



RAL-COM-TAR-001

Airport Tariffs and Charges

Aircraft Owners/Operators

Version 2.0

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Rochester Airport Ltd

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This customer publication summarises the principal aviation charges and customer conditions applying to aircraft owners and operators using Rochester Airport. Where a signed customer or commercial agreement contains specific terms, that written agreement takes precedence.

1.0 Welcome and Application

Welcome to Rochester Airport. This guide is intended for visiting pilots, based aircraft owners, syndicates, commercial operators, flying schools and training organisations. It brings together the principal published aviation charges in a simpler customer-facing format.

All operations remain subject to PPR where required, published operating hours, the Aerodrome Manual, the UK AIP, local procedures, temporary restrictions, aircraft suitability, weather, surface conditions and applicable law. Publication of a charge does not guarantee availability.

PPR and booking out: All inbound aircraft must obtain Prior Permission Required (PPR) before arrival, and all departing aircraft must book out, in accordance with Rochester Airport's local procedures. When requesting PPR, the operator must provide the planned arrival and departure times, origin and destination, persons on board (POB) and fuel requirements in advance of arrival at the airport. The operator must confirm or amend the information when booking out. These requirements support airspace and traffic management, apron-capacity restrictions and staffing availability.

VAT: All published prices include VAT at the prevailing rate where applicable, unless expressly stated otherwise.

2.0 Aircraft Categories

Landing category	Definition
Gyrocopter and Microlight (as defined by the CAA)	Aircraft meeting the applicable UK Civil Aviation Authority definition of a gyrocopter or microlight aeroplane.
Single Engine Fixed Wing	Fixed-wing aircraft powered by one engine, excluding aircraft in the Turboprop category.
Multi Engine Fixed Wing	Fixed-wing aircraft powered by more than one engine, excluding aircraft in the Turboprop category.
Turboprop	Fixed-wing aircraft powered by one or more turboprop engines; this landing category takes precedence over the single-engine and multi-engine categories.
Rotary	Rotary-wing aircraft, including helicopters.

Landing fees and circuit charges use the five aircraft categories above and are not determined by wingspan or rotor diameter. Fixed-wing parking and hangarage use the generic FW1-FW5 wingspan bands shown in the relevant pricing tables. Helicopter parking and hangarage use the RW1-RW2 main-rotor-diameter bands. Appendix B summarises the corresponding parking and hangarage charges and provides indicative aircraft dimensions and examples. RAL's reasonable determination governs the applicable category or storage band.

3.0 Landing and Circuit Charges

Aircraft / activity	Landing fee / activity charge
Gyrocopter and Microlight (as defined by the CAA) landing fee	£12.00
Single Engine Fixed Wing landing fee	£18.00
Multi Engine Fixed Wing landing fee	£35.00
Turboprop landing fee	£35.00
Rotary landing fee	£25.00 up to 1,500 kg; from £35.00 above 1,500 kg
One-hour circuit session - Gyrocopter and Microlight	£30.00
One-hour circuit session - Single Engine Fixed Wing	£35.00
One-hour circuit session - Multi Engine Fixed Wing	£40.00
Rotary circuit or training session	By prior written agreement
Turboprop circuit or training session	By prior written agreement
Touch-and-go outside a one-hour circuit session	50% of applicable landing charge

Visiting aircraft fuel uplift: A visiting aircraft receives a 50% discount on its applicable standard landing fee when it uplifts at least 50 litres of aviation fuel from Rochester Airport during the same visit. The discount is subject to fuel availability, does not apply to circuits, parking, handling or out-of-hours charges, and cannot be combined with another landing discount.

Exceptional aircraft: Aircraft above 2,500 kg, turbine-powered aircraft and unusual aircraft are subject to prior written agreement by the Airport Director. A movement is charged according to Rochester Airport Ltd movement records. Repeated training activity may require a Commercial Flying and Training Organisation Agreement.

Maintenance arrivals: The aircraft flying into Rochester specifically for pre-arranged maintenance activity receives one complimentary landing. Any subsequent aircraft used to ferry pilots, crew or passenger's remains subject to the applicable published charges. The maintenance booking must be notified to RAL before arrival.

Emergency and precautionary landings - AOPA Strasser Scheme

Rochester Airport participates in the AOPA Strasser Scheme. No landing fee will be charged for a genuine emergency landing or unavoidable safety-related diversion by a general aviation aircraft. The pilot should notify RAL of the circumstances as soon as practicable. Ordinary commercial or planned diversions remain chargeable.

4.0 Based Aircraft Owners and Operators

A Based Aircraft is an aircraft recorded by Rochester Airport Ltd as ordinarily based at Rochester and covered by a current monthly outside Parking agreement or RAL hangarage agreement. A tenancy, office licence, occasional parking arrangement or historic practice does not by itself confer Based Aircraft status.

Based Aircraft discount: Any qualifying Based Aircraft shall receive a 50% discount on all applicable published landing fees and circuit charges incurred by its nominated based aircraft. The discount cannot be combined with another discount and is superseded where a signed commercial agreement provides an alternative movement package or rate.

4.1 Complimentary sortie allowance

Each qualifying Based Aircraft shall receive an annual allowance of 100 complimentary sorties, pro-rated for the period during which it qualifies as based at Rochester in each calendar year. The allowance is attached to the nominated aircraft registration and is available while the account, insurance and required aircraft documentation remain current. For this allowance, one sortie is one continuous flight and may consist of a single landing, circuits, touch-and-go activity, or a combination of these. Circuits, touch-and-goes and the final landing within that flight count together as one sortie, rather than as separate deductions.

- The pro-rata allowance is calculated as $100 \times \text{qualifying days in the calendar year} \div \text{total days in that year}$, rounded down to a whole sortie. Unused complimentary sorties expire at the end of the calendar year.
- The allowance cannot be carried forward, pooled, transferred to another aircraft or customer, exchanged for cash or applied retrospectively. If an operator opts to leave or ends its qualifying based-aircraft agreement during the year, RAL will recalculate the allowance to the end of the qualifying period and may charge for sorties already used above that pro-rata entitlement. Any such charge will use the applicable published landing and circuit charges for the activity flown, with the qualifying 50% Based Aircraft discount and credit for amounts already paid for the same activity.
- Once the applicable complimentary sortie allowance has been used, the 50% Based Aircraft discount applies to further applicable landing fees and circuit charges for the nominated aircraft. The allowance covers landing, circuit and touch-and-go charges within a qualifying sortie; it does not cover the £50.00 out-of-hours surcharge or landing fees expressly required under Section 9.1 for approved movements outside licensed or unlicensed flying periods.

4.2 Private and commercial use

The ordinary Based Aircraft allowance applies to the nominated based aircraft. Where the aircraft is used for commercial gain - including flight training, trial lessons, experience flights, aircraft hire or regular commercial circuit activity - the 50% Based Operator discount remains available unless a signed Commercial Flying and Training Organisation Agreement provides an alternative package or rate. The written commercial agreement takes precedence.

4.3 Keeping your based status current

- Keep the nominated registration on RAL's based-aircraft register.
- Keep the airport account within agreed payment terms.
- Maintain current aircraft insurance and provide evidence when requested.
- Keep ownership/operator details and emergency contact information up to date.

5.0 Commercial Flying and Training Organisations

Operators using Rochester Airport for regular revenue-generating flying - including flight training, trial lessons, experience flights, aircraft hire and repeated commercial circuit activity - may opt to enter into a Commercial Flying and Training Organisation Agreement with Rochester Airport Ltd.

Privately owned aircraft under commercial lease: A privately owned aircraft that is subject to a formal written lease arrangement with a commercial organisation may be included on that organisation's applicable commercial tariff as a nominated aircraft. The commercial organisation must nominate the aircraft to RAL and provide evidence of the current agreement. Any written commercial agreement with RAL takes precedence.

Commercial package rate

Monthly commercial movement package rates are confirmed in the operator's written agreement with Rochester Airport Ltd. This guide does not publish a single package price because commercial terms depend on the nominated aircraft and agreed operating arrangement.

6.0 Aircraft Parking

6.1 Monthly outside aircraft parking

Aircraft category	Monthly charge
Band FW1 - wingspan up to 9.00 m	£225
Band FW2 - wingspan 9.01-10.50 m	£250
Band FW3 - wingspan 10.51-11.50 m	£275
Band FW4 - wingspan 11.51-15.00 m	£300
Band FW5 - wingspan above 15.00 m	By prior agreement
Gyrocopter	£180
Helicopter Band RW1 - main-rotor diameter up to and including 10.50 m	£295
Helicopter Band RW2 - main-rotor diameter above 10.50 m	£345

A current monthly Outside Parking agreement can qualify the nominated aircraft for Based Aircraft status, the pro-rata annual complimentary sortie allowance and the 50% Based Operator discount on applicable landing fees and circuit charges in Section 4.0, subject to the account and required documentation remaining current. Fixed-wing parking bands are determined by measured wingspan, while helicopter parking bands are determined by published or measured main-rotor diameter. Appendix B summarises the applicable band charges and provides indicative aircraft examples.

6.2 Day, overnight and subsequent-day aircraft parking

Day parking: Aircraft parking is complimentary until the aircraft remains on site for its first overnight period. The applicable tariff below is then charged for that overnight stay and for each subsequent day or part-day until departure.

Aircraft category	Charge per overnight period / subsequent day
Band FW1	£10
Band FW2	£10
Band FW3	£15
Band FW4	£20
Band FW5	By prior agreement
Gyrocopter	£10
Helicopter Band RW1	£25
Helicopter Band RW2	£35
Seven consecutive days or more	By agreement

7.0 Monthly Hangarage

Monthly fixed-wing hangarage uses the generic FW1-FW5 wingspan bands in this guide. Helicopter hangarage uses the RW1-RW2 bands according to published or measured main-rotor diameter. Appendix B provides indicative aircraft examples. Final allocation also considers aircraft length, height, overall footprint, folding-wing configuration, access, compatibility and operational requirements. Gyrocopters have a separate published rate; flex-wing microlights and unusual aircraft are assessed separately where the principal dimension does not reliably represent the storage footprint.

Hangarage category	Monthly charge
Band FW1 - wingspan up to 9.00 m	£465.00
Band FW2 - wingspan 9.01-10.50 m	£490.00
Band FW3 - wingspan 10.51-11.50 m	£515.00
Band FW4 - wingspan 11.51-15.00 m	£570.00
Band FW5 - wingspan above 15.00 m	By prior written agreement
Gyrocopter	£315.00
Helicopter Band RW1 - main-rotor diameter up to and including 10.50 m	£550.00
Helicopter Band RW2 - main-rotor diameter above 10.50 m	£625.00
Flex-wing or unusual aircraft	By prior written agreement following footprint assessment

7.1 What monthly hangarage means

Monthly hangarage is a personal, non-transferable licence to store the approved aircraft within a shared hangar area allocated by RAL. It does not create a tenancy, lease, exclusive possession or permanent right to a fixed floor area unless a separate written property agreement expressly states otherwise:

- RAL may reposition the aircraft within or between suitable hangars where reasonably required for safety, capacity, maintenance, emergency access, events, works, adverse weather protection or efficient use of space.
- Hangarage does not include maintenance, cleaning, battery charging, handling or insurance unless separately agreed.
- A suitable tow bar, keys and aircraft-specific movement instructions must be provided where required.
- Owners must disclose handling limitations and relevant hazards such as lithium batteries, oxygen, pyrotechnics or unusual fuel systems.

7.2 Safety, maintenance and permitted use

Unless RAL gives prior written approval, engine running, hot work, welding, grinding, spray painting, fuel transfer, open flames, unattended battery charging, hazardous-material storage and obstruction of fire or escape routes are prohibited within hangars. Major maintenance or specialist technical activity may require prior written approval, risk assessment, method statement, permit or separate commercial arrangement.

7.3 Insurance, payment and notice

Aircraft and personal property are stored at the customer's risk. Monthly hangarage is payable in advance. Approved credit accounts are subject to 30-day terms, and a deposit of one to three months may be required. Unless the signed agreement states a longer term, at least 30 days' written notice is required to terminate monthly hangarage.

8.0 Temporary Hangarage

Temporary fixed wing hangarage	Charge per night
Band FW1 - wingspan up to 9.00 m	£22.50
Band FW2 - wingspan 9.01-10.50 m	£25.00
Band FW3 - wingspan 10.51-11.50 m	£27.50
Band FW4 - wingspan 11.51-15.00 m	£30.00
Band FW5 - wingspan above 15.00 m	By prior written agreement
Helicopter Band RW1	By prior written agreement
Helicopter Band RW2	By prior written agreement
Flex-wing or exceptional space	By prior written agreement

Temporary hangarage is subject to available space, aircraft dimensions, compatibility, operational requirements and any conditions confirmed at booking. Charges are applied per aircraft per night and are not pro-rated for part-days.

9.0 Out of Hours Operations

9.1 Seasonal operating periods and charges

All times below are local. Licensed flying hours are 0830–1730 throughout the year. PPR submission is required for all aircraft; departing aircraft must also book out. BST means British Summer Time; GMT is the winter time basis.

Local time / season	Operating status	Requirements / charge
0730–0830 All year	Unlicensed; airport otherwise closed	Airport Director approval required. Standard landing fee.
0830–1730 All year	Licensed flying	PPR submission for all aircraft. Published landing fees and applicable allowances / discounts.
1730–1930 BST only	Unlicensed flying	Prior permission and operational conditions apply. Standard landing fee.
After 1730 GMT / after 1930 BST, and before 0730	Outside licensed / unlicensed flying hours	Prior Airport Director approval; £50.00 per movement plus standard landing fee.
1800 GMT / 2000 BST	Airport closed	No routine access or movements; any approved movement remains subject to the out-of-hours arrangements above.

Airport closure and flying hours are separate: the airport closes at 1800 in winter (GMT) and 2000 in summer (BST). The interval between the end of normal flying hours and airport closure does not extend the licensed or unlicensed flying period.

Any movement outside the licensed or unlicensed flying periods below requires prior Airport Director approval and attracts £50.00 per movement plus the applicable standard landing fee. This includes 1930–2000 BST due to Airport Lease arrangements. Approval is subject to the Airport Director and not guaranteed. The 0730–0830 unlicensed period requires specific Airport Director approval because the airport is otherwise closed; the standard landing fee applies during that approved period.

Service availability

Unlicensed operation or approval of an out-of-hours movement does not imply that FISO, RFFS, fuel, inspection, handling or other licensed-aerodrome services are available. Where an operation legally requires a service that is unavailable, the movement will not be approved.

10.0 Payment, Insurance and Account Terms

- Recurring charges are payable monthly in advance unless the written agreement states otherwise.
- Ad hoc aviation charges are payable before departure unless an approved credit account applies.
- Standard approved-account payment terms are 30 days from the invoice date.
- RAL may require card payment, bank transfer, Direct Debit, deposit or payment in advance according to the service and credit risk.
- RAL may suspend services, permits, discounts, complimentary movements or access where an account is overdue or required documentation has expired.
- Aircraft operators must maintain legally sufficient aviation insurance and provide evidence when requested.
- Commercial organisations may be required to provide relevant company, ATO/DTO/AOC, instructor, public-liability, employer-liability, aircraft, maintenance, risk-assessment and operating-procedure records.

10.1 Cancellation and notice

Monthly hangarage and aircraft parking normally require 30 days' written notice. Commercial movement packages normally require three months' written notice after the initial term. Temporary hangarage may attract a cancellation charge where stated at booking. Charges remain payable during the applicable contractual notice period.

11.0 General Operating Conditions

RAL may refuse, restrict, sequence or suspend an operation for safety, compliance, capacity, weather, surface, noise, event, works or emergency reasons. RAL determines aircraft categories and suitable parking or hangar allocations, acting reasonably. Commercial payment does not override operational restrictions or create guaranteed capacity.

Annual tariff review and CPI: This document shall be reviewed and updated at least annually. Published tariffs may be adjusted having regard to the latest published 12-month UK Consumer Prices Index (CPI) rate and any material changes in operating costs, regulatory requirements, service scope, intensity of use, market evidence, infrastructure or taxation. Revised tariffs intended to take effect at the start of RAL's financial year on 1st April shall be published at least 30 days in advance. RAL may make additional changes during the year where reasonably necessary, with reasonable notice provided where practicable.

12.0 Contact Arrangements

Contract enquiries: Ben Spiers, Airport Director — bspiers@rochesterairport.co.uk

Accounts queries: accounts@rochesterairport.co.uk

Postal address: Rochester Airport Ltd, Rochester Airport, Maidstone Road, Chatham, Kent, ME5 9SD.

Operational PPR, booking-out and out-of-hours requests must use the Airport's published operational contact arrangements.

Appendix A - Quick Reference Charges

This summary is provided for convenience. The relevant section of this guide and any signed customer or commercial agreement should be read alongside it.

Charge	Rate / position
Landing fees	Gyrocopter and Microlight £12 / Single Engine Fixed Wing £18 / Multi Engine Fixed Wing £35 / Turboprop £35.00 / Rotary £25 up to 1,500 kg; from £35 above 1,500 kg
Circuit charges	One hour: Gyrocopter and Microlight £30 / Single Engine Fixed Wing £35 / Multi Engine Fixed Wing £40 / Rotary by prior written agreement; Turboprop by prior written agreement
Touch-and-go outside a one-hour session	50% of applicable landing charge
Visiting fuel-uplift discount	50% off the applicable standard landing fee with a minimum 50-litre uplift during the same visit
Maintenance arrival	One complimentary landing for the aircraft arriving for pre-arranged maintenance; subsequent ferry aircraft charged normally
Based Aircraft allowance and discount	100 complimentary sorties per aircraft per calendar year, pro-rated as $100 \times \text{qualifying days} \div \text{days in the year}$, rounded down. Each continuous flight may include a landing, circuits and touch-and-goes. Excess use may be charged if the operator leaves, with the qualifying 50% discount. Further applicable landing and circuit charges receive 50% discount; out-of-hours exclusions apply. See Section 4.1.
Privately owned aircraft under formal commercial lease	May be nominated onto the commercial organisation's applicable tariff, subject to evidence and RAL's written agreement
Commercial movement package	By written agreement with RAL
Fleet discount	0% / 10% / 20% / 25% according to qualifying fleet size
External monthly aircraft parking	Fixed wing: FW1 £225 / FW2 £250 / FW3 £275 / FW4 £300 / FW5 by agreement. Gyrocopter £180. Helicopter: RW1 £295 / RW2 £345.
Day, overnight and subsequent-day parking	Complimentary until the first overnight stay; then each overnight period and subsequent day or part-day: FW1 £10 / FW2 £10 / FW3 £15 / FW4 £20 / FW5 by agreement; Gyrocopter £10; RW1 £25 / RW2 £35. Seven consecutive days or more by agreement.
Monthly hangarage	Fixed wing: FW1 £465 / FW2 £490 / FW3 £515 / FW4 £570 / FW5 by agreement. Gyrocopter £315. Helicopter: RW1 £550 / RW2 £625. Flex-wing or unusual aircraft by prior written agreement following footprint assessment.

Charge	Rate / position
Temporary hangarage	Fixed wing: FW1 £22.50 / FW2 £25 / FW3 £27.50 / FW4 £30 / FW5 by agreement. Helicopter RW1-RW2 by prior agreement
PPR and booking out	Inbound aircraft must obtain PPR and provide planned times, origin/destination, POB and fuel requirements in advance; departing aircraft must book out and confirm any changes
Unlicensed operations	0730–0830 all year: airport otherwise closed, Airport Director approval required. 1730–1930 BST: unlicensed flying, standard landing fee. Licensed flying 0830–1730; PPR for all aircraft. Airport closes 1800 GMT / 2000 BST; see Section 9.1.
Movement outside operating hours	Before 0730, after 1730 GMT or after 1930 BST: prior Airport Director approval; £50 per movement plus the standard landing fee. This includes 1930–2000 BST under the lease arrangements; approval is not guaranteed. See Section 9.1.
Approved-account payment terms	30 days from invoice date
Handling	Ground assistance as defined in Appendix C. Excluded from commercial movement packages and monthly hangarage unless expressly agreed; no separate fixed handling rate is published in this guide.
Aircraft recovery and specialist equipment	Recovery / movement of unserviceable aircraft and specialist equipment: at cost. See Section 9.2.
Annual tariff review	Consumer Prices Index (CPI); revised tariffs for 1 April published at least 30 days beforehand. See Section 11.0.
Contract and accounts enquiries	Contracts: Ben Spiers — bspiers@rochesterairport.co.uk . Accounts: accounts@rochesterairport.co.uk . Operational requests use published airport channels.

Important: Charges are subject to availability, approval and written agreements. Published prices include VAT where applicable.

Appendix B - Aircraft Wingspan, Helicopter Rotor-Dimension and Charge Guide

The dimensions below are indicative reference values for common fixed-wing aircraft and helicopters. The band charges summarise Sections 6.0, 7.0 and 8.0 and apply only to outside parking and hangarage; landing fees and circuit charges are determined by the aircraft categories in Section 3.0, not by wingspan or rotor diameter. Variants, modifications and published data may differ. The aircraft flight manual, manufacturer information or RAL's measurement takes precedence when assigning a band. The detailed tariff section and any signed written agreement take precedence if an inconsistency arises. Turboprop aircraft use these same wingspan bands for parking and hangarage; their standard landing fee is £35.00 under Section 3.0.

Fixed-wing aircraft and charges

Band	Wingspan	Monthly outside parking	Overnight / subsequent day	Monthly hangarage	Temporary hangarage / night
FW1	Up to 9.00 m	£225	£10	£465	£22.50
FW2	9.01-10.50 m	£250	£10	£490	£25.00
FW3	10.51-11.50 m	£275	£15	£515	£27.50
FW4	11.51-15.00 m	£300	£20	£570	£30.00
FW5	Above 15.00 m	By agreement	By agreement	By agreement	By agreement

Indicative fixed-wing aircraft examples and band assignments:

Aircraft type	Wingspan	FW band
Pitts S-2 series	6.10 m	FW1
Van's RV-7	7.62 m	FW1
Evektor Eurostar EV-97	8.10 m	FW1
Jodel D.117	8.20 m	FW1
Europa XS	8.28 m	FW1
Flight Design CTLS	8.53 m	FW1
Czech Sport Aircraft SportCruiser	8.60 m	FW1
Tecnam P2002	8.60 m	FW1
Robin DR400	8.72 m	FW1
ICP Savannah S	9.00 m	FW1
EuroFOX	9.13 m	FW2
Bristell B23	9.13 m	FW2
Yak-52	9.30 m	FW2
Ikarus C42	9.45 m	FW2
Aeroprakt A22	9.55 m	FW2
Grumman AA-5	9.63 m	FW2
Boeing Stearman Model 75	9.81 m	FW2
SOCATA TB10/TB20	9.97-9.98 m	FW2

Aircraft type	Wingspan	FW band
Grob G115	10.00 m	FW2
Cessna 150/152	10.16 m	FW2
Scottish Aviation Bulldog	10.36 m	FW2
de Havilland DHC-1 Chipmunk	10.47 m	FW2
Piper PA-28 Cherokee/Warrior/Archer/Arrow	10.67 m	FW3
Piper PA-18 Super Cub	10.73 m	FW3
Cessna 182	10.97 m	FW3
Cessna 172	11.00 m	FW3
Beechcraft Baron 55	11.53 m	FW4
Cirrus SR20/SR22	11.68 m	FW4
Piper PA-34 Seneca	11.84 m	FW4
Diamond DA40	11.94 m	FW4
Partenavia P.68	12.00 m	FW4
Diamond DA42	13.56 m	FW4
Max Holste MH.1521 Broussard	13.75 m	FW4
Britten-Norman Islander	14.94 m	FW4
Cessna 208 Caravan	15.88 m	FW5
Pilatus PC-12	16.28 m	FW5

Helicopters and charges

Band	Main-rotor diameter	Monthly outside parking	Overnight / subsequent day	Monthly hangarage	Temporary hangarage / night
RW1	Up to and including 10.50 m	£295	£25	£550	By prior agreement
RW2	Above 10.50 m	£345	£35	£625	By prior agreement

Indicative helicopter examples and band assignments:

Helicopter type	Main-rotor diameter	RW band
Guimbal Cabri G2	7.20 m	RW1
Robinson R22	7.67 m	RW1
Schweizer/Hughes 300	8.18 m	RW1
Enstrom 280FX	9.75 m	RW1
Airbus H120 / EC120	10.00 m	RW1
Robinson R44	10.06 m	RW1
Robinson R66	10.06 m	RW1
Bell 206 JetRanger	10.16 m	RW1
Airbus H135	10.20 m	RW1
Bell 407	10.67 m	RW2
Airbus H125 / AS350	10.69 m	RW2
Leonardo AW109	11.00 m	RW2
Airbus H145	11.00 m	RW2
Sikorsky S-76	13.41 m	RW2
Leonardo AW139	13.80 m	RW2

Appendix C - Glossary of terms

AIP: Aeronautical Information Publication; published aerodrome and operational information.

AOC: Air Operator Certificate.

ATO / DTO: Approved Training Organisation / Declared Training Organisation.

Based Aircraft: A nominated aircraft recorded by RAL as based at Rochester under a current qualifying monthly parking or hangarage agreement.

BST / GMT: British Summer Time / Greenwich Mean Time. This document uses local clock times.

CAA: UK Civil Aviation Authority.

Circuit: A flight around the aerodrome traffic pattern for an approach, landing or training activity.

CPI: Consumer Prices Index; the inflation measure used for the annual tariff review.

FISO: Flight Information Service Officer.

FOD: Foreign object debris that may damage aircraft or create a safety hazard.

FW / RW bands: Fixed-wing wingspan / helicopter main-rotor-diameter bands used for parking and hangarage.

Handling: Ground assistance provided to an aircraft, its crew or passengers, such as fuelling, marshalling, towing or positioning, and agreed passenger or baggage assistance. The scope depends on the service agreed with RAL.

Landing fee: The charge for a landing in the applicable aircraft category, subject to any stated allowance or discount.

Licensed / unlicensed flying: The operating periods described in Section 9.1. Unlicensed operation does not imply that licensed-aerodrome services are available.

Movement: An aircraft take-off or landing recorded by RAL. A sortie may involve several movements.

POB: Persons on board.

PPR / booking out: Prior Permission Required before arrival / notification of departure details in accordance with airport procedures.

Pro-rata allowance: The proportion of 100 annual sorties attributable to qualifying days in the calendar year, rounded down to a whole sortie. Excess use may be charged if the operator leaves; see Section 4.1.

RAL: Rochester Airport Limited.

RFFS: Rescue and Fire Fighting Service.

Sortie: For the complimentary allowance, one continuous flight, which may include a single landing, circuits, touch-and-goes and the final landing. These count together as one sortie.

Touch-and-go: A landing followed by a take-off without coming to a full stop.

Turboprop: A turbine engine driving a propeller; the £35.00 landing category applies to fixed-wing aircraft with one or more such engines.

VAT: Value Added Tax.