charge)	£0.4070	(per day / per meter)
Cold Water Only Services	£3.3150	(per m3)
Wastewater Only Services	£3.3150	(per m3)
Combined Cold Water & Wastewater Services	£6.6300	(per m3)
Cold Water (Meter Charge)	£0.2090	(per day per meter)
Surface Water and Highways Drainage Rate	£2.1391	(per m2)
Air Conditioning Rate	£26.9253	(per m2)
Non-Air Conditioning Rate	£20.2044	(per m2)

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

13.3 Potable Water

There will be no charge for Potable Water.

13.4 13.4 Electrical Power for Electric Baggage Trolleys (EBTs)

The company charges for electrical power for EBTs. For details of the applicable rates please contact the revenue department by email revenue.manchester@manairport.co.uk.

13.5 Cleaning Charges

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

Karla Heyes, Facilities Manager – 07711 574160

13.6 Security Passes

In addition to the prices below all passes will be charged £14.68 per pass to cover the costs of Department of Transport (Dft) enhanced background checks requirements.

Type of Pass	Charge per Pass
Full ID Card	£85.55
Full ID card change of detail during its lifetime	£30.13
Temporary Visitors Pass	£27.10
Full ID card renewal	£77.08
Temporary Employment ID card	£77.08
Full ID card replacement if lost or stolen	£114.16
Non Validatable Pass ID card	£31.78
Application re-submission cost	£27.90
Application processed ID card not issued within 60 days	£67.73
ID card not returned in line with MAG ID Standard	£203.20

13.7 Environmental Charges

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

13.8 Waste Recycling Contamination Recharge

Access to Main Waste Management Area

Main Waste Management Area Key Fob	£100
Replacement Fob	£100

A charge is payable for clean-up of excessive litter or dumped waste at MA waste facilities in service yards or main waste area. The charge will be based on the actual cost incurred.

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

These Charges are subject to VAT.

13.9 Fixed Electrical Ground Power (FEGP)

The Company provides facilities for using FEGP. Charges do not include VAT and are payable by the airline / ground handler who uses the facility.

Aircraft up to Code C: £15.90 for the first 25 minutes and £0.63 per minute thereafter

Aircraft above Code C: £28.68 for the first 45 minutes and £0.63 per minute thereafter

Each charge is billed on a per turnaround basis.

Fixed electrical ground power is subject to VAT.

13.10 Engine Testing

	Charge for each test for each aircraft
Aircraft less than 25 tonnes	£90.82
Aircraft above 25 tonnes but less than 120 tonnes	£127.14
Aircraft above 120 tonnes	£145.30
Surcharge for tests between 23:00 and 06:00	100%

Engine Testing is subject to VAT.

13.11 Apron Driver and Airbridge Training

The Company offers a range of training courses. Full details may be obtained from the training departing via the internet:
www.manchesterairport.co.uk/ops

13.12 Medical Examinations

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

13.13 Accommodation Charges

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

13.13.1 For accommodation within Terminals 2 or 3, call 0161 489 3710

13.13.2 For areas other than Terminals 2 and 3, please contact 0800 849 9747

13.14 Information Services

The Company offers a wide range of Information Services including:

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

For more information please phone the Manchester Airport IS Service Desk on 0330 838 4111, or e-mail to MAGITServiceDesk@magairports.com

13.15 Consolidation Centre for Supplies

The Company provides an off-site screening facility for airport supplies with direct deliveries to multiple airside locations. For more information please email man.retail@magairports.com

14. Value Added Tax (VAT)

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

All charges set out are exclusive of any VAT or other relevant taxes that may be applicable unless expressly stated otherwise.

15. Standard Terms and Conditions

- 15.1 Manchester Airport (the “**Airport**”) is managed by Manchester Airport Plc (registered number 01960988) (the “**Company**”).
- 15.2 The publication of these Conditions of Use constitutes an offer by the 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 Company and each and every Airport User in relation to obligations relevant to them.
- 15.3 The Unfair Contract Terms Act 1977 affects terms or notices which unreasonably exclude or restrict liability for negligence or certain unreasonable contract terms. The Company draws the attention of potential users of the Airport to the sections in this document that exclude liability in certain circumstances, particularly (but not limited to) sections 15.55 – 15.62 (inclusive). The Company considers these sections to be reasonable.
- 15.4 Nothing in these Conditions of Use shall be taken to confer a right for the Operator to use the Airport without the Company’s consent and the Company reserves the right to withdraw such consent where the Operator has breached or threatened to breach these Conditions of Use.
- 15.5 The Company reserves the right at any time to amend, vary or discharge the Conditions of Use upon giving notice.
- 15.6 The Company reserves the right to amend or vary the Charges upon giving notice.
- 15.7 The Company reserves the right to review the Charges, the application of the Charges and / or qualifying conditions in respect of the Charges or any Rebate and Incentive.
- 15.8 The Company reserves the right to withdraw any Rebate or Incentive offered in the Conditions of Use upon giving notice.

- 15.9** 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.

Charges

- 15.10** All Charges apply to departing Aircraft and/or Passengers (unless otherwise stated). For the avoidance of doubt, this includes Passengers who utilise the Aether Terminal.
- 15.11** All Charges are due on departure (subject to provisions regarding diversions).
- 15.12** The Operator shall pay the appropriate Charges as set out in the relevant sections. It shall also pay for any supplies, services or facilities provided to it at the Airport by or on behalf of the Company. The Charges referred to in this section shall accrue from day to day and, unless some other arrangement has been agreed in writing by the Company, shall be payable to the Company in advance, whether a demand has been made or not, before the Aircraft departs from the Airport.
- 15.13** The Managing Director of the Airport or his/her duly appointed representative may use his or her discretion to abate or waive the Charges for any specific category of traffic when he or she considers it is in the interest of the Airport to encourage the development of traffic.
- 15.14** The Operator shall pay the appropriate Charge (PRM Charge) to the Company in respect of the Company providing the service to disabled persons and persons with reduced mobility as published herein or as notified from time to time.
- 15.15** Each Operator will comply with and will ensure that their appointed Handling Agent complies with the fees, Charges and the Company's requirements as contained in the Ground Handling Licence, in relation to suppliers of ground handling at the Airport, copies of which are available from the Company upon request.
- 15.16** Operators will use or will ensure their appointed Handling Agent use Common User Passenger Process System (CUPPS) and/or Common Use Self Service Kiosks as provided and determined by the Company for checking in passengers at the Airport.
- 15.17** The Passenger Facilities Charge (PFC) and the Passenger Security Charge (PSC) apply to Aircraft and/or Combi-Aircraft that carry Passengers.
- 15.18** The Operator or Handling Agent shall pay the appropriate Charge to the Company as published herein or as notified from time to time where the number of Unit Loading Device cans located airside at the Airport exceeds the number agreed between the Company and the Airline or Operator to meet its reasonable seasonal requirements.

- 15.19** Should the Operator fail to comply with a reasonable direction issued by the Company to move vehicles or equipment, left in unauthorised areas, within the specified time the Company, the Company may move, or remove, and store the equipment. The Operator will be charged a removal fee of £50.00 per item or such other fee as the Company shall from time to time publish.
- 15.20** Following any removal or storage of equipment in accordance with section 15.19, should the Operator fail to comply with a reasonable direction issued by the Company to collect such equipment within the time specified by the Company, the Company may dispose of the equipment as it sees fit. The Company shall be entitled to collect from the Operator any fees or charges it incurs, and retain any payment or proceeds it receives, as a consequence of or in connection with any disposal in accordance with this section 15.20.

Payment

- 15.21** All payments made to the Company by the Operator shall be by way of bank transfer to the bank account nominated by the Company, unless agreed otherwise in writing by the Company.
- 15.22** All Charges are due on departure under 15.11. However, where the Company has agreed in writing an alternative payment arrangement with the Operator (e.g. weekly invoicing in arrears), then unless agreed otherwise in writing by the Company as part of that arrangement, all invoices submitted by the Company under such arrangement shall be payable within 28 days of the date of the invoice.
- 15.23** Any application for credit facilities must be made in writing to the Company's Group Financial Controller. The Operator or Airline shall make available such information as the Company may require to satisfy credit insurance requirements as to creditworthiness. The grant of credit facilities shall be in the absolute discretion of the Company whose decision is final. Credit facilities will be subject to review by the Company and may be withdrawn at any time without notice at the Company's discretion. As a condition of granting credit facilities the Company may require the Operator or the Airline to make payments by direct debit.
- 15.24** If the Operator fails to make any payment due to the Company by the due date for payment, then, without prejudice to any other rights the Company may have, the Operator shall pay interest on the overdue amount at the rate provided for under the Late Payment of Commercial Debts (Interest) Act 1998 from time to time. Such interest shall accrue on a daily basis from the due date until actual payment of the overdue amount, whether before or after judgment. The Operator shall pay the interest together with the overdue amount.
- 15.25** The Company reserves the right, at any time, to require an Airline or an Operator to pay a deposit in a sum to be determined by the Company, which at any time can be called upon by the Company if the Operator fails to pay and is in default of any Charges.

- 15.26** Unless otherwise specified by the Company any claims for a Rebate or other charge reductions must be made within 14 days of invoice date. Rebates will be credited (subject to the Airline or Operator paying the relevant invoice in full on or before the due date) to the Airline or Operators account against Charges incurred by the Airline or Operator during the next following invoice period(s), Rebates will be liable to be rescinded if payment is not made by the due date.
- 15.27** In the event that an Airline or 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 Airline or Operator on behalf of the Company, the Airport and any Group Airport or member of the Group.
- 15.28** The Operator shall not, without the prior written consent of the Company, be entitled in respect of any Claim it may have against the Company to make any set-off against or deduction from the Charges. All Charges must be paid in full pending resolution of any such Claim.
- 15.29** 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.
- 15.30** If the Company believes that any of the events in section 15.29 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.

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

15.32 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 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 Company, the Operator agrees that the 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 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 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 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.

Sanctions

15.33 The Operator warrants and represents that:

- 15.33.1** 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;
- 15.33.2** it has complied, and will at all times comply with, Sanctions Laws;
- 15.33.3** it has not, and will not, carry out any activities, transactions, business or financial dealings that involve a Restricted Country;

- 15.33.4** it will implement appropriate controls to ensure that it does not expose the 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.
- 15.34** The Operator shall notify the 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:
- 15.34.1** becomes a Designated Person and / or;
- 15.34.2** is or could be involved in any contravention of Sanctions Laws.
- 15.35** The Operator on request by the Company, shall certify in writing compliance with this section 15.33 and 15.34 by the Operator and all persons associated with it. The Operator shall provide such supporting evidence of compliance as the Company may reasonably request.

Anti-Bribery, Corruption & Fraud

- 15.36** The Operator shall:
- 15.36.1** 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 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 Company as soon as it becomes aware of or has reasonable grounds to suspect a case of bribery or corruption; and
- 15.36.2** 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;

- 15.36.3** promptly notify the Company (in writing) if it becomes aware of any suspected or actual breach of section 15.36.2 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
- 15.36.4** if requested, co-operate with and provide reasonable assistance to the Company to enable the 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.

Modern Slavery

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

- 15.37.1** 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 of 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;
- 15.37.2** it shall comply with the Modern Slavery Act 2015;
- 15.37.3** it shall notify the Company immediately in writing if it becomes aware or has reason to believe that it, or any of its officers, employees, agents or subcontractors have breached or potentially breached any of the Operator's obligations under this section 15.37. Such notice shall set out full details of the circumstances concerning the breach or potential breach of the Operator's obligations.

Data Protection

- 15.38** 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; and c. for the purpose of these Conditions of Use, 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.
- 15.39** In particular (and without limitation), the Operator shall ensure that any transfer of personal data to the Company complies with Data Protection Laws.
- 15.40** 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.
- 15.41** In circumstances where the 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 Company’s processor clauses in respect of such processing, a copy of which can be obtained from the Company upon request. The Operator shall notify the Company in writing if the Operator considers that the Company is a processor in respect of any processing.

Miscellaneous

- 15.42** Use of Airport facilities is subject to compliance with the Airports Byelaws, local flying restrictions and remarks published from time to time in the UK Air Pilot, NOTAMS, orders, instructions or directions given by or on behalf of the Company and orders, instructions and directions given by or on behalf of relevant government departments.
- 15.43** 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.
- 15.44** Without prejudice to any other right or remedy of the Company, if an Operator fails to pay the Charges when due or is otherwise in material breach of these Conditions of Use, the 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.

- 15.45** The Airport is a fully co-ordinated airport under EU slot allocation regulation 95/93. All Aircraft must have prior permission to operate by obtaining a slot from the slot co-ordinators at the Airport, Airport Co-ordination Ltd on 0161 493 1850.
- 15.46** The Company does not guarantee available capacity at the Airport. The Company reserves the right to manage capacity at the Airport as it deems necessary for safety and operational reasons. The 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.
- 15.47** Without prejudice to sections 15.45 and 15.46 above, in order to assist the Company in the efficient management of capacity at the Airport, should the Operator or Airline wish to park an Aircraft at the Airport during the night period being 22:00 to 08:00 local time (or any part thereof) with that Aircraft not being scheduled to depart the Airport within 18 hours of the start of the night period, then the Operator or Airline shall seek the prior written consent of the Company to do so by providing no less than 10 days written notice to the Company. Upon receipt of such request, the Company may grant, withhold or condition its consent at its sole discretion.
- 15.48** In the interest of safety and managing performance standards, each Operator and Airline will, as a condition of operating at the Airport, only contract with Handling Agents who have entered into the Company's Ground Handling Licence. The Licence contains the Company's requirements (including minimum service standards) for operating ground handling services at the Airport and when signed on behalf of the Company confirms that those requirements are in place. A copy of the Ground Handling Licence can be obtained from the Company. Each Operator or Airline will ensure that ground handling is arranged in advance of arrival/departure of an Aircraft.
- 15.49** The Operator or its Handling Agent will supply to the Company (in such form as the Company may from time to time determine) information relating to the movements of its Aircraft at the Airport within 24 hours of each of those movements, including information about the number of Terminal, Transfer and Transit Passengers and the volume of cargo and mail embarked and disembarked at the Airport. The Operator or its Handling Agent shall also furnish on demand (in such form as the Company may from time to time determine) details of the Maximum Take Off Weight Authorised (MTOW) in respect of each Aircraft owned or operated by it. The Operator or its Handling Agent shall also supply, without delay, details of any changes in the MTOW in respect of each Aircraft owned or operated by the Operator or Airline from the Airport.

- 15.50** Where the Operator, Airline or its appointed Handling Agent fails to provide the information required under section 15.49 within the period stipulated, the Company shall be entitled to assess the Charges payable by the Operator or Airline by reference to the MTOW and the maximum passenger capacity of the Aircraft type. The Operator shall pay the Charges assessed by the Company. Once the Operator, Airline or its appointed Handling Agent has provided the said information to the Company, the Company will pay to the Operator or Airline the difference between the Charges assessed and the actual charges payment by the Operator or Airline pursuant to the Terms or vice versa as the case may be.
- 15.51** The Company shall provide (whether by itself or its sub contractor(s)) a service for all disabled persons and persons with reduced mobility from the designated point of arrival at the Airport to the Aircraft and from the Aircraft to a designated point of departure from the Airport. For the purpose of this section the persons entitled to benefit from this service are as defined in Regulation (EC) No 1107/2006.
- 15.52** The Airline or Operator shall not impose any rule or implement any practice (including the levying of charges at boarding gate) at the Airport in relation to Passengers, which may directly or indirectly affect the Company's non-aeronautical commercial activities or operational procedures.
- 15.53** When an Aircraft is involved in an incident which prevents use of any part of the Airport the Operator will, within one hour, commence removal, rescue or salvage of the Aircraft and in default the Company reserves the right to remove, rescue or salvage the Aircraft at its discretion and the Operator hereby indemnifies the Company or its agents against all loss, damage, Claims, costs, demands, acts or omissions whatsoever arising while the Company or its agents remove, rescue or salvage the Aircraft and undertakes to pay the Company any resultant costs, damages and Losses (consequential or otherwise) relating thereto.
- 15.54** Each Airline, Operator and Handling Agent shall indemnify the Company, its servants or agents against any Loss or damage to the property of the Company and against any Claims for death or personal injury which may be made against the Company or any servants or agents of the Company or of the Airline, Operator or Handling Agent arising out of or in connection with anything done, permitted or omitted by the Airline, Operator or Handling Agent or its servants or agents in or upon the Airport.

Liability

- 15.55** For the purposes of sections 15.55 to 15.62, "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.

15.56 Subject to section 15.57, to the extent permitted by law neither the Company, the Airport nor its employees, servants, agents or Affiliates shall have any liability to any Operator, Airline or Handling Agent or be obliged to indemnify any Operator, Airline or Handling Agent in respect of:

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

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

15.57 Nothing in sections 15.55 to 15.62 (inclusive) 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 (or damage to any property contained in an Aircraft) resulting from any act or omission of the Airport, Company, its employees, servants, agents or Affiliates done either with intent to cause damage or recklessly and with knowledge that damage would probably result.

15.58 Subject to section 15.57, the 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 Company and any Operator or Handling Agent.

15.59 Subject to section 15.57, the 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.

15.60 The Operator agrees to hold current and adequate insurance at all times when the Operator uses the Airport's Facilities and Services at Manchester Airport to cover any and all liability excluded or limited under this section 15.55 to 15.62 (inclusive). Nothing in this section 15.55 to 15.62 (inclusive) shall preclude the Operator from fulfilling its insurance obligations through self-insurance.

15.61 Without prejudice to the generality of section 15.60, each Operator, Airline and Handling Agent are, in addition to and without prejudice to the indemnities contained in the Conditions of Use, prior to the provision of service / operations at the Airport, required to:

15.61.1 take out and maintain a policy in respect of comprehensive legal liability insurance covering the liability of the Operator, Airline or Handling Agent covering all Claims, including all airside locations / activities and for personal injury to or death of persons, damage to property including airside motor vehicle operation, war and terrorism cover all arising out of or in the course of or by reason of the supply of the operations / services and which insurance shall cover any legal liability which may be incurred by the Operator, Airline or Handling Agent or any of its employees or agents in respect of any Loss or damage to any property (whether real or personal to whomsoever belonging and including any financial or consequential loss) of whatever nature and howsoever arising in connection with the operations / services;

15.61.2 ensure that the actual level of insurance cover purchased is at a level which will be determined according to type / location of the operation / service to be provided and will be advised to the Operator, Airline or Handling Agent on request but in any event the insurance shall fall within the following bands:

- i) not less than £50,000,000 GBP (Fifty Million Pounds) public liability unless an alternative limit has been agreed by the Company subject to type / location of operation / service;
- ii) unlimited liability in respect of non-airside private motor vehicle bodily injury/private motor vehicle property damage;
- iii) not less than £5,000,000 GBP (Five Million Pounds) commercial vehicle third party property damage;
- iv) not less than £10,000,000 GBP (Ten Million Pounds) employers liability.

15.62 Each part (including a sub section or part thereof) of this section 15.55 to 15.62 (inclusive) 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.

Confidentiality

15.63 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.

- 15.64** 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 section 15.63. 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.
- 15.65** The obligations of confidentiality in sections 15.63 and 15.64 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.

16. General

- 16.1** All times are local.
- 16.2** Words denoting the singular number only shall include the plural and vice versa.
- 16.3** Words denoting the masculine gender include the feminine and neuter and vice versa. The expression 'persons' shall include any individual, partnerships, joint ventures, firms, businesses, companies, unincorporated associations and corporations and vice versa.
- 16.4** Reference to any statute or statutory provisions includes a reference to that statute or statutory provision as from time to time amended, extended or re-enacted or consolidated and all statutory instruments made pursuant to it.
- 16.5** Except in relation to the rights provided in section 15.27, 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.
- 16.6** No failure or delay by the 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.
- 16.7** Any express waiver granted by the Company shall be construed strictly on its terms and shall not imply or require that any further or additional waiver will be given in respect of similar future matters.
- 16.8** These Terms shall be governed by, and construed in accordance with, the laws of England.
- 16.9** All disputes arising out of or relating to the Terms shall be subject to the exclusive jurisdiction of the English Courts.
- 16.10** References to a 'person' includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).

17. Definitions

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).

Aether Terminal means the private terminal for Passengers on commercial flights departing the Airport.

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

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

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

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

Airport means Manchester Airport.

Airport User means any Operator or other person using the facilities at the airport other than as a Passenger;

Charges means the Charges referred to in Sections 1 to 13 as amended or notified from time to time.

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

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

Conditions of Use mean these Manchester Airport Plc Schedule of Charges and Terms and Conditions of Use, Sections 1 to 17 (inclusive);

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).

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

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

Data Protection Laws means 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.

Designated Person means a person that is listed on, or owned or controlled by a person listed on, a Sanctions List.

Disabled Persons and Persons of Reduced Mobility (PRM) Charge means the Charge referred to in Section 9.

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

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

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

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

Incentive means Incentives referred to in Section 8.

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

Loss includes all losses and liabilities of whatsoever nature, including (without limitation) direct loss, indirect loss, consequential loss, loss of profits, loss of business and loss of goodwill, damage, including (without limitation) damage to business, any reference to the making of payment by the Company and a reference to the incurring of any expense by the Company.

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

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

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

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

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

Passenger means Terminal Passengers, Transfer Passengers and Transit Passengers.

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

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

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

Preferred Noise Routes (PNR) means the Routes referred to at Section 3.12.

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

Rebate means the Rebates referred to at Section 7.

Regulatory Charge means the Charge referred to at Section 6.

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

Resilience Team means the Company's own resilience personnel which it may deploy to provide greater resilience and assistance to third-party ground handling operations in accordance with and as further detailed in the Ground Handling License.

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.

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

Runway Charge means the Charge referred to at Section 3.

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.

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.

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

Service means a Route operated to or from the Airport.

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

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

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

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

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

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

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.

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

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



Manchester Airport
Manchester
M90 1QX

