

|             |              |
|-------------|--------------|
| Agenda Item | 15           |
| Report No   | EDI<br>31/19 |

## HIGHLAND COUNCIL

**Committee:** Environment Development and Infrastructure

**Date:** 16 May 2019

**Report Title:** Skye Aerodrome Update

**Report By:** Director of Development and Infrastructure

### 1. Purpose/Executive Summary

- 1.1 This is a summary update report for Skye Aerodrome. It provides background information on the airfield with new Rules for Users and Fees.
- 1.2 This report also provides an update on the opportunity for the re-introduction of air services for Skye.

### 2. Recommendations

- 2.1 Members are asked to:
  - i. note the update for the Aerodrome;
  - ii. approve the Rules for Users and the Fees;
  - iii. agree that Committee :
    - a. approve £170k of additional funds to undertake further engagement with statutory bodies and preparation work; and
    - b. request the Chair of Environment, Development and Infrastructure writes to the Transport Secretary on behalf of the Highland Council, HITRANS and HIE, seeking financial and technical support to progress the potential of trial air services between Skye and Glasgow.

### 3. Background

3.1 The Skye and Raasay Committee met on 4 March 2019 (**Appendix 1**) to discuss the Skye aerodrome, specifically operational matters, revised fees and the scope to reintroduce trial air services between Skye and Glasgow. The Committee agreed to recommend to the Environment, Development and Infrastructure (EDI) Committee that they

- approve the Rules for Users and the Fees;
- recommend to the EDI Committee that they: approve £170k of additional funds to undertake further engagement with statutory bodies and preparation work; and
- request the Chair of Environment, Development and Infrastructure writes to the Transport Secretary on behalf of the Highland Council, HITRANS and HIE, seeking financial and technical support to progress the potential of trial air services between Skye and Glasgow-

3.2 Skye Aerodrome is one of three aerodromes that the Highland Council owns or manages; the other two are Plockton (Wester Ross) and Dornoch (Sutherland). The remit for airfields sits with the Director of Development and Infrastructure.

3.3 The Aerodrome operates as an Unlicensed Aerodrome and is unmanned. There are no Air Traffic Control/Flight Information Service facilities and no Rescue/Fire Fighting Services available.

### 4. Handling of Prior Permission Required (PPR), Rules for Users, and Fees

#### 4.1 PPR

4.1.1 PPR is in place to ensure pilots of visiting aircraft are fully briefed on the ongoing situation at the Aerodrome and where necessary use is withheld on the grounds of safety.

4.1.2 PPR requests can be submitted by email or by telephone.

|           |  |
|-----------|--|
| Email     | <a href="mailto:Info.Aerodromes@highland.gov.uk">Info.Aerodromes@highland.gov.uk</a> |
| Telephone | 01349 886606   |

4.1.3 The intention is to provide further guidance/instruction to staff who currently handle the PPR process. The guidance will allow for unusual/extraordinary requests to be escalated for advice/approval. Examples of requests include filming activities and wind turbine blade storage.

#### 4.2 Rules for Users

4.2.1 A set of 'Rules for Users' has been prepared. The proposed Rules for Users are shown at **Appendix 2**. They emphasise a number of essential criteria: the status of the Unlicensed Aerodrome; the need for aircraft to be insured; highlight the need to consult Notifications to Pilots (NOTAMS), Aeronautical Information Package (AIP) supplements; confirm PPR; permitted hours of operation; arrangements for logging landings; landing and parking fee payments; no camping; and safety related notifications.

4.2.2 The Committee is requested to approve the Rules for Users.

### 4.3 Fees

- 4.3.1 The sustainability of Skye Aerodrome relies on a number of different factors. In particular it is critical that income from users of the airstrip is collected. The aim is to engage with regular users with a view to introducing annual landing cards. This system already applies to Skye Flying Club, and has been introduced at Dornoch for regular users there.
- 4.3.2 The principles behind the proposed new fees are as follows:
- all aerodrome users will pay landing fees (individual landings or through annual landing cards);
  - up-front payment for annual landing cards. Duration 12 months (typically April to March);
  - landing cards will not be issued to aircraft over 2730kg;
  - landing card categories: resident aircraft (flying club); Flying Club based elsewhere; and Individual aircraft. Aircraft registration must be provided for a valid landing card;
  - individual landings fee based on Maximum Take Off Mass (MTOM);
  - parking fee based on (exceeding 3 hours on the ground) per 24 hour period or part thereof; and
  - use of the Aerodrome for non-flying activities (based on daily/weekly rates)
- 4.3.3 A copy of the proposed Schedule of Fees is attached at **Appendix 3**. The Committee is requested to approve the Schedule of Fees.

## 5. Re-introduction of Air Services

- 5.1 The case for reintroducing air services between Skye and the Central Belt was identified in 2016 through work undertaken by independent consultants (Arup and RDC) on behalf of the Skye Airport Working Group. This group includes representatives from The Highland Council, HITRANS, HIE, HIA and Transport Scotland
- 5.2 There are a range of reasons behind the objective to re-introduce air services between Skye and Glasgow. These include:
- access to specialist health services;
  - community resilience;
  - talent retention and attraction, and meeting young people's expectations (public and private sector);
  - diversifying the economy; and
  - meeting the needs of business (e.g. Kishorn Port, Mowi, Young Films, Sitekit, Gaeltec).
- 5.3 During 2018, HITRANS on behalf of the working group commissioned further analysis of best value options to obtain the necessary licences for the reintroduction of air services using the existing runway with upgraded airport facilities at Ashaig in the short term. Highlands and Islands Airports (HIAL) provided significant input that has enabled the project to benefit from the extensive expertise their staff have from operating and maintaining a network of similar airports across the Highlands and Islands. The work identified that this could be achieved for an overall value in the range of £1.53m to £1.77m.
- 5.4 The annual operational costs for an upgraded licenced airport have been estimated at a range of £320k to £380k.

- 5.5 Preliminary work has been undertaken to review the most suitable mechanism for supporting scheduled air services. From an airline perspective, a Public Service Obligation (PSO) support is deemed the most suitable and state aid compliant mechanism. PSO would provide certainty in terms of viability to the airline. Analysis evaluates the level of subvention required would be in the order of £450k per annum.
- 5.6 Existing inter-regional air services supported through PSO include Barra, Campbeltown and Tiree (all to Glasgow). These services use aircraft owned by HIAL (aircraft registrations G-HIAL and G-SGTS) and operated on their behalf by Loganair.
- 5.7 There are a number of activities that need to be undertaken in order to provide more detailed information that will refine/update the above estimated figures. These tasks include: Aerodrome Survey; Engagement with Civil Aviation Authority (Airspace Changes/ Airport ground infrastructure/ Regulatory, compliance and licencing issues); Engagement with airlines; Engagement with Planning Authority; Preparation of detailed design (Ground); and Preparation of detailed 'Operational Plan'.
- 5.8 An existing model within the HIAL network of airports that is potentially one that might be followed for Skye, is the arrangement at Dundee Airport. The airport is owned by the Council and is leased to HIAL. At this stage the details of the potential operating model for the trial of air services have not yet been examined with HIAL.
- 5.9 HIAL is well placed to take on the 'project management' role for the above tasks. However it has been confirmed that this will require approval from the HIAL Board and Scottish Ministers. The Skye and Raasay Committee has recommended that the Chair of EDI writes to the Transport Secretary requesting financial and technical support to introduce trial air services between Skye and Glasgow.
- 5.10 It is recognised that there will be a need for funding to enable the preparations for the necessary licenses. Following discussions at the Skye and Raasay Committee on 4<sup>th</sup> March 2019; EDI Committee is now asked to consider approving £170k, to be allocated for the development work that is required to take forward the tasks identified by the Short-life working Group. This value equates to between 8.85% and 13% of the estimated capital cost to obtain the necessary licenses for the re-introduction of air services and upgraded airport facilities.
- 5.11 The allocation of specific funds will demonstrate to partners, and others, the commitment of the Council to fund the work necessary to progress the next stage of engagement with statutory bodies and preparation work. Both HIE and Hitrans have indicated that they will investigate the opportunity for further funding.

## **6. Implications**

### **6.1 Resource**

- 6.1.1 The Development and Infrastructure Service now manages the three Council airfields. The proposed Schedule of Fees takes forward the historic practice of issuing annual landing cards to certain Aerodrome users. The benefit of this approach is to take in the funds at the beginning of the period and avoids excessive staff input to landing fee reconciliation.
- 6.1.2 The fee items worth highlighting include: the doubling of the appropriate landing fee where PPR has not been sought; the level of landing fee for the heavier aircraft (over 2730kg); the fee for non-flying activities.

- 6.1.3 The £170k of funds are available within the Development and Infrastructure service budget (Skye Airstrips Cost Centre)
- 6.2 Legal  
Skye Aerodrome is an Unlicensed Aerodrome that is unmanned. Pilots make a landing at the airfield on the understanding that there are neither Air Traffic Control/Flight Information Service facilities, nor Rescue/Fire Fighting Services available. Pilots are required to adhere to the 'Rules for Users'. Statutory approvals will be required for a licensed airport.
- 6.3 Community (Equality, Poverty and Rural)
- 6.3.1 The Regional Transport Strategy has identified Skye and Lochalsh as the regional centre with the longest journey times to the central belt (majority of drive times are in excess of 5hrs and over 7hrs by public transport). This is the only major population centre in the HITRANS area where a day trip to the central belt is not viable. Extensive work undertaken by local partners has identified strong public support, recognising that statutory procedures will involve wider engagement at the appropriate time.
- 6.3.2 Emergency/rescue services use the Aerodrome for helicopter operations. Skye Aerodrome provides opportunities for flights to Skye to the general aviation community. Skye Flying Club is a resident user and they are able to provide flying lessons to disabled trainee pilots. There are visitors to the area who are making overnight stays and contributing to the wider economic well-being of the area.
- 6.4 Climate Change / Carbon Clever  
There is a minor detrimental impact on the environment from flying activities at the Aerodrome. Electric powered aircraft serving the Orkney Islands is actively in development. This type of aircraft would be suitable for air services to Skye.
- 6.5 Gaelic  
Gaelic is used in the existing signs.

Designation: Director of Development and Infrastructure

Date: 26 April 2019

Author: Nicole Wallace – Acting Head of Planning and Environment

Background Papers: SR/4/19 Skye& Raasay Committee

## APPENDIX 1

### The Highland Council

Minutes of Meeting of the **Isle of Skye and Raasay Committee (Comataidh an Eilein Sgitheanaich agus Ratharsair)** held in the Chamber, Tigh na Sgìre, Park Lane, Portree on **Monday, 4 March, 2019 at 10.30 am.**

#### **Present:**

Mr J Finlayson  
Mr J Gordon  
Mr R MacDonald

#### **In attendance:**

Mr W MacKinnon, Ward Manager, Chief Executive's Service  
Chief Inspector B Mackay, Police Scotland  
Inspector L Allan, Police Scotland  
Mr G MacDonald, Senior Engineer, Community Services  
Mr R Gerring, Transport Planning Manager, Development & Infrastructure Service  
Mr J Allan, Lighting and Communications Manager, Community Services  
Mr A MacInnes, Administrative Assistant, Chief Executive's Service

#### **Also in attendance:**

Mr S MacPherson, Head of Strengthening Communities, Highlands & Islands Enterprise

**An asterisk in the margin denotes a recommendation to the Council. All decisions with no marking in the margin are delegated to the Committee.**

**Mr J Gordon – Cathraiche (Chair)**

#### **Business**

##### **1. Apologies for Absence Leisgeulan**

An apology for absence was intimated on behalf of Mr C MacLeod.

##### **2. Declarations of Interest Foillseachaidhean Com-pàirt**

Item 6 – Mr J Gordon – (non financial)

### 3. Minutes Geàrr-chunntas

There were circulated for information, Minutes of Meeting of the Isle of Skye and Raasay Committee (Comataidh an Eilein Sgitheanaich agus Ratharsair) held on

3 December, 2018, which were approved at the Highland Council meeting held on 13 December, 2018, the terms of which were **NOTED**.

### 4. Police – Area Performance Summary Poileas – Geàrr-chunntas Dèanadais Sgìre

There was circulated Report No SR/1/19 by the Chief Inspector for Police.

In discussion, the following main points were raised:-

- The increase in licensed premises checks which had resulted in a reduction in violence and disorder incidents was welcomed and an assurance was given that these checks by Police would continue;
- While there had not been an increase in drug related offences in the local area in the last period, the use of drugs was a problem for every Community and reporting of this activity to Police by the public for intelligence and enforcement purposes was encouraged. The public's help in detecting this crime and the anonymity of those providing the information was key particularly in small communities. The public could call the Police on 101 or Crimestoppers anonymously with information. The Chief Inspector undertook to reassure the public through Police media that the anonymity of reporting a crime to Crimestoppers was guaranteed.
- There was an increase in Police time dealing with people with mental health issues. The Police were working with NHS Highland and The Highland Council to look at ways of reducing Police time spent on such incidents.
- Speeding continued to be a problem in the local area, particularly in Portree and Broadford. A lot of speeding incidents were due to the significant increase in tourist traffic and more deterrents should be put in place to make it clear to drivers what the actual speed limit was. It was advised that a site visit would be made to Viewfield Road, Portree to see what speed prevention measures could be put in place. The Chief Inspector undertook to discuss this with the Police roads unit and BEAR Scotland.
- In terms of anti social behaviour at night time, an assurance was given that the Police would continue to have a visible presence in towns at night time and would continue with licensed premises checks in order to act as a deterrent. The 'Pub Watch' voluntary scheme also acted as a deterrent and was very successful.
- The Council's Housing Service had to deal with anti social behaviour incidents involving tenants and the Police worked closely with the Council on this, details of which were provided at the meeting.

The Committee having scrutinised the report, **NOTED**:-

i progress made against the objectives set within the Highland and Islands Local Policing Plan 2017-20 Year 2, attached as Annex A to the report, for the period covering 1 April 2018- 31 January 2019;

ii that the Chief Inspector would issue a media release to reassure the public that the anonymity of reporting a crime to Crimestoppers was guaranteed; and

iii that the Chief Inspector would discuss with the Police Roads unit and BEAR Scotland to establish what further speed prevention measures could be put in place on Viewfield Road, Portree.

## **5. 2018/19 Area Roads Capital Programme Progress Report Aithisg Adhartais Prògram Calpa Rathaidean na Sgìre 2018/19**

There was circulated Report No. SR/2/19 by the Director of Community Services.

In discussion, the following main points were raised by Members:-

- It was welcomed that the Highland Council was to increase its Roads budget by an additional £1.5m next year, and the Skye/Raasay area allocation of this additional funding would be circa. £132k.
- Members recognised the hard work and effort of the local Roads team for the their maintenance work on A & B Class roads following last Winter's severe weather. This had impacted on the Planned maintenance programme and the Surface Dressing Programme and there would be a period of catch up on these works. It was queried if there were enough local resources to ensure this happened. It was explained that there was a significant backlog in roads maintenance. The additional financial resources for the Roads budget was welcomed and the best use of these resources would be made, such as additional resurfacing and/or ensuring road patching continued throughout the year. The level of staff resources within the roads team was aligned to requirements for winter maintenance i.e. the number of staff required for winter routes.
- The milder winter this year was good news and there should be a saving through less need for salt on the roads and less damage to road surfaces. However, given the age and condition of roads, their surfaces continued to deteriorate as a consequence of water damage.
- In relation to the 'Keep Left' campaign initiated following a serious local road traffic accident, Members welcomed the programme of White lining to improve road safety as a reminder to tourist traffic to drive on the left.
- It was confirmed that roads at Grianan and Lealt would be added to the Surface Dressing Programme.

Thereafter, the Committee:-

i **NOTED** the contents of the report; and

ii **AGREED** that roads at Grianan and Lealt would be added to the Surface Dressing Programme.



## **6. Christmas Lighting and Decorations Solais agus Sgeadachaidhean Nollaige**

**Declaration of Interest: Mr J Gordon declared a non-financial interest in this item as a member of the Group of volunteers organising the Christmas lighting and decorations in Portree but, having applied the test outlined in Paragraphs 5.2 and 5.3 of the Councillors' Code of Conduct, concluded that his interest did not preclude his involvement in discussion.**

There was circulated Report No. SR/3/19 by the Director of Community Services.

In discussion, the following main points were raised by Members:-

- There was significant volunteering necessary to deliver Christmas lighting and decorations and most areas had to identify sources of funding for this.
- The organising group in Portree had done a tremendous job in providing Christmas lighting and decorations with no budget and was reliant on public help/donations for this. The Group aimed to improve on what could be achieved in future years through fundraising.

The Committee **NOTED**:-

- i that the Council has previously removed the £35,000 budget for the delivery of Christmas Lighting;
- ii that Members would liaise with local Community Councils and/or Community Groups where communities wish to deliver Christmas lighting and decorations.
- iii that Health & Safety and general guidance will be published for communities to enable the safe erection of Christmas Lighting and Decorations in the future.

## **7. Skye Aerodrome Update Cunntas às Ùr mu Raon-adhair an Eilein Sgitheanaich**

There was circulated Report No. SR/4/19 by the Director of Development and Infrastructure.

In discussion, the following main points were raised by Members:-

- Members had received a significant amount of communication on this issue from the public both opposing and supporting the proposal for scheduled air services from Skye Aerodrome. Concerns from the public had been raised in relation to:- the investment in Air Services at a time when more funding was required for other priorities on Skye/Raasay

such as roads, health services; whether there was to be an extension to the Airfield which could damage the surrounding environment; the accuracy of the economic and social study into the Aerodrome; the annual operational costs for the trial period and the Public Service Obligation (PSO); what level of public engagement would there be; confirmation that any income generated by the Aerodrome through non flying activities would be reinvested in the Aerodrome.

- In relation to finances for the Aerodrome, it was explained that any proposed transport project needed a benefit cost ratio (BCR) of greater than one, which meant that for any £1 spent, more than that came back in value to the Community. The BCR for the Aerodrome project was greater than one. While there was a Capital and Revenue programme for Roads maintenance for example, there was no commitment for the Aerodrome project in the Council's Capital or Revenue budget programme. Pressures on the transport infrastructure were Council wide and efforts were made by the Council to achieve solutions itself or to work with other partners. Further, there was no request in the report to meet the annual maintenance costs or the PSO costs associated with this project, as there was still a lot of technical detail to work through to finalise the project. It was intended that the PSO costs would be covered by the operator of the airfield. The funding sought in the report would go towards finalising the project so that statutory procedures could commence.
- In terms of public engagement on the project, there were statutory permissions required for operating a licensed airfield and wider engagement would commence at this stage. There may also be planning permission required for some of the infrastructure at the Aerodrome and this would be another opportunity for public engagement.
- Information was provided on how other similar sized airfields operated and in particular Dundee Airport which could be used as a model to be followed for Skye. Also in terms of connectivity, it was queried how Skye compared with other Islands with airfields.
- There was no intention to increase the length of the runway at the Airfield;
- There was a desire to see significant economic regeneration in the Highlands so as to improve public services and create better employment opportunities. One of the key drivers of economic regeneration was infrastructure and the Council owned the Aerodrome which was a key infrastructure asset that was under utilised. Any investment on the Aerodrome would potentially have significant economic and socio-economic benefits for the local area. Tourism was vitally important for the Skye area, but there was a need to diversify the local economy and encourage entrepreneurs to invest and work on Skye and transport links to the central belt and London were key to this.
- At meetings of HITRANS there had been no negative concerns of Air Services to the Islands. Also, with a licensed Airfield there would be employment opportunities at the Aerodrome.
- Scheduled air services on Skye would also have the benefit of allowing health service specialists to visit the Island on a regular basis. This would be factored into the ongoing review of health service provision on the Island.
- A number of local people had stated that they would use the air service for convenience purposes should it commence.

- In terms of next steps, should the Committee and the Environment, Development and Infrastructure Committee support the investment of £170k to support costs with setting up a trial air service, this would hopefully assist in attracting funding from other partners such as HIAL. Ultimately, Scottish Government funding would be required to establish the trial air service.

Thereafter, the Committee:-

i **NOTED** the update about operational matters at the Aerodrome;

\*ii **AGREED** to recommend to the Environment, Development and Infrastructure (EDI) Committee that they approve the Rules for Users and the Fees;

iii **NOTED** the update information for the re-introduction of air services provided by the Short-life Working Group; and

\*iv **AGREED** to recommend to the EDI Committee that they:-

- a. approve £170k of additional funds to undertake further engagement with statutory bodies and preparation work; and
- b. request the Chair of Environment, Development and Infrastructure writes to the Transport Secretary on behalf of the Highland Council, HITRANS and HIE, seeking financial and technical support to progress the potential of trial air services between Skye and Glasgow.

## **8. Uig Development Brief Brath Leasachaidh Ùige**

The Committee were informed that the Planner, Development & Infrastructure Service was unwell and unable to attend the meeting. Therefore, the Committee **AGREED** to **DEFER** this item until the next meeting.

The meeting concluded at 12.40 pm.

## APPENDIX 2

### RULES FOR SKYE AERODROME USERS

1. Pilots make a landing at the airfield on the understanding that it is an Unlicensed Aerodrome and there are neither Air Traffic Control/Flight Information Service facilities, nor Rescue/Fire Fighting Services available.
2. Aircraft must be covered by insurance in accordance with EC Regulation 785/2004. Evidence of insurance cover must be provided to the Council on request, and any failure to have in place insurance automatically invalidates permission to land.
3. All local regulations should be observed and NOTAMs and AIP Supplements should be consulted prior to every flight.
4. The Council reserves the right to close the Aerodrome to categories of aircraft, established on a risk based approach.
5. A request to confirm private flight status must be confirmed, in a reasonable period no longer than 4 weeks, upon request by the Council.
6. Pilots are advised that all operations and movements are at their own risk and discretion and they accept full responsibility for their own and others safety for the duration of their visit.
7. PPR is required for all aircraft that have not been issued a landing card. PPR can be obtained as follows:  
Telephone: Monday to Friday 01349 886606.  
Email: [Info.Aerodromes@highland.gov.uk](mailto:Info.Aerodromes@highland.gov.uk)
8. Permitted hours of operation are between 0800 hours local time (or 30 minutes after sunrise, whichever is later) to 2200 hours (or 30 minutes before sunset, whichever is sooner).
9. Aircraft may only be taxied on approved runways and taxi ways.
10. Aircraft must be parked so as not to obstruct the taxi ways or apron, including the helicopter landing area. Light aircraft should be parked in designated areas.
11. A virtual log book will be used by emailing [Info.Aerodromes@highland.gov.uk](mailto:Info.Aerodromes@highland.gov.uk) to advise arrival/departure times within 48 hours of the departure date. Aircraft operating with a landing card must provide log book details no later than one week in arrears.
12. Aircraft over 2.73 tonnes will not be issued annual landing cards, instead will pay a landing fee and a parking fee where appropriate (see schedule of fees).
13. Pilots/Owners must pay the relevant landing and parking fees within 14 days of the landing. The preferred method of payment is debit or credit card.
14. No camping is allowed at the Aerodrome.
15. In order to encourage continuous improvement of safety of our airfields pilots and others can raise matters where a negative impact on the safe operation of the airfields has been observed. These can be reported by submitting an email with the subject 'Confidential Airstrip Safety Report' to [Info.Aerodromes@highland.gov.uk](mailto:Info.Aerodromes@highland.gov.uk)

# SKYE AERODROME LANDING FEES

Prior Permission Required (PPR)/ Compliance with Rules for Users

| Item Description   | Fee<br>(excluding VAT) | Note   |
|--|------------------------|--|
| Landing without PPR  | Landing Fee x<br>2     | Higher rate landing fee will be applied where no evidence of PPR Request   |
| Per Landing<br>Aircraft MTOW not exceeding 1000kg  | £12.50                 | Virtual Log Book populated by email returns from pilots<br><a href="mailto:Info.Aerodromes@highland.gov.uk">Info.Aerodromes@highland.gov.uk</a>                              |
| Per Landing<br>Aircraft MTOW exceeding 1000kg and not exceeding 2730kg   | £22.50                 |  |
| Per Landing<br>Aircraft MTOW exceeding 2.73 Tonnes   | £125                   |  |
| Parking period for<br>Aircraft not exceeding 2730kg<br>(24 hour period or part thereof)  | £5.00                  | Designated area to be used.  |
| Parking period for<br>Aircraft exceeding 2730kg<br>(24 hour period or part thereof)  | £12.50                 |  |
| <b>ANNUAL LANDING, PARKING &amp; PPR CARDS</b>   |                        |  |
| Private Light Aircraft<br>(Skye home airfield)<br>Constituted Flying Club (up to 2 aircraft)<br>Aircraft MTOW not exceeding 2730kg | £145.00                | Registration details must be provided.<br>Flight log details to be provided monthly.   |
| Private Light Aircraft<br>(based elsewhere)<br>Aircraft MTOW not exceeding 2730kg  | £180                   | Registration details must be provided.<br>Flight log details to be provided monthly.   |
| Private Light Aircraft<br>(based elsewhere)<br>Constituted Flying Club (up to 6 aircraft)<br>Aircraft MTOW not exceeding 2730kg    | £450                   | Registration details must be provided.<br>Flight log details to be provided monthly.   |
| <b>NON FLYING EVENTS</b>   |                        |  |
| Exclusive use of the Aerodrome (per day)   | 3750                   | Subject to negotiation and agreement with other users.<br>Evidence of public liability insurance to be provided.<br>Plane spotter role and method of operation to be agreed. |
| Use of part of the Aerodrome (per week)  | 4125                   |  |

Payment of the above fees will be by Credit/Debit Card. Where the user requests an invoice a processing charge will be added.

The above Fees will be effective from the date approved by Committee.