



Aeronautical Fees

2025 AIRPORT CHARGES

Passengers Service Charge

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

Per Departing Passenger	Rate in OMR
International Passenger Fee	10
Domestic passengers Fee	2
Transfers Passengers Fee	1

Note:

- A transfer passenger is a passenger who changes flights at the airport within 24 hours from arrival.
- 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.

Exemptions:

- Children under the age of 2.
- Transit passengers.
- Crew on duty.

Infrastructure Charge

This charge is collected for the equipment and service provided to support passenger processing at any common touch point at the terminal building (check in desks, boarding gates, etc.) and for the use of baggage handling system it is payable by the airport users per departing passenger.

It is payable by the airport users per departing passenger:

Per Departing Passenger	Rate in OMR
Infrastructure Charge	OMR 2.2

Landing Charge

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 1,000 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.

Reduction:

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

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

Parking Charges

VGDS:

Per Departing Flight	Rate in OMR
Use of Visual Guiding and Docking System (VGDS)	OMR 6

It is payable Regardless if the aircraft parked on remote or contact stand.

Remote stands:

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.

Contact stands:

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.