



Cranfield Airport charges for General Aviation flights from January 2023



FIXED WING UNDER 2,700 kg CHARGES FOR TRAINING (NON-BASED) / VISITING / LEISURE FLIGHTS & BASED NON-FLIGHT TRAINING ORGANISATION WITHOUT TENANCY AGREEMENT

Landing Charge :-

| | |
|------------------------|------------------|
| Single Engine Aircraft | £ 20.00 plus VAT |
| Multi Engine Aircraft | £ 33.00 plus VAT |

Touch and Go / Circuit Charge :-

| | |
|------------------------|------------------|
| Single Engine Aircraft | £ 10.00 plus VAT |
| Multi Engine Aircraft | £ 16.50 plus VAT |

Instrument Approaches (ILS/NDB/GNSS) :-

| | |
|------------------------|------------------|
| Single Engine Aircraft | £ 27.00 plus VAT |
| Multi Engine Aircraft | £ 33.00 plus VAT |

Parking Charge

| | |
|------------------------|------------------------------------------|
| | <i>First 4 hours free of charge then</i> |
| Single Engine Aircraft | £ 20.00 plus VAT |
| Multi Engine Aircraft | £ 23.00 plus VAT |
| | <i>per 24-hour period</i> |

ROTARY UNDER 2,700 kg CHARGES FOR TRAINING (NON-BASED) / VISITING / LEISURE FLIGHTS & BASED NON-FLIGHT TRAINING ORGANISATION WITHOUT TENANCY AGREEMENT

Landing Charge :-

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|--------------------------------|------------------|
| Single Piston | £ 18.00 plus VAT |
| Twin Piston and Single Turbine | £ 42.00 plus VAT |

Touch and Go / Circuit Charge :-

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|--------------------------------|------------------|
| Single Piston | £ 10.00 plus VAT |
| Twin Piston and Single Turbine | £ 16.50 plus VAT |

Instrument Approaches (ILS/NDB/GNSS) :-

| | |
|--------------------------------|------------------|
| Single Piston | £ 27.00 plus VAT |
| Twin Piston and Single Turbine | £ 33.00 plus VAT |

Parking Charge

| | |
|--------------------------------|------------------------------------------|
| | <i>First 4 hours free of charge then</i> |
| Single Piston | £ 20.00 plus VAT |
| Twin Piston and Single Turbine | £ 25.00 plus VAT |
| | <i>per 24-hour period</i> |

ROTARY Twin Turbine 0 – 8,000 kg without Handling
CHARGES FOR TRAINING (NON-BASED) / VISITING / LEISURE FLIGHTS &
BASED NON-FLIGHT TRAINING ORGANISATION WITHOUT TENANCY
AGREEMENT

Landing Charge:-

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|--------------|--|------------------|
| Twin Turbine | | £ 85.00 plus VAT |
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Touch and Go / Circuit Charge :-

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|--------------|--|-------------------|
| Twin Turbine | | £ 42.50. plus VAT |
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Instrument Approaches (ILS/NDB/GNSS) :-

| | | |
|--------------------------------|--|------------------|
| Twin Turbine up to 2,700 | | £ 27.00 plus VAT |
| Twin Turbine up to 2,701-8,000 | | £ 33.00 plus VAT |

Parking Charge

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|--------------|--|-----------------------------------------------------------------------------------------------|
| Twin Turbine | | <i>First 4 hours free of charge then</i> £ 35.00 plus VAT <i>per 24-hour period</i> |
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If you would like a quote for services not listed above, please contact Airport Handling or Airport Accounts.

| | |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| Airport Handling | +44 (0) 1234 758114 airporthandling@cranfield.ac.uk |
| Airport Accounts | + 44 (0) 1234 758151 airportaccounts@cranfield.ac.uk |
| For PPR: Air Traffic Control | + 44 (0) 1234 750005 atc@cranfield.ac.uk |
| Online payments | https://cranfieldairport.com/airport-information/ |

Cranfield Airport operate RFFS Fire Category 4 Monday to Friday.
 Cranfield Airport operate RFFS Fire Category 2 Saturday / Sunday / Public Holidays.
 RFFS Fire Category upgrades to RFFS Fire Category 6 (with remission) are available on request for an additional fee (subject to availability).

STANDARD TERMS AND CONDITIONS

1. Cranfield Airport (hereinafter the "Airport") is owned and operated by Cranfield University (CU) at Cranfield, Bedfordshire. Cranfield Airport holds an Ordinary Licence.
2. The use of the facilities at the Airport by any Aircraft requires the adherence to the following :
 - a) Relevant area and local flying procedures as published from time to time in the AGA section of the United Kingdom Air Pilots and NOTAMS.
 - b) Any orders, instructions or directions issued from time to time by the Airport Manager and/or by the Manager Air Traffic Services or any person to whom the authority of the Airport Manager or the Manager Air Traffic Services has been properly delegated whether in writing or otherwise.
 - c) These Standard Conditions (hereinafter the "Conditions") of which an Operator (as hereinafter defined) shall be deemed to have knowledge prior to an Aircraft arriving at the Airport by virtue of the reference contained in the United Kingdom Air Pilot and elsewhere.
3. The Operator shall mean the person or organisation from time to time having the management or possession of a particular Aircraft (in whatever capacity) using or attempting to use the Airport and the facilities or services available at the airport.

In the absence of notification to the contrary to CU, the Captain of an Aircraft will be treated as being the Operator or as being the agent of the Operator with authority to bind the Operator for all purposes relating to the presence of that Aircraft at or in the vicinity of the Airport.

"Services" for this purpose shall include services available at the Airport whether provided by CU or by another acting as an independent contractor and without prejudice to the generality of the word Services shall include the supply of aircraft fuel and lubricants or aircraft store and the provision of accommodation or refreshment to any person coming to the Airport by virtue of the use of the Airport by a particular Aircraft.
4. The Operator shall pay to CU charges calculated at the rates from time to time published by CU for the landing, parking or housing of aircraft or for such other supplies, services or facilities as may be provided to the Operator. Such rates shall be published within the Airport Briefing Department. Copies of the current rates of charges may be obtained at the Airport Briefing Department or on request to Airport Administration.
5. As long as an Aircraft, its parts and accessories shall be upon the Airport, CU shall have a continual lien, both particular and general, upon the Aircraft, its parts and accessories for all charges for whatsoever nature and whensoever incurred (including for this purpose fuel supplied and engineering facilities provided) which shall be or become due and payable to CU or to a supplier of fuel or engineering facilities at the Airport in respect of that Aircraft or in respect of any other Aircraft of the Operator at the time the lien is exercised. The said lien shall not be lost by reason of the Aircraft departing from the Airport but shall continue to be exercisable at any time when the Aircraft has returned to the Airport so long as any of the said charges whether incurred before or after such departure, remain unpaid.
6. If payment of such charges in respect of which CU shall have a lien under the preceding clause is not made to CU within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the Aircraft at any place at which he carries on business, CU shall be at liberty thereafter and in such manner as it thinks fit to sell, remove or otherwise dispose of the Aircraft and any of its parts and accessories in order to satisfy such lien. The powers referred to in Paragraph 5 and 6 are exercisable by CU without prejudice to any other power granted by statute or otherwise, particularly but without prejudice to the generality of the foregoing the rights and powers granted by Section 88 of the Civil Aviation Act 1982.
7. Neither CU nor any servant or agent of CU shall be liable for loss or damage to an Aircraft, its parts or accessories, or any property contained in an Aircraft occurring while the Aircraft is on the Airport or is landing or taking off from the Airport or being dealt with elsewhere after such removal arising or resulting directly or indirectly from any act, omission, neglect or default on the part of CU, its servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result.
8. A full cancellation charge will apply for any ILS/NDB/GNSS approaches booked and cancelled with less than 2 hours notice (unless the TAF/METAR dictates weather unsuitable).
9. Fire Category Upgrades or ATC extensions will be charged on at cost if subsequently cancelled with less than 24 hours notice prior to arrival/departure slot.

STANDARD CONDITIONS UNDER WHICH AIRCRAFT MAY LAND, BE PARKED, HOUSED OR OTHERWISE SERVICED OR DEALT WITH AT CRANFIELD AIRPORT.

10. The Operator shall indemnify CU, its servants or agents against any claim which may be made against CU, its servants or agents for loss or damage, incurred by any person using or being in an Aircraft however such loss or damage may be caused including without prejudice to the generality of the foregoing any claim arising from the act, omission, neglect or default of CU, its servants or agents unless done with intent to cause damage or recklessly and with knowledge that damage would probably result. CU accepts responsibility only for death or injury caused by the negligence of its servants or agents but not further or otherwise.

Please Note : The unfair Contract Terms Act 1977 affects terms or notices which unreasonably exclude or restrict liability for negligence or require that an unreasonable indemnity be given by one party to another. CU draws the attention of potential users of the Airport to paragraphs 7 and 8 above which exclude liability and provide for an indemnity to be given. CU considers these paragraphs to be reasonable.

11. The Operator shall furnish to CU in such form as CU may from time to time determine information relating to the movement of his Aircraft or Aircraft handled by the Operator at the Airport within 24 hours of each of these movements including information about the number of passengers. The Operator shall also furnish on demand in such form as the Airport may from time to time determine details of the maximum total weight authorized in respect of each Aircraft owned or operated by him.
12. No reduction or exemption from charges will be allowed by reason of the non-availability of any services, assistance or other facility at the Airport.
13. Normal charges will apply to Aircraft obliged to land exceptionally for reason of bad weather or traffic congestion or airborne emergency.
14. Credit facilities will only be available by prior written agreement.
15. CU reserves the right to amend or vary these Conditions and to amend the rates of charges for services from time to time and without prior notice.
16. CU reserves the right at its sole discretion to modify, suspend or terminate the provision of any services provided at the Airport at any time without notice to Operators. Where a service is modified suspended or permanently discontinued CU will take such steps as it considers appropriate to minimize inconvenience to Operators but shall not be liable to any Operator or any passenger or crew member for any loss occasioned thereby.
17. In the event that any charges shall not have been paid as provided in these conditions CU shall be entitled to charge interest on such unpaid charges at the appropriate rate from time to time.
18. CU accepts no liability for the omission miss-statement or any representation made by its servants, agents or officers whether or not relied upon by the Operator.
19. The Operator in furtherance of his obligations under these Conditions agree to effect and maintain passenger and third party liability insurance in respect of any Aircraft operated or used by the Operator at the Airport in such amounts not being less than one million pounds as shall in CU's complete discretion be reasonable according to the size and type of Aircraft operated and shall on demand produce to CU or its duly authorized representative from time to time sufficient documentary proof of such insurance including the security thereof.
 - a) In respect of any vehicle which the Operator, his servants, agents or associates may use on that part of the Airfield which is or has been designated as "airside" the Operator shall at all times ensure that the vehicle is fully and properly insured for third party risks for an appropriate amount having regard to the nature of the risks. Evidence of such insurance shall be produced to CU or its duly authorized representative on demand. CU's decision as to the adequacy of such insurance cover shall be binding on the Operator.
 - b) The Operator shall at times fully indemnify and keep indemnified CU against any breach of this Clause 16 but without prejudice to any other rights of CU under these conditions whether the same shall be enforced by CU or not.
20. Any notice which may be required to be given by either party under these conditions shall be deemed to have been duly given if left at or sent by recorded delivery post or facsimile transmission (confirming the same by post) to the other party's last known place of business or at its registered office or to such other address as the parties shall have previously designated in writing.
21. These Conditions represents the entire agreement between CU and the Operators relating to the Operators use of the Airport and shall supersede all representations, agreements, statements and understandings made prior to the date of this agreement whether oral or in writing other than those which have been expressly incorporated into this agreement
22. Failure to terminate this agreement following a breach or other failure to comply shall not be deemed to be a waiver of a party's defence, rights or causes of action arising from such or any future breach or non-compliance. Nor shall failure

on the part of either party at the time or from time to time to enforce or to require the strict adherence and performance of any of Conditions affect or impair its right to enforce such terms or conditions in any way.

23. Survival. The provisions of the following Conditions shall remain binding upon each party after the expiry or any termination under this agreement, 2,3,4,6,7,8, 15,16,17,18,20,21 and 22
24. For the purposes of the Contracts (Rights of Third Parties) Act 1999, it is agreed that nothing in these Conditions shall confer or purport to confer on any third party any right to enforce or any benefit of any term of this agreement.
25. These Conditions shall be subject to English law and the parties agree to submit to the exclusive jurisdiction of the English courts.
26. Aircraft arriving at Cranfield for maintenance purposes from outside of the EU will comply with Cranfield Airport's Certificate of Agreement with Border Force.
27. All aircraft using Cranfield Airport are subject to PPR.