

Conditions of Use

Including airport charges

From 1st April 2008

Issued on: 20 March 2008

Aberdeen Airport Limited

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Preface

(This is not part of the Conditions of Use)

1. These Conditions of Use apply to Aberdeen, Edinburgh and Glasgow Airports and replace those issued by Scottish Airports Limited on 1st April 2007
2. Conditions of Use and Airport Charges for Aberdeen, Edinburgh and Glasgow Airports are contained in this booklet. The main revisions, effective 1 April 2008, to note are:
 - 2.1 PRM services from April will be provided by BAA. PRM Charges will be notified separately in BAA Scotland's Sundry Charges price list.
 - 2.2 Section 5.7.2 has been amended following consultation. The 25% discount for operators using the lower cost facilities within the East Pier will be reduced to 12.5% from 1st April 2008 and removed in 2009.
 - 2.3 Airport Charges prices will apply from 1st April to 31st December 2008.
3. Details of the Conditions of Use and Airport Charges at Gatwick, Heathrow, Stansted and Southampton are available on the BAA internet site at www.baa.com/cou
4. These charges exclude handling or apron services which are provided by independent handling agents.
5. The Unfair Contract Terms Act 1977 affects terms of notices which exclude or restrict liability for negligence. BAA Limited, Scottish Airports Limited and each airport company draw the attention of potential users of Scottish Airports to paragraph 2.1 of the Conditions of Use which excludes their respective liability in certain circumstances.
6. Section 88(1) of the Civil Aviation Act 1982 entitles airport companies to detain aircraft for the non-payment of airport charges. Section 88(1) provides as follows:

“Where default is made in the 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.”
7. For any queries regarding invoicing please contact the BAA Business Support Centre (see paragraph 2.3.8). Any other queries should be addressed in the first instance to the relevant airport general office number.
8. Navigation services at Aberdeen, Edinburgh and Glasgow Airports are provided by National Air Traffic Services Limited and charges for these services are payable directly to NATS under the relevant regulations which are set out in the UK AIP GEN section. The 2008/09 NATS charges are still under consultation and this preface will be updated to reflect the new rates when they are available .

Scottish Airports Limited – Conditions of Use

These Conditions are effective from 1 April 2008.

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Conditions of Use

1. Interpretation

1.1 Definition of Terms

- 1.1 “Scottish Airports Limited” is a wholly-owned subsidiary of “BAA Limited” and is the holding company for the companies which operate the three Scottish airports covered by these Conditions of Use.

The “Airport Company” shall mean:

At Aberdeen Airport	Aberdeen Airport Limited
At Edinburgh Airport	Edinburgh Airport Limited
At Glasgow Airport	Glasgow Airport Limited

“Scottish Airports” means the airports at Aberdeen, Edinburgh and Glasgow for the purposes of this publication.

- 1.2 “Operator” in relation to an aircraft means the person for the time being having the management of that aircraft.
- 1.3 “Flight” has the same meaning as in the Air Navigation (No.2) Order, 2002, as amended.
- 1.4 References to a “Certificate of Airworthiness” shall include any validations thereof and any flight manual or performance schedule relating to the aircraft.
- 1.5 “Maximum Total Weight Authorised” in relation to an aircraft means the maximum total weight of the aircraft and its contents at which the aircraft may take off anywhere in the world, in the most favourable circumstances in accordance with the Certificate of Airworthiness in force in respect of the aircraft.
- 1.6 “Flight Classification” means classification within the following categories:
- 1.6.1 “Domestic Flight” means a flight for the carriage of passengers or cargo between airports where both landing and take-off are within the United Kingdom, Channel Islands or the Isle of Man (but excluding any offshore oil or gas rig) and there is no intermediate landing outside these areas.
- 1.6.2 “International Flight” means all flights other than domestic flights.
- 1.7 “Passenger” means any person, including infants, carried on an aircraft with the exception of the flight and cabin crew operating the aircraft flight.
- 1.8 For the purpose of Airport Charges “International Departing Passenger” means any passenger who boards an international flight. The decision of the Managing Director of the Airport Company as to this classification shall be absolute.
- 1.9 “Transit Passenger” means a passenger who arrives at the airport in an aircraft and departs from the airport in the same aircraft, where such an aircraft is operating a through flight transiting the airport, and includes a passenger in transit through the airport who has to depart in a substituted aircraft because the aircraft on which the passenger arrived has been declared unserviceable.
- 1.10 “Terminal Departing Passenger” means any passenger aboard an aircraft at the time of take-off, other than a “Transit Passenger”.

- 1.11 "Time of Landing" means the time recorded by National Air Traffic Services at the airport as the time of touch down of an aircraft, and the "Time of Take-off" means the time recorded by National Air Traffic Services as the time when the aircraft becomes airborne.
- 1.12 "Air Transport Movement" means a flight carried out for hire and reward. This comprises all scheduled flights operated according to a published timetable where carriage is offered to the public whether loaded or empty, and all flights where the capacity is contracted to another person but not empty positioning flights.
- 1.13 "Freight" means any cargo or mail carried on an aircraft operating an air transport flight, with the exception of freight in transit. "Freight in Transit" means any cargo or mail which arrives at the airport and departs in the same aircraft, where such an aircraft is operating a through flight transiting the airport.
- 1.14 References to "Airport Charges" shall include the appropriate charges on departure and parking charges as set out in the Schedule of Charges.
- 1.15 References to 'Managing Director of the Airport Company' shall include a nominated deputy.

2. Conditions

The use of the airport is subject to the following conditions

2.1 General

Compliance

- 2.1.1 Compliance with the local flying restrictions and remarks published from time to time in the AD section of the United Kingdom AIP (Aeronautical Information Publication).
- 2.1.2 Compliance with instructions, orders or directions published from time to time by the airport company or by Scottish Airports Limited, which may supplement, vary or discharge any of the terms and conditions of use set out herein.
- 2.1.3 Compliance with the directives on security of airports and aircraft issued by the Department for Transport and where appropriate by the US Federal Aviation Administration.

Liability

Neither BAA Limited, nor Scottish Airports Limited, nor the airport company, nor their respective servants or agents shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, occurring while the aircraft is on the airport or is in the course of landing or taking-off at the airport, or being removed or dealt with elsewhere for the purpose of paragraph 2.3.6 arising or resulting directly or indirectly from any act, omission, neglect or default on the part of BAA Limited, Scottish Airports Limited, the airport company or their servants or agents unless done with the intent to cause damage or recklessly and with knowledge that damage would probably result. In any event neither BAA Limited, nor Scottish Airports Limited, nor the airport company nor their respective servants or agents shall be under any liability whatsoever for any indirect loss and/or expense (including loss of profit) suffered by an operator.

2.2 Operational

Slots

- 2.2.1 Prior to the commencement of a programme of commercial services, or the operation of any irregular service at any of the Scottish Airports, details should be notified to Airport Co-ordination (ACL). Contact details are as follows:

Airport Co-ordinator (ACL),
Capital Place,
120 Bath Road,
Hayes, Middlesex,
UB3 5AN

Tel: 0208 564 0614
Fax: 0208 564 0690
+SITA:LONACXH
E-mail: LONACXH@acl-uk.org

Airport Systems

- 2.2.2 Operators will use or make suitable arrangements for agents to use any common user systems installed at the airport, including IT systems such as Airport Operational Systems, check-in desks, and hold baggage search and handling systems. Charges for such systems are included in the Sundry Charges publication.

Ground Handling

- 2.2.3 Operators will appoint an airport licensed handling agent, or where the operator is self handling will agree to the standard ground handling licence conditions of Scottish Airports for all ground handling activities as determined by the EU ground handling directive. This is a requirement for all flights including general aviation, cargo, military and helicopter movements. Any exception to this is at the discretion of the appropriate Airport Managing Director.

Policing

- 2.2.4 Where any flight imposes an additional policing requirement over and above the services normally provided by the airport, the Managing Director of the Airport Company may require the operator to pay a charge equivalent to the additional identified cost of policing that flight.

2.3 Payment

- 2.3.1 The operator shall pay the appropriate charges for landing, taking-off and parking of an aircraft, as set out in the Schedule of Charges. The operator shall also pay for any supplies, services or facilities provided to him or to the aircraft at the airport by or on behalf of the airport company at the charges determined by the airport company. All charges referred to in this paragraph shall accrue on a daily basis and shall become due on the day they were incurred and shall be payable to the airport company on demand and in any event before the aircraft departs from the airport unless otherwise agreed by the airport company (which agreement may be withdrawn at any time at the discretion of the airport company) or unless otherwise provided in the terms for payment included in the invoice for such charges.
- 2.3.2 Payments shall be made without deductions (including taxes or charges). If the applicable law requires any tax or charge to be deducted before payment the amount shall be increased so that the payment made will equal the amount due to the airport company as if no such tax or charge had been imposed.
- 2.3.3 All sums payable to the airport company are exclusive of VAT which shall, where applicable, be paid in addition at the rate in force at the relevant tax point.
- 2.3.4 All sums due which are not paid on the due date shall bear interest from day to day at the annual rate of 3% over the current Barclays Bank plc daily rate from the date when such sums were due until the date of payment (both dates inclusive).
- 2.3.5 Where an aircraft operator has not used the airport in the previous 12 months (as calculated from the date that the operator proposes to commence operations), the Managing Director of the relevant Airport Company may at his discretion, require a deposit to be lodged with the airport company before flights by that operator commence. Any such deposit shall be paid to the airport company and shall be in such a sum as the Managing Director shall consider to be equivalent to the anticipated charges that the aircraft operator shall incur (based on the anticipated number and type of flight planned) for 3 months of operations by that operator. Such deposit or the balance then remaining shall be refunded to the operator when 12

months of service have been completed in accordance with these Conditions of Use or when the operator ceases to operate any flights from the airport (whichever shall first occur) subject to the right of the airport company (which is hereby reserved) to set off against any such deposit any appropriate charges that have not been settled in accordance with the above provisions.

- 2.3.6 Under the Civil Aviation Act 1982, the airport company has the power to detain aircraft where default is made in the payment of airport charges. The power relates to 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 the detention begins) or to any other aircraft of which the person in default is the operator at the time the detention begins.
- 2.3.7 The operator shall not without the express written consent of the airport company be entitled in respect of any claim he may have against the airport company or otherwise to make any set off against or deduction from the charges provided for in these conditions. He must pay such charges in full pending resolution of any such claim.
- 2.3.8 Any queries relating to invoices should be logged with the Credit Control Department at the BAA Business Support Centre within 10 days of the invoice date. Contact numbers for the BAA Business Support Centre are shown on our invoices and statements.

2.4 Data

Data requirements are as follows:

Reference data

- 2.4.1 The operator shall, or shall ensure that its appointed handling agent, furnish on demand, in such form as the airport company may from time to time determine:
- fleet details including Maximum Total Weight Authorised (MTOW in kilograms as per paragraph 1.5 above), noise characteristics of each aircraft owned or operated by the operator (see section 7.2 below) and engine specifications
 - new and amended ownership or registration details to be advised before the 20th of the month preceding first usage
 - scheduled time of operation (in UTC) of all flights from point of origin to BAA airport with flight durations greater than 4 hours
 - flight plan call signs

Payload Data

- 2.4.2 The operator shall, or shall ensure that its appointed handling agent, furnish on demand, in such form as the airport company may from time to time determine:
- information relating to the movement of its aircraft or aircraft handled by the agent at the airport of the airport company within 24 hours of each of those movements. This will include the information about the total number of terminal and transit passengers (including children and infants) and the total weight of cargo and mail (expressed in Kilograms) embarked and disembarked at the airport,
 - details of the Maximum Total Weight Authorised (see Paragraph 1.5) in respect of each aircraft owned or operated by the operator.
 - name and postal address, phone and fax numbers, IATA/ICAO prefix and SITA address of the operator who is to be invoiced.

Operational data

2.4.3 The operator shall also provide or ensure that its handling agent provides to the airport company details of all aircraft operators by the timely transmission of complete and accurate operational data preferably by automatic electronic means using (and conforming to) IATA messaging and communications standards. A handling charge may be raised when data cannot be submitted electronically.

The required operational data includes:

- aircraft registration (including aircraft substitutions)
- variations to schedule (including flight number, aircraft type, route and scheduled time of operation)
- estimated times of operation
- actual times on and off stand
- stand departure delays greater than 15 minutes
- turnaround linked flight numbers and registrations (including changes)

The following data is also required:

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

The following standard IATA messages should be used:

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

BAA IT systems recognise and strictly apply the following IATA standards and any other codes will not be accepted :

Standard for MESSAGE FORMATS	IATA AHM	080
Standard for MESSAGE CORRECTIONS	IATA AHM	081
AIRPORT CODES	IATA AHM	010
DELAY INFORMATION CODES	IATA AHM	011
Form of INTERLINE BAGGAGE TAG	IATA RES	740

SITA messages concerning movement and payload data can be sent to each airport using the following addresses:

Scottish Airports Ltd. GLA PA7X

Aberdeen Airport Ltd. ABZ PA7X
Edinburgh Airport Ltd. EDI PA7X
Glasgow Airport Ltd. GLA PA7X

Data verification

- 2.4.4 The airport company may request, within 60 days, copies of aircraft load sheets to enable verification of all details with respect to the passengers carried on any or all flights departing from that airport during a specified period and extracts from aircraft flight manuals to enable verification of aircraft weight, noise characteristics and the engine NO_x emissions level. The operator shall, following a request in writing made by the airport company, supply it with the original copies of such documents.
- 2.4.5 Where the operator, or its handling agent, fails to provide the information required in paragraph 2.4.2 (payload data) within the period stipulated herein the airport company shall be entitled to assess the charges payable hereunder by the operator by reference to the maximum passenger capacity and the Maximum Total Weight Authorised (see paragraph 1.5).

Data delivery

Queries regarding data delivery should be addressed to:

BAA IT Commercial and Strategy Manager
email: keith_harcus@baa.com
Tel: 020 8745 7485
Fax: 020 8745 4128

Or:

Airport Charges Services Manager
Email: Alison_conway@baa.com
Tel: 0141 585 6029
Fax: 0141 585 6071

Or:

Email: bsc-traffic_charges@baa.com

3. Charges on Departure

“Charges on Departure” are set out in the Schedule of Charges. The weight charge on departure will be assessed and payable on the basis of the maximum total weight authorised by the airport company on 1st April each year (see paragraph 1.5). The combined weight charge plus passenger charge is subject to the payment of a minimum charge referred to in paragraph 8. For the purposes of Airport Charges Eire is categorised as Domestic.

4. Parking Charges

- 4.1 The charges for parking of aircraft at each airport are set out in the Schedule of Charges. These charges will be assessed and payable on the basis of the maximum total weight authorised (see paragraph 1.5) and total time parked. For the purpose of these charges, where parking follows immediately after a landing, parking charges will be charged from the time of landing to the time of take-off less a discretionary allowance for taxiing where actual time on stand is not available.
- 4.2 The Managing Director may at any time order an aircraft operator either to move a parked aircraft to another position or remove it from the airport. Failure to comply with the order within the period specified in it will render the operator liable to a special charge, equivalent to eight times the standard parking charges set out in the

Schedule for every hour or part of an hour during which the aircraft remains in position after the period specified in the order has expired.

5. Rebates

5.1 Short Distance Flights

Airport charges for movements by fixed wing passenger flights on short distance scheduled flights will be levied at the following rates:

- 5.1.1 Where the immediate destination is within Scotland, including flights which take-off and land at the same airport with no intermediate landing, the weight charge will be reduced by 65%.
- 5.1.2 Where the immediate destination is outside Scotland but is not more than 250 statute miles distant from the airport of take-off, the weight charge will be reduced by 40%.
- 5.1.3 Fixed wing flights carrying domestic passengers departing from a Scottish Airport which have a final destination less than 100 statute miles from the airport of origin will be entitled to a rebate to the passenger charge of 50%.

5.2 Double Stop Flights

Flights which depart from the international facilities at an airport owned by Scottish Airports Limited and have originated at the international facilities of another UK airport, or will be making an intermediate stop at another UK airport for the sole purpose of picking up or setting down additional passengers or cargo, will have the weight charge on departure reduced by 50% at each of the airports owned by Scottish Airports Limited.

5.3 New Services

Operators of air transport services at Aberdeen, Edinburgh or Glasgow Airports may apply to the Managing Director of the Airport Company for rebates for the operation of new services to new destinations or for increased frequencies to existing destinations. The decision by the Managing Director as to whether to grant such rebates shall be absolute.

- 5.3.1 Operators of air transport services from airports owned by Scottish Airports Limited to new International destinations may be granted an introductory rebate of up to 50% of airport charges during the first 12 months of service, up to 30% of airport charges for the following 12 months and up to 10% of airport charges for the 12 months in the third year, depending on the frequency of flights.
- 5.3.2 In exceptional circumstances, e.g. where more than one new International service is being proposed, further support on International routes may be available, subject to certain conditions being met. Details of new routes and any queries should be directed to the Managing Director of the Airport Company.
- 5.3.3 Operators of air transport services from airports owned by Scottish Airports Limited to new Domestic destinations may be granted an introductory rebate of up to 30% of airport charges during the first 12 months of service, up to 20% of airport charges for the following 12 months and up to 10% for the 12 months in the third year, depending on the frequency of flights.
- 5.3.4 Operators who significantly increase frequency/capacity on an existing route, or who introduce non-stop services to destinations previously only served by multi-sector flights, may be granted a rebate of up to 30% of airport charges during the first 12 months on those additional services, up to 20% of airport charges for the following 12 months and 10% of airport charges for the 12 months in the third year.

5.4 Positioning Flights

Take-off charges on aircraft positioning empty for or after commercial air transport movements may be rebated. This will be granted when it is considered to be in the interest of the airport to encourage the development of traffic at that airport. This rebate will not be granted on flights resulting from a diversion because of bad weather.

5.5 Training Flights

In the case of a flight carried out for the sole purpose of training or testing flying personnel, rebates of 70% of the amount of the charge calculated in accordance with the Schedule may be granted.

5.6 Aircraft Parking

In the light of particular circumstances at an airport, the charges set out in the Schedule in relation to the parking of aircraft at certain times and periods, or on certain parts of the airport may be rebated.

5.7 Reduced and Own Terminal Facilities at Scottish Airports Limited

5.7.1 Operators of air transport services by non-fixed wing aircraft not utilising the usual range of terminal facilities (such as those operators providing their own facilities for the processing of passengers) may be granted a rebate on part of the airport charges.

5.7.2 Operators of air transport services at Glasgow Airport utilising the lower cost facilities located within the East Pier may be granted a rebate to the passenger charge of 12.5%.

5.8 Where a flight qualifies for more than one rebate as set out in sections 5.1, 5.2, 5.3, 5.4, 5.5 and 5.6 the higher rate of rebate only will apply.

5.9 Prior written applications for rebates set out in sections 5.2, 5.3, 5.4, 5.5, 5.6 and 5.7 should be made to the Managing Director of the Airport Company.

6. Special Permission for Reduced Take-off Charges

6.1 Flying Clubs

The Managing Director of each airport may negotiate agreements for reducing take-off charges for flights made for the purpose of the clubs at that airport but not flights made for hire or reward outside the normal range or scope of club activities.

6.2 Operators of air transport services at either Glasgow or Edinburgh airports which have to divert to the other airport as a result of night closure of the airport for runway maintenance will have the weight charge for the subsequent take-off reduced by 50% on application to the Managing Director of the Airport Company.

7. Surcharges

7.1 Flights Outside Normal Hours

Normal hours of availability at Aberdeen Airport are published in the AGA Section of the United Kingdom Aeronautical Information Publication (UK Air pilot). Where flights are made outside these hours by arrangement with the airport company, the airport company may at its sole discretion determine a surcharge. Details of the surcharge are contained in a local Managing Director's notice.

7.2 Noise

7.2.1 All jet movements by aircraft which do not comply with ICAO Annex 16 Chapter 3 standards will be subject to the following weight charge surcharges:

between 0600 and 2330 local time – 30%
between 2330 and 0600 local time – 60%

7.2.2 Those Chapter 3 aircraft whose overall noise performance is less than 5EPNdB below Chapter 3 certification limits, “Chapter 3 less 5” shall be deemed Chapter 3 high and will be subject to a weight charge surcharge of fifty per cent.

Chapter 3 aircraft of the following types will be deemed Chapter 3 high:

AN124	BAC1-11	Boeing 707/720B
Boeing 727-100/200	Boeing 737-200	Boeing 747-100/200/200/SP
Douglas DC08/50/62/63	Douglas DC-9/30/40/50	Douglas DC10-10
Fokker F28	IL-62M	IL-86
TU-134A	TU-154M	YAK-42

7.2.3 At Glasgow Airport and Edinburgh Airport, any aircraft movements which infringe the following noise thresholds as measured by the noise monitoring system will be subjected to a further surcharge:

up to 3dB(A) above threshold - £1,000
greater than and including 3dB(A) above threshold - £2,000

The noise thresholds are:

between 0600 and 2330 local time – 94dB(A)
between 2330 and 0600 local time – 87dB(A)

7.2.4 Night movements by aircraft classified as QC/0.5 or QC/1 in accordance with the Schedule to UK NOTAM Class Two S38/1999 will be subject to a 5% discount on the weight charge.

7.2.5 Civilian fixed wing aircraft, including private aircraft, failing to meet the noise standards specified in Part ii, Chapter 2 of Volume 1 ICAO Annex 16 (whether or not they are required to achieve certification to these standards) shall not be permitted to operate to or from Aberdeen Airport other than in exceptional circumstances. An application specifying the exceptional circumstances must be made in advance to the Managing Director who may issue specific written permission at their discretion. Such permission will not be given on a routine basis.

8. Minimum Charge on Departure

At Aberdeen, Edinburgh and Glasgow Airports for all flights, the combined weight charge on departure plus passenger charge is subject to a £36 minimum charge.

9. Schedule of Charges

From 1st April 2008

Aberdeen Airport

Weight Charge on Departure	First 25MT	Thereafter
Per metric tonne or part thereof, Domestic and International	£4.63	£5.15

Passenger Charge	Domestic	International
Per Terminal Departing Passenger on aircraft in excess of 2 metric tonnes	£9.53	£13.95

Aircraft Parking Charges

Based on weight of aircraft.

Charge per quarter hour or part thereof : £0.06 per metric tonne.

Edinburgh Airport

Weight Charge on Departure		
Per metric tonne or part thereof, Domestic and International		£4.65

Passenger Charge	Domestic	International
Per Terminal Departing Passenger on aircraft in excess of 2 metric tonnes	£8.05	£10.90

Aircraft Parking Charges

Based on weight of aircraft.

Charge per quarter hour or part thereof : £0.062 per metric tonne.

A 20% rebate will apply to this charge for passenger aircraft parked on stands designated as remote.

9. Schedule of Charges

From 1st April 2008

Glasgow Airport

Weight Charge on Departure

Per metric tonne or part thereof,
Domestic and International

£4.65

Passenger Charge

Per Terminal Departing Passenger on aircraft
in excess of 2 metric tonnes

Domestic

£8.05

International

Summer: £10.90

Winter: £8.97

Summer charges apply from March to October and winter charges apply from November to February.

Aircraft Parking Charges

Based on weight of aircraft.

Charge per quarter hour or part thereof : £0.06 per metric tonne.

A 20% rebate will apply to this charge for aircraft parked on stands designated as remote.

Notes:

1. These charges are exclusive of Navigation Service Charges