

**SULTANATE OF OMAN
CIVIL AVIATION AUTHORITY**

TEL: +968 24354955
AFTN: OOMSYNXX
E-mail: sdc@caa.gov.om

AIM Department
Aeronautical Data Management
P.O.BOX 758 – POSTAL CODE 111
MUSCAT

AIP SUP
64/22
28th NOV 2022

SUPPLEMENT TO OMAN AIP

AIP Supplement pages should be kept as the first item in Oman AIP related parts.

A checklist of valid AIP Supplements will be issued through the NOTAM Checklist at intervals of not more than one month.

NOTAM OR AIP SUP CANCELLED BY THIS AIP SUPPLEMENT				NIL	
AFFECTED AREA	OOMM - MUSCAT FIR				
PERIOD OF VALIDITY	FROM	2301010000	TO	2304202359	

AIP OMAN

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. GENERAL

The charges set out hereunder are common to all CAA administered aerodromes except where it is stated to the contrary. Charges for services and facilities are not mentioned (e.g. for carriage of baggage between aircraft and terminal buildings) may vary from aerodrome to aerodrome and information concerning such charges may be obtained at the aerodromes.

2. LANDING CHARGE

2.1 Landing charge shall be paid for the use of the runways and/or taxiways of an airport (including the lighting charges) and for use of radio. The basis for the charge is the Maximum Take Off Weight (MTOW) in the Certificate of Air Worthiness what shall be provided by the airport user.

2.2 The calculation of the charge

In the case of occasional, individual flights the mass of the given aircraft type derived from the ICAO Doc 7100 - Manual of Airport and Air Navigation Facility Tariffs, Selective Lift of maximum Licensed Take-off Weights for Aircraft. (page 1-13 to 1-17) will be used for the calculation. Those airport users operating flights regularly, can submit the data (registration number, aircraft type-model, take-off weight, noise emission data) of the aircraft they intend to operate at the airport in a format approved by the airport operator.

The airport operator shall not be liable for damages arising from a failure to submit data, from the missing of the deadline for data submission, or from the submission of incorrect data; and the airport user cannot claim damages therefore. The list should be submitted to:

Omani Airports Management Company SAOC
P.O. Box 1707 Muscat International Airport,
PC 111 Muscat
Sultanate of Oman

In the case when the required data have not been submitted to the airport operator, by an operator having regular flights in Oman, aircraft's mass data derived from ICAO Doc 7100 will be used for calculation.

The landing charge is payable for each 1,000 kgs of the aircraft's take-off mass. Each fraction of 1 metric ton (1,000 kgs) shall be counted as a whole metric ton. The landing charge shall also be paid if the aircraft touches down, including touch-and-go actions. Every 1000 kg commenced shall be regarded as a whole.

Weight of Aircraft in kgs	Rate in OMR
up to 5,000	5.000 (minimum fee)
5,001 – 50,000	1.250
50,000 and above	1.375

Note:

The calculation of the landing charges, will be made according to the respective band. For example, if an aircraft's MTOW 78 tons then each ton is multiplied by OMR 1.375.

2.3 Reductions

A rebate of 50% of the landing charge may be granted in respect of flights as follows:

- a) Scheduled domestic operations, where commencement, intermediate and terminal points of the flight are within the Sultanate territory, provided application has been made in advance;
- b) touch-and-go flights;
- c) bona fide training or test flights, subject to prior notification to and approved by CAA;
- d) aircraft compelled to return due to technical reasons or weather condition.

2.4 Exemptions:

The following aircraft shall be exempted from landing charge:

- a) Royal, diplomatic or state aircraft on a reciprocal basis;
- b) United Nations and Arab League aircraft;
- c) military aircraft of the United Arab Emirates, Bahrain, Qatar, Kuwait, Saudi Arabia and the United Kingdom on a reciprocal basis;
- d) aircraft engaged in Search and Rescue operations when providing a free service;
- e) test flights for calibration of airport instruments approved by the airport authority.

3. PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT

3.1 Basis of calculation

All users of the airport shall be obliged to pay a parking charge based on the category of aircraft.

3.2 Aircraft Parking Rates

3.2.1 Remote stands:

First two (2) hours of parking is **free** of charge. Every additional four (4) hours thereafter:

Category of Aircraft	Rate in OMR
Category A, B, C	13.540
Category D, E, F	43.780

Irrespective of whether aircraft parking takes place in several remote stands (in this case the time spent on different parking positions is cumulative), parking for a period not exceeding two (2) hours shall be free of charge. For every four (4) hours thereafter the parking rate above will be charged.

In the case of parking for more than two (2) hours, the operator of the flight shall not be entitled to receive any discounts, therefore parking charges must be paid in full. In such cases, the basis for calculating the parking charge shall be the time of the aircraft's occupying the stand.

3.2.2 Contact stand

Contact stands are equipped with an aerobridge and this charge is payable when such stand is occupied regardless of using aerobridge or not. This charge includes the usage of 400 Hz power and air conditioning.

Aircraft weight in kgs	First 90 minutes (in OMR)	Every additional 30 minutes (in OMR)
Up to 100,000	40	25
Over 100,000	60	40

Aircraft parked both on a contact stand and on a remote position within a turnaround shall pay the relevant charge pursuant to this section 3.

3.3 Use of Visual Guiding and docking System (VGDS)

Regardless if the aircraft parked on remote or contact stand, **OMR 6** is payable on departure for the use of VGDS.

3.4 Hangar Rates

None specified.

3.4 Long Term Parking

Aircraft operators intend to use the aerodrome as a base and park their aircraft frequently longer than 24 hours shall agree with the airport operator in a separate agreement.

Otherwise the airport operator has the right to refuse to provide parking position. Technical AOG flights are exempt as long as the maintenance or repair is not completed.

3.5 Reductions, applicable for using Remote stand (under Point 3.2.1)

A rebate of 50% of the parking charge may be granted in respect of flights as follows:

- a) Scheduled domestic operations, where commencement, intermediate and terminal points of the flight are within the Sultanate territory, provided application has been made in advance;
 - b) bona fide training or test flights, subject to prior notification to and approved by CAA;
 - c) aircraft compelled to return due to technical reasons or weather condition.
- a) test flights for calibration of airport instruments approved by the airport authority.

4. PASSENGER SERVICE CHARGE

4.1 Passenger service charge is payable by the airport users for every departing and departing transfer passenger:

4.2 Passenger Service Charge

Per Departing Passenger	Rate in OMR
International	10
Domestic	2
Transfer	5

Note:

A transfer passenger is a passenger who changes flights at the airport within 24 hours from arrival, i.e. who arrives at the airport by a different flight to the one he leaves on.

Domestic transfer passenger is a transfer passenger who either arrive on a domestic or on an international flight and continue his/her journey on a domestic flight within the Sultanate territory.

4.3 Exemptions:

- a) Children under the age of 2;
- b) Transit passengers
- c) Crew on duty

Note:

A transit passenger is a passenger who continues his/her journey by the aircraft of the same flight number as the one he/she has arrived on and do not leave the transit area of the airport.

5. INFRASTRUCTURE CHARGE

- 5.1 This charge is collected for the equipment and service provided to support passenger processing at any common touchpoint at the terminal building (check in desks, boarding gates, etc.) and for the use of baggage handling system.
- 5.2 It is payable by the airport users for every departing and departing transfer passenger: Infrastructure Charge is **OMR 2.2 / Embarking Passenger**

6. CHARGES FOR INSPECTION SERVICES

None specified.

7. METHODS OF PAYMENT

- 7.1 Unless an alternative arrangement has been made, all charges for the use of the are payable by the pilot of the aircraft at the time of using the aerodrome or by pre-payment prior take-off. In addition to the currency specified, payment will be accepted in Pounds Sterling or American Dollars cash. Travelers cheques may be exchanged at the bank on arrivals.
- 7.2 In the case of approved regular users who have been granted credit facilities, on demand at the end of each calendar month in respect of charges accruing, during that month.
- 7.3 Until the settlement of the due charges, the aerodrome operator is entitled to prevent take-off, with regard to the safety of the flight.
- 7.4 In case of claims against the legal basis of the charges, payment and recovery, the Laws of Oman is to be applied.