



Proposed Changes to CAA Scheme of Charges

Airworthiness, Noise Certification and Aircraft and Aircraft Engine Emission Scheme Enclosure

1 INTRODUCTION

- 1.1 Details of revisions proposed to apply from 1 April 2013 are shown in red within this Enclosure. Current charges are shown in brackets where direct comparison is possible.

2 CHARGES INDEX

The following Charges Index sets out the charge headings under this Scheme and refers to the page where each section commences:

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3 CHARGES UNDER THE AIR NAVIGATION ORDER AND THE AIR NAVIGATION (ENVIRONMENTAL STANDARDS FOR NON-EASA AIRCRAFT) ORDER 2008 AND UNDER REGULATION (EC) No. 216/2008 WHERE THE UK CAA IS THE COMPETENT AUTHORITY RELATING TO AIRWORTHINESS

3.1 Aircraft type certificates

On making an application for the issue or variation of an aircraft type certificate for a non-EASA aircraft, the applicant shall pay to the CAA for the investigations required by the CAA or in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge in accordance with paragraph 4.5 but not exceeding:

- a) in the case of a helicopter or a powered lift (tilt rotor) aircraft, **£84,320** (£84,320) per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out; or
- b) in the case of any other aircraft, **£31,230** (£31,230) per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out.

3.2 Noise type certificate investigations

3.2.1 On making an application or relevant application for the issue or variation of a noise type certificate under the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order in respect of:

- a) a non-EASA prototype aircraft, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£82,000** (£82,000) for any year, or part of the year, during which the investigations are carried out;
- b) noise value investigations carried out on a non-EASA aircraft, the applicant shall pay to the CAA a charge of **£462** (£462).

3.2.2 Where application is made for the issue of an individual noise certificate for an EASA aircraft under Part-21 independently of the certificate of airworthiness, then the applicant shall pay to the CAA a charge of **£105** (£105).

3.3 Certificates of airworthiness and airworthiness review certificates (ARC) (Amended and new charges)

For the purpose of this Scheme, reference to a 'certificate of airworthiness' under Part-21 shall also include a 'restricted certificate of airworthiness' under that Part.

3.3.1 Prototype aircraft (Amended)

On making an application for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order that shall be non-expiring plus the issue of a national ARC, the applicant shall pay to the CAA:

- a) an application charge as specified in Column 3 of Table 1;
- b) a charge as specified in Column 3 of Table 2 for the issue of a national ARC; and
- c) where the cost of the investigations exceeds the application charge, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations (see paragraph 4.5), but not exceeding the corresponding amount as specified in Column 4 of Table 1, for any year or part of the year during which the investigations are carried out.

Table 1 Prototype investigatory charges

Ref.	Prototype non-EASA aircraft	Application charge	Maximum liability per year or part year
Col. 1	Column 2	Column 3	Column 4
A	A glider or a balloon	N/A	£18,200 (£18,200)
B	A helicopter or a powered lift (tilt rotor) aircraft	£521 (£521) per 500 kg or part thereof	£84,250 (£84,250) per 500 kg or part thereof
C	Any other aircraft	£131 (£131) per 500 kg or part thereof	£31,200 (£31,200) per 500 kg or part thereof

Table 2 Prototype national ARC charges (Amended)

Ref.	Prototype non-EASA aircraft	National ARC charge
Col. 1	Column 2	Column 3
A	A glider or a balloon	£109 (£109) per annum
B	A helicopter or a powered lift (tilt rotor) aircraft, of maximum weight not exceeding 2,730 kg	£55 (£55) per 500 kg or part thereof per annum
C	An aircraft of maximum weight not exceeding 2,730 kg other than a glider, a helicopter or a powered lift (tilt rotor) aircraft	£28 (£28) per 500 kg or part thereof per annum
D	An aircraft of maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£156 (£156) per 500 kg or part thereof per annum (subject to Note 1 below)
E	Any other aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£60 (£60) per 500 kg or part thereof per annum (subject to Note 1 below)

NOTE 1: (Deleted)

NOTE 2: Where the operator of an over 40 tonne aircraft had stated in the application that the aircraft, regardless of its maximum weight, was to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the national ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 3: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the national ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

3.3.2 Series aircraft (Amended and new charge)

3.3.2.1 Non-EASA aircraft

a) Gliders and Balloons (Amended and new charge)

On making an application in respect of a series aircraft for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order that shall be non-expiring plus the issue of a national ARC, the applicant shall pay to the CAA charges as specified in Table 3.

Table 3 Non-EASA aircraft (Amended and new charge)

Series – Gliders and Balloons	Application Charge	Validity Charge
Column 1	Column 2	Column 3
Glider	£131 (£131)	£109 (£109) per annum
Balloon	£131 (£321)	£109

b) **Aircraft other than Gliders and Balloons**

On making an application in respect of a series aircraft for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order that shall be non-expiring plus the issue of a national ARC, the applicant shall pay to the CAA, for **each 500 kg, or part thereof**, of the maximum weight of the aircraft, the application charge specified in Column 3 of Table 4 and the validity charge as specified in Column 4 of Table 4.

Table 4 Non-EASA aircraft

Ref.	Series – Aircraft other than Gliders and Balloons	Application charge	Validity charge
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg	£521 (£521)	£55 (£55) per annum
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£131 (£131)	£28 (£28) per annum
C	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£521 (£521)	£156 (£156) per annum
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£131 (£131)	£60 (£60) per annum
E	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£521 (£521)	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£131 (£131)	N/A

(Deleted paragraph)

In the case of an application for the issue of a certificate of airworthiness and an initial national ARC for an aircraft, where the cost of the CAA's investigations exceeds the application charge payable under sub-paragraphs 3.3.2.1 a) and b), the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £42,300 (£42,300) for any year or part of the year, during which the investigations are carried out.

NOTE 4: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the **national ARC** for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 5: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the **national ARC issue** through payment of the annual charge within the air operator's certification scheme of charges.

3.3.2.2 EASA aircraft

a) Gliders and Balloons

On making an application for the issue of an EASA certificate of airworthiness pursuant to Part-21 that shall be non-expiring plus the initial issue of an **EASA ARC**, the applicant shall pay to the CAA application and validity charges as specified in Table 5.

Table 5 EASA aircraft

EASA Gliders and Balloons	Application charge	Validity charge
Column 1	Column 2	Column 3
Glider	£131 (£131)	£109 (£109)
Balloon	£131 (£131)	£109 (£109)

b) Aircraft other than Gliders and Balloons

On making an application for the issue of an EASA certificate of airworthiness pursuant to Part-21 that shall be non-expiring plus the initial issue of an **EASA ARC**, the applicant shall pay to the CAA for **each 500 kg, or part thereof**, of the maximum weight of the aircraft, the application charge as specified in Column 3 of Table 6 and the validity charge as specified in Column 4 of Table 6.

Table 6 EASA aircraft

Ref.	EASA aircraft other than Gliders and Balloons	Application charge	Validity charge
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg.	£521 (£521)	£55 (£55)
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£131 (£131)	£28 (£28)
C	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate.	£521 (£521)	£156 (£156)

Table 6 EASA aircraft (Continued)

Ref.	EASA aircraft other than Gliders and Balloons	Application charge	Validity charge
Col. 1	Column 2	Column 3	Column 4
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£131 (£131)	£60 (£60)
E	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate.	£521 (£521)	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£131 (£131)	N/A

In the case of an application for the issue of an EASA certificate of airworthiness and an initial EASA ARC for an aircraft, where the cost of the CAA's investigations exceeds the application charge payable under sub-paragraphs 3.3.2.2 a) and b), the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5 but not exceeding £42,300 (£42,300) for any year or part of the year, during which the investigations are carried out.

NOTE 6: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the EASA ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 7: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the EASA ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

3.3.3 ARC issues or extensions (Amended and new charge)

3.3.3.1 National ARC issues or extensions for non-EASA aircraft

a) Gliders and Balloons

On making an application for the issue or extension of a national ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in Table 7.

Table 7 Non-EASA aircraft (New charge)

Renewals – Gliders	Charge
Column 1	Column 2
Glider	£109 (£109)
Balloon	£109

b) **Aircraft other than Gliders and Balloons**

On making an application for the issue or extension of a national ARC for a further period of validity, the applicant shall pay to the CAA the charge as specified in Table 8 **for each 500 kg, or part thereof**, of the maximum weight of the aircraft for each complete year of validity in respect of the certificate of airworthiness.

Table 8 Non-EASA aircraft

Ref.	Renewals – aircraft other than Gliders and Balloons	Charge per 500 kg or part thereof	
		Recommended by an appropriately CAA-approved organisation	Direct application to the CAA
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg.	£55 (£55) per annum	£79 (£79) per annum plus an additional investigatory charge (see Note 8)
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£28 (£28) per annum	£53 (£53) per annum plus an additional investigatory charge (see Note 8)
C	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate.	£156 (£156) per annum	£195 (£195) per annum plus an additional investigatory charge (see Note 8)
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£60 (£60) per annum	£84 (£84) per annum plus an additional investigatory charge (see Note 8)

(Deleted)

NOTE 8: In the case of an application for the issue of a national ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in Column 4 of Table 8, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £42,300 (£42,300) for any year, or part of the year, during which the investigations are carried out.

NOTE 9: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the national ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 10: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the national ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

3.3.3.2 **EASA ARC issues or extensions for EASA aircraft**a) **Gliders and Balloons**

On making an application for the issue or extension of an **EASA** ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in Table 9.

Table 9 EASA aircraft

Ref.	EASA ARC – Gliders and Balloons	Charge
Col. 1	Column 2	Column 3
A	Direct application received by the CAA from the owner or operator of a glider or balloon where the applicant requests that the CAA carries out the airworthiness review itself, the applicant shall pay:	£109 (£109) plus an additional investigatory charge (see Note 11)
B	An application received by the CAA from the owner or operator of a glider or balloon where the approved CAMO recommends that the CAA issues an EASA ARC for a further period, the applicant shall pay:	£53 (£53)
C	Notification to the CAA from the approved CAMO that the CAMO has issued or extended an EASA ARC of a glider or balloon for a further period, the CAMO/owner shall pay: i) if the CAMO uses the CAA ARC on-line system; or ii) if the CAMO does not use the CAA ARC on-line system	£22 (£22) £24 (£24)

NOTE 11: In the case of an application for the issue of an **EASA** ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified for Ref. A in Table 9, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out.

b) **Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons**

Where a CAMO has been approved to issue or extend an **EASA** ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an **EASA** ARC, the CAMO shall pay to the CAA the appropriate charge specified in Column 3, 4 or 5 of Table 10 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft.

On making an application to the CAA for the issue of an **EASA** ARC, the applicant shall pay to the CAA the charge specified in Column 6 of Table 10 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft as appropriate.

Table 10 EASA aircraft

Ref.	EASA ARC – aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		Issued/extended by CAMO		Recommended by CAMO	Airworthiness review by CAA
		ARC on-line	Not ARC on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg, the CAMO / applicant shall pay:	£55 (£55)	£60 (£60)	£60 (£60)	£79 (£79) plus an additional investigatory charge (see Note 12)

Table 10 EASA aircraft (Continued)

Ref.	EASA ARC – aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		Issued/extended by CAMO		Recommended by CAMO	Airworthiness review by CAA
		ARC on-line	Not ARC on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg, the CAMO / applicant shall pay:	£28 (£28)	£30 (£30)	£30 (£30)	£53 (£53) plus an additional investigatory charge (see Note 12)

NOTE 12: In the case of an application for the issue of an **EASA** ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that shown for Ref. A or Ref. B in Table 10, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out.

c) **Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons**

Where a CAMO has been approved to issue or extend an **EASA** ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an **EASA** ARC, the CAMO shall pay to the CAA the appropriate charge specified in Column 3, 4 or 5 of Table 11 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft as appropriate.

On making an application to the CAA for the issue of an ARC, the applicant shall pay to the CAA the charge specified in Column 6 of Table 11 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft.

Table 11 EASA aircraft

Ref.	EASA ARC issue – aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		Issued/extended by CAMO		Recommended by CAMO	Airworthiness review by CAA
		ARC on-line	Not ARC on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / applicant shall pay:	£156 (£156)	£171 (£171)	£171 (£171)	£195 (£195) plus an additional investigatory charge (see Note 13)

Table 11 EASA aircraft (Continued)

Ref.	EASA ARC issue – aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		Issued/ extended by CAMO		Recommended by CAMO	Airworthiness review by CAA
		ARC on-line	Not ARC on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / applicant shall pay:	£60 (£60)	£66 (£66)	£66 (£66)	£84 (£84) plus an additional investigatory charge (see Note 13)

NOTE 13: In the case of an application for the issue of an **EASA** ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in Column 4 of Table 11, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out.

NOTE 14: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the **EASA** ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 15: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the **EASA** ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

NOTE 16: Where an **EASA** aircraft transfers onto the UK G-Register and holds an unexpired **EASA** ARC that has been issued by another **EASA** NAA or approved foreign CAMO, the UK CAA will (on application by the operator or owner) amend the original **EASA** ARC to reflect the new G- registration mark and re-issue the certificate of airworthiness. An associated charge is payable to the CAA for such an application which will relate to the relevant charge as shown under paragraphs 3.3.2.2 a) and b) above but will be reduced to be proportional to the unexpired clear months remaining to the **EASA** ARC expiry date.

3.3.4 Subsequent issue

On making an application for the issue of a certificate of airworthiness and an ARC in respect of an aircraft where a certificate of airworthiness has previously been issued and has ceased to be in force, the applicant shall pay to the CAA a charge equivalent to the charge or charges which would be due if that application were an application for the first issue of a certificate of airworthiness, as specified in paragraph 3.3.2, except that the element of that charge which does not relate to validity shall be reduced by 50%.

3.3.5 **Export certificates of airworthiness**

On making an application for a certificate of airworthiness for export in respect of an aircraft, the applicant shall pay to the CAA for the investigations required by the CAA:

- a) in the case of a glider or a balloon, a charge of **£131** (£131) or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£18,200** (£18,200) for any year, or part of the year, during which the investigations are carried out; or
- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft, a charge of **£213** (£213) per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£675** (£675) per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out; or
- c) in the case of an aircraft, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, a charge of **£131** (£131) per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£412** (£412) per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out.

3.3.6 **Change of category**

On making an application to change the category of a certificate of airworthiness to enable the aircraft to fly for additional purposes, the applicant shall pay to the CAA a charge of **£338** (£338).

3.3.7 **Foreign registered aircraft – exemption to fly without a certificate of airworthiness**

3.3.7.1 Subject to paragraph 3.3.7.2, on making an application for the grant of an exemption from Article 16(1) of the Air Navigation Order in respect of a foreign registered aircraft, the applicant shall pay to the CAA:

- a) where the CAA deems an aircraft survey is required, a charge of **£398** (£398); or
- b) where the CAA deems an aircraft survey is not required, a charge of **£64** (£64).

3.3.7.2 Where the costs of the investigation in connection with an application exceed the amount specified in paragraph 3.3.7.1, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£117,000** (£117,000) for any year, or part of the year, during which the investigations are carried out.

3.4 **Permits to fly (Amended and new charges)**

3.4.1 **National permits to fly and certificates of validity issued under the Air Navigation Order**

3.4.1.1 **Initial issue or variation (Amended)**

On making an application for the **issue of a national permit to fly pursuant to the Air Navigation Order that shall be non-expiring plus the initial issue of a national certificate of validity**, the applicant shall pay to the CAA:

- a) in the case of an aircraft having a maximum weight not exceeding 500 kg, a charge of £258 (£258) or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £41,600 (£41,600) for any year, or part of the year, during which the investigations are carried out, plus a charge of £258 (£258) for each year of validity applied for; or
- b) in the case of an aircraft having a maximum weight exceeding 500 kg, but not exceeding 2,730 kg, a charge of £478 (£478) or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £83,600 (£83,600) for any year, or part of the year, during which the investigations are carried out, plus a charge of £478 (£478) for each year of validity applied for; or
- c) in the case of any other aircraft, a charge of £634 (£634) or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £124,000 (£124,000) for any year, or part of the year, during which the investigations are carried out, plus a charge of £634 (£634) for each year of validity applied for.

3.4.1.2 **Renewal (Amended)**

On making an application for the **annual** renewal of a national permit to fly **certificate of validity**, the applicant shall pay to the CAA:

- a) in respect of a permit to fly certificate of validity specified in sub-paragraph 3.4.1.1 a) hereof, a charge of £258 (£258); or if the total cost of any investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, see paragraph 4.5 but not exceeding £41,600 (£41,600) for any year, or part of the year, during which the investigations are carried out.
- b) in respect of a permit to fly certificate of validity specified in sub-paragraph 3.4.1.1 b) hereof, a charge of £478 (£478); or if the total cost of any investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, see paragraph 4.5 but not exceeding £83,600 (£83,600) for any year, or part of the year, during which the investigations are carried out.
- c) in respect of a permit to fly certificate of validity specified in sub-paragraph 3.4.1.1 c) hereof, a charge of £634 (£634); or if the total cost of any investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, see paragraph 4.5 but not exceeding £124,600 (£124,600) for any year, or part of the year, during which the investigations are carried out.

NOTE 17: The CAA intends to allow certain BCAR approved organisations the ability to extend their privileges in order to allow those organisations to issue certificates of validity for aircraft holding National permits to fly. This may entail the use of a system to notify the CAA that certificates of validity have been issued. The holder shall pay upon application to the CAA the appropriate charge as specified under paragraph 3.4.1.2 relevant to the weight of the aircraft.

(New charges)

3.4.1.X **Persons or organisations approved by the CAA to issue national permit to fly certificates of validity renewals online**

Where a person or organisation is approved by the CAA to issue national permit to fly certificate of validity renewals using the CAA online system, then the applicant shall pay

on application to the CAA a charge as specified in Table X relating to the aircraft MTWA subject to the certificate of validity issued.

Table X

Aircraft weight (MTWA)	Charge
Column 1	Column 2
Not exceeding 500 kg	£206
Exceeding 500 kg but not exceeding 2,730 kg	£382
Exceeding 2,730 kg	£507

3.4.1.Y **Temporary national permits to fly**

On making application for the issue of a temporary national permit to fly where the national certificate of airworthiness is temporarily invalid, the applicant shall pay £199.

3.4.2 **EASA permits to fly issued under Part-21**

3.4.2.1 **EASA permanent permits to fly**

On making an application to the CAA, that includes EASA approved Flight Conditions if appropriate, for the issue of a permanent EASA permit to fly in circumstances where a certificate of airworthiness is not appropriate, the applicant shall pay to the CAA a charge in accordance with paragraph 3.4.1 with a 10% reduction¹ applying to both initial issue and renewal charges.

3.4.2.2 **EASA temporary permits to fly where the certificate of airworthiness is temporarily invalid**

On making an application for the issue of a temporary EASA permit to fly where the certificate of airworthiness is temporarily invalid, the following charges shall apply:

- a) Where a CAMO, or Part-21 approved organisation, issues the permit to fly under the privileges of their approval and notifies the CAA accordingly, the CAMO, or Part-21 approved organisation, shall pay to the CAA a charge of **£26** (£26); or
- b) Where an application is made for the CAA to issue a Permit to Fly, enclosing EASA approved design-related Flight Conditions where applicable, the applicant shall pay to the CAA a charge of **£139** (£139); or
- c) Where an application is made to the CAA for the approval of non-design related Flight Conditions and the issue of a permit to fly concurrently, the applicant shall pay to the CAA a charge of **£199** (£199); or
- d) Where the aircraft owner or operator makes a direct application for an exemption to the CAA, where unforeseen urgent operational circumstances apply, as defined by Article 14.4 of EC Regulation 216/2008, and the CAA is required to approve design-related Flight Conditions, the applicant shall pay to the CAA a charge of **£946** (£946); or
- e) Where the CAMO, or Part-21 approved organisation, holding permit to fly privileges, requests CAA approval of non-design related flight conditions, the applicant shall pay to the CAA a charge of **£87** (£87).

(This Note is not part of the Scheme)

1. This reduction reflects the work relinquished by the CAA as a result of EASA involvement in the compilation of the design-related Flight Conditions for the aircraft.

3.5 **Approvals in respect of modifications and repairs to non-EASA aircraft and non-EASA aircraft equipment (excluding engines)**

3.5.1 **Aircraft (excluding engines)**

- a) On making an application for the approval, pursuant to any provision of Part 3 of the Air Navigation Order, of the modification or repair etc. of non-EASA aircraft (but excluding applications in respect of engines), the applicant shall pay to the CAA in respect of the expense incurred by it in carrying out investigations in connection with the application:
 - i) subject to sub-paragraph ii), for the approval of a minor modification, a charge of **£87** (£87);
 - ii) no charge shall be payable where the minor modification has been undertaken by an organisation holding an appropriate design approval.
- b) For approval of any other modification, repair etc, subject to sub-paragraph c):
 - i) in the case of a non-EASA aircraft having a maximum weight not exceeding 2,730 kg, a charge of **£401** (£401) or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out; or
 - ii) in the case of any other non-EASA aircraft, a charge of **£596** (£596) or, if the total cost of the investigations exceeds that amount a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out.
- c) Where a number of related modifications are being investigated under a single application, the maximum charge for any year, or part of the year, shall be increased in proportion to the number of individual modifications included in the application.

3.5.2 **Aircraft equipment (excluding engines)**

- a) On making an application for the approval, pursuant to any provision of Part 4 of the Air Navigation Order, of equipment for non-EASA aircraft, including radio apparatus or the manner of its installation (but excluding applications in respect of engines), the applicant shall pay to the CAA:
 - i) in the case of an approval granted by reference to a joint technical standards order or an approval in respect of equipment, including radio apparatus, installed, or in the opinion of the CAA primarily intended to be installed, in aircraft having a maximum weight of more than 2,730 kg, a charge of **£786** (£786) or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out; or
 - ii) in the case of an approval in respect of any other equipment, including any other radio apparatus, a charge of **£546** (£546) or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out.

- b) On making an application for the approval, pursuant to any provision of Part 4 of the Air Navigation Order, of the modification, repair etc. of equipment for non-EASA aircraft, including radio apparatus or the manner of its installation (but excluding applications in respect of engines), the applicant shall pay to the CAA in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge of **£194** (£194) or if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£42,300** (£42,300) for any year, or part of the year, during which the investigations are carried out.

3.6 Approvals and authorisations of persons and organisations (Amended and new charges)

3.6.1 Initial approval application charges

- a) On making an application to the CAA, other than an application in Special Circumstances, for the approval or authorisation of a person or organisation for the purposes of any provision of Part 3 of the Air Navigation Order (other than Article 33) or Part-21 (Subparts F or G) or Part-145 or Part-M (Subparts F or G), for the investigations required by the CAA, the applicant shall pay to the CAA on application the charges specified in Column 2 of Table 12:²

Table 12 (Amended and new charges)

Approval Groups	Charge
Column 1	Column 2
Part-21 Subpart G or Part 145 - A1 or B1 ratings	£13,640 (£13,640)
Part-21 Subpart F	£1,689 (£1,689)
Part-145 – A2, A3, A4, B2, B3, C or D ratings	£3,410 (£3,410)
Part-M Subpart G ³ for aircraft >5,700 kg	£6,820 (£6,820)
Part-M Subpart G ³ for aircraft not exceeding 5,700 kg	£3,410 (£3,410)
Part M Subpart G ³ regardless of aircraft weight, where the applicant already holds a CAA maintenance approval or a BCAR E3 design approval	£1,689 (£1,689)
Part-M Subpart F	£1,903 (£1,903)
Part-M Subpart F, where the applicant already holds a CAA maintenance approval	£1,689 (£1,689)
Part-M Subpart F and a Part-M Subpart G applied for concurrently	£3,410 (£3,410)
BCAR approvals A1 (BCAR Chapter A8-1) or A2 (A8-2)	£3,410 (£6,820)
BCAR approval E5 (A8-22)	£6,820 (£6,820)
BCAR A2 approval (A8-2) where applicant already holds a BCAR E4 (A8-20) or BCAR M5 (A8-20) or BCAR M1 (A8-23) or BCAR M2 (A8-24) approval or a Part-145 or Part-M Subpart F approval	£585
BCAR approvals A6 (A8-21), E6 (A8-21)	£3,410

(This Note is not part of the Scheme)

2. If applied for, and without extra charge, the grant of a Part-M Subpart G approval may include a Subpart I privilege that would permit the applicant to issue airworthiness review certificates.
3. If applied for, and without extra charge, the grant of a Part-M Subpart G approval may include a Subpart I privilege that would permit the applicant to issue/extend airworthiness review certificates.

Table 12 (Amended and new charges) (Continued)

Approval Groups	Charge
Column 1	Column 2
BCAR A6 approval (A8-21) where applicant already holds a Part 21 Sub-part G approval	£1,341
BCAR approval F1 (A8-9)	£3,410 (£3,410)
BCAR M1 approval (A8-23)	£3,410 (£3,410)
BCAR M1 approval (A8-23) where applicant already holds a Part-145 approval	£585 (£585)
BCAR M2 approval (A8-24)	£1,903 (£1,903)
BCAR M2 approval (A8-24) where applicant already holds a Part-M Sub-part F approval	£585 (£585)
BCAR approvals M3 (A8-15), M5 (A8-20), E4 (A8-20)	£1,903 (£1,903)
BCAR C5 approval (A8-25 CAMO)	£3,410 (£3,410)
BCAR C5 approval (A8-25 CAMO) where applicant already holds a Part-M Subpart G approval	£585 (£585)
BCAR approval F3 (A8-9)	£877 (£877)
Single application for both a BCAR approval M5 (A8-20) and BCAR approval E4 (A8-20)	£3,410 (£3,410)
BCAR approval S1 (A8-26)	£3,410
Any other approval	£3,410 (£3,410)

Provided that where the cost of the investigations exceeds the charge specified above, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£117,000** (£117,000) for any year, or part of the year, during which the investigations are carried out.

- b) In respect of an application in Special Circumstances, for the investigations required by the CAA, the applicant shall pay to the CAA:
- i) subject to sub-paragraph ii), a charge of **£1,689** (£1,689) or the charge specified in sub-paragraph iii);
 - ii) if the application is solely in respect of one or more BCAR approval M3, M5 or E4 a charge of **£877** (£877) or the charge specified in sub-paragraph iii);
 - iii) if the total cost of the investigations exceeds the charge specified in sub-paragraph i) or ii) as the case may be, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£117,000** (£117,000) for any year, or part of a year, during which the investigations are carried out.

NOTE 18: BCAR Approval rating F4 will be issued at no charge as any associated costs will be subsumed by the charges for the associated tasks.

(New Note)

No additions to an initial application can be made by the applicant once the CAA investigation has commenced. Initial applications are valid for 12 months from application date. Accordingly, where it has not been possible for the applicant to provide the CAA with the required information to complete the initial application within 12 months from the application date, then the CAA will cancel that initial application and request a new initial application and charge to be provided when the applicant is ready to proceed. Any refund due as a result of a lapsed initial application will be subject to the CAA Refund Policy.

(New charges)**3.6.X BCAR approval transition charges**

- a) When an application is made by a BCAR approval holder to transition an existing BCAR approval to a new approval type in accordance with the CAA notifications following its structural review of the British Civil Airworthiness Requirements, the applicant shall pay the CAA a charge of £46 per BCAR approval excepting the following transitions specified in Table Y where the charge shall be £585 subject to b) below:

Table Y

From BCAR Chapter	To BCAR Chapter	EASA equivalent approval held
A8-3 (B1)	A8-23 (M1)	Part-145
A8-3 (B1)	A8-24 (M2)	Part-M Subpart F
A8-8 (E3)	A8-25 (C5)	Part-M Subpart G
A8-15 (M3)	A8-25 (C5)	Part-M Subpart G

- b) Where the BCAR approval holder also holds a valid EASA equivalent approval as shown in Table X, then the transition charge shall reduce to £46.

(New Note)

The CAA shall advise industry of the duration of the transition periods through issue of periodic CAA Information Notices.

3.6.2 Approval variation charges (Amended and new charges)

In respect of an application to the CAA for the variation of an approval of a person or organisation for the purposes of any provision of Part 3 of the Air Navigation Order (other than Article 33) or Part-21 (Subparts F or G), or Part-145 or Part M (Subpart F or G), for the investigations required by the CAA, the applicant shall pay to the CAA:

- subject to sub-paragraphs b) to h) below, a charge of **£1,689** (£1,689) or the charge specified in sub-paragraph i); or
- if the application is solely in respect of one or more BCAR approvals M3, M5, or E4, a charge of **£877** (£877); or
- in the case of a Part-M Subpart F and Subpart G applied for concurrently, a charge of **£1,689** (£1,689); or
- where an application is made to add Part-M Subpart I privileges to an existing Part-M Subpart G approval, a charge of **£1,689** (£1,689); or
- where an application is made in the case of a Part-M (Subpart F or G) for the addition of a single type series below 2,730 kg and that type series is in the same category as existing types already on the approval, a charge of **£444** (£444); or
- where an application is made for a Part-M Subpart G approval holder to be given privileges to issue EASA permits to fly under Part-21, a charge of **£1,689** (£1,689); or

- g) in the case of a Part-21 Subpart F approval, a charge of **£845** (£845); or
 h) in the case of a Part-M Subpart F approval, a charge of **£877** (£877); or

(New charges)

- x) in the case of a BCAR M2 approval (A8-24) or BCAR C5 approval (A8-25 CAMO), a charge of **£877**; or
 y) in the case where a person or organisation that holds more than one approval applies to change its address where no other changes in respect of the approvals are made, the applicant shall pay to the CAA a single charge that relates to the approval type held attracting the highest variation application charge.
 i) if the total cost of the investigations exceeds the charge specified in sub-paragraphs a) to h) above, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5 but not exceeding **£117,000** (£117,000) for any year, or part of the year, during which the investigations are carried out.

NOTE 19: No additions to a variation application can be made by the applicant once the CAA investigation has commenced. Variation applications are valid for 12 months from application date. Accordingly, where it has not been possible for the CAA investigation to commence on additions or changes shown in an application within 12 months from receipt, a further application and fee shall be required for those additions or changes. Any refund due as a result of a lapsed variation application will be subject to the CAA Refund Policy.

3.6.3 Annual approval charges (including premium charges) (Amended and new charges)

- a) i) Subject to sub-paragraphs ii) and iii) and paragraph b) below, in respect of the investigations required by the CAA for the purposes of satisfying itself that an approval should remain in force for a period of twelve months commencing 1 April in any year, the holder of an approval shall pay to the CAA on 1 April in that year, one main site charge in respect of each Group within which he holds an approval which shall be the highest charge specified in Columns 3, 4 or 5 of Table 13 adjacent to any of the approvals he holds within that Group appropriate to the value of activities pursuant to the approval. The approval holder shall also pay to the CAA the additional site charge specified in Column 6 of Table 13 appropriate to that main site charge for each additional site approved in respect of any approval.

Table 13 (Amended and new charges)

Approval groups	Approval rating/aircraft weight sub-categories	Primary site charge according to the value of activities pursuant to the approval			Additional site charge per site
		More than £2,250,000	£1,125,000 to £2,250,000	Less than £1,125,000	
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Part 21 Subpart G	All ratings	£13,640 (£13,640)	£6,820 (£6,820)	£3,410 (£3,410)	£3,410 (£3,410)
Part 145	A1, B1	£13,640 (£13,640)	£6,820 (£6,820)	£3,410 (£3,410)	£3,410 (£3,410)
	A2, A3, A4, B2, B3, C or D	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)

Table 13 (Amended and new charges) (Continued)

Approval groups	Approval rating/aircraft weight sub-categories	Primary site charge according to the value of activities pursuant to the approval			Additional site charge per site
		More than £2,250,000	£1,125,000 to £2,250,000	Less than £1,125,000	
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Part-M Subpart G	Aircraft exceeding 5,700 kg MTWA	£6,820 (£6,820)	£6,820 (£6,820)	£3,410 (£3,410)	£3,410 (£3,410)
	Aircraft not exceeding 5,700 kg	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)
Part-M Subpart F	All ratings	£1,903 (£1,903)	£1,903 (£1,903)	£1,903 (£1,903)	£1,341 (£1,341)
BCAR	A6 and E6 combined or E5	£6,820 (£6,820)	£6,820 (£6,820)	£3,410 (£3,410)	£3,410 (£3,410)
	A1, A2	£3,410 (£6,820)	£3,410 (£6,820)	£3,410 (£3,410)	£3,410 (£3,410)
	A6, B1, C5, E6, F1, M1, S1	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)
	E4 and M5 combined	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)
	E4, M2, M3, M5	£1,903 (£1,903)	£1,903 (£1,903)	£1,903 (£1,903)	£1,341 (£1,341)
Any other approval		£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)	£3,410 (£3,410)

- ii) aa) The charge payable in respect of any approval shall be that specified in Column 3 of Table 13 unless the approval holder satisfies the CAA by 31 March 2012 that the value of the activities undertaken pursuant to that approval during the 12 months to 31 March 2011 is between £1,125,000 (£1,125,000) and £2,250,000 (£2,250,000) (inclusive) in which case the charge shall be that specified in Column 4 or that the value is less than £1,125,000 (£1,125,000) in which case the charge shall be that specified in Column 5.
- bb) For the purpose of this sub-paragraph 3.6.3, 'value' means the consideration paid in respect of the sale or disposal of any goods or the provision of any services which are the subject of reports made pursuant to the approval, but not including any value added tax payable thereon and not including the consideration paid in respect of the sale or disposal of any aircraft where there is in force in respect of that aircraft a certificate of airworthiness granted under the Air Navigation Order.
- iii) Where a person holds an approval in more than one of the Groups specified in Table 13, the holder of the approval shall pay to the CAA:

- aa) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 13 in respect of the Group which attracts the highest **primary** site charge; and
 - bb) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 13 in respect of each other Group within which an approval is held, except that if the value of activities in respect of the approvals falling within any such Group is less than **£1,125,000** (£1,125,000), the charge for that Group shall be 25% of that total charge.
 - cc) No annual charge will be liable **for the following BCAR approvals held under the following specific circumstances:**
 - A) BCAR approval B1 **or M1 or M2** if holder also maintains a valid Part-145, or a Part-M Subpart F or Part-M Subpart G approval;
 - B) BCAR approval A6 if holder also maintains a valid Part-21 Subpart G approval;
 - C) BCAR approval C5 if holder also maintains a valid Part-M Subpart G approval.
 - dd) Where a Part-M Subpart G approval holder, for aircraft not exceeding 5,700 kg, also holds a valid Part-M Subpart F approval, then only the higher of the Subpart G and Subpart F annual approval charges held under Part-M will be levied in determining the total annual charge for the organisation.
- b) **Approval premium charges**
- In respect of an approval for which a charge is payable under sub-paragraphs 3.6.3 a) i) – iii) above (whether or not that charge has been waived) and where the number of hours required by the CAA to oversee such an approval has exceeded 150 in each of the two years immediately prior to the year to which the charge relates, the holder of the approval shall pay to the CAA when invoiced by the CAA, in addition to the charge specified in sub-paragraphs 3.6.3 a) i) – iii) above:
- i) where the number of hours exceeded 150 in each of the two years but did not exceed 250 hours in both years, a charge of **£7,880** (£7,880); or
 - ii) where the number of hours exceeded 250 in each of the two years but did not exceed 350 hours in both years, a charge of **£28,100** (£28,100); or
 - iii) where the number of hours exceeded 350 in each of the two years but did not exceed 450 hours in both years, a charge of **£47,775** (£47,775); or
 - iv) where the number of hours exceeded 450 in each of the two years but did not exceed 550 hours in both years, a charge of **£67,460** (£67,460); or
 - v) where the number of hours exceeded 550 in each of the two years, a charge of **£87,720** (£87,720).
- c) **Other approval charges (New charge)**
- i) In respect of the investigations required or performed by the CAA for the purposes of satisfying itself that such an approval or approvals should remain in force following a major structural and/or managerial change, the holder of the approval or approvals shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£117,000** (£117,000) for any year, or part of the year during which the investigations are carried out;
 - ii) In respect of an application for the issue of revised documents of approval or approvals following a change of name of the approved person, the holder of the approval/authorisation or approvals/authorisations shall pay to the CAA a charge of **£105** (£105);

(New charge)

- A) In respect of a person or organisation that applies for its approvals to be transferred to a new legal entity where all procedures, postholders, etc. remain unchanged and the business continues uninterrupted through the transition, the applicant shall pay to the CAA a charge being two-thirds of the full application charge, as per paragraph 3.6.1, for each approval that is required to be transferred. Where the associated costs exceed the determined application charge, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £117,000 for any year, or part of the year during which the investigations are carried out.
- iii) In respect of the investigation performed by the CAA in conjunction with the competent authority of an EU Member State for an approval of a facility located in the UK administered by that EU Member State, the charge under paragraphs 3.6.1, 3.6.2 or 3.6.3, as applicable, will be payable; provided that where a charge is payable under paragraphs 3.6.1 or 3.6.2 hereof, excepting sub-paragraph 3.6.3 c) iii), no charge shall be payable under this sub-paragraph.

(New Charges)**3.6.Y Canadian and USA Bilateral Agreements – Approved Maintenance Organisations**

The Bilateral Safety Agreements between EASA and the Federal Aviation Administration (FAA) and the Transport Canada Civil Aviation (TCCA) requires the transfer of oversight of FAR 145 Repair Station Certificates held by Part 145 approved organisations from the FAA and/or TCCA to the National Aviation Authority in the state where the organisation is located. A transfer or initial Federal Aviation Regulations (FAR) 145 approval and/or a Canadian Aviation Regulations (CAR) 571 (Maintenance) and 573 (Approved Maintenance Organisation) approval will only be transferred/granted when the applicant also holds a UK CAA issued Part 145 approval. The following charges shall be payable by the applicant.

- a) On making application to transfer the oversight activities of a Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) 145 Repair Station Certificate or a Transport Canada Civil Aviation (TCCA) Canadian Aviation Regulations (CAR) Subparts 571 (Maintenance) and 573 (Approved Maintenance Organisation) approval to the CAA, the applicant shall pay to the CAA a charge as specified in Table Z Line 1.
- b) On making application for an initial FAR-145 or CAR 571 and 573 approval, the applicant shall pay to the CAA a charge as specified in Table Z Line 2.
- c) On making application for a variation to a FAR-145 or CAR 571 and 573 approval, the applicant shall pay a charge to the CAA as specified in Table Z Line 3.
- d) In respect of investigations required by the CAA on behalf of the FAA and/or TCCA for the purposes of satisfying itself that an approval should remain in force for a period of twelve months commencing 1 April in any year, the holder of the approval shall pay to the CAA on 1 April in that year a charge, or charges, as specified in Table Z Line 4 and/or 5.
- e) If the number of hours taken by the CAA to carry out its investigations in relation to either b) or c) above where the application exceeds the specific cost as derived from Table Z Line 2 or 3, the applicant must pay an excess hourly charge. The CAA shall determine the excess hourly charge by taking the total number of excess hours taken by the CAA to complete the required investigations in relation to the

application and multiplying that number of hours by the appropriate hourly charge, see paragraph 4.5, but not exceeding £41,600 for any year or part of the year during which the investigations are carried out. The balance for the excess hourly charge (total hourly charge less initial charge already paid) is payable by the applicant on demand by the CAA by invoice to the applicant.

Table Z

Line	FAR-145				CAR 571 and 573			
	Aircraft weighing 5,700 kg or more		Aircraft weighing less than 5,700 kg		Aircraft weighing 5,700 kg or more		Aircraft weighing less than 5,700 kg	
	£	Hrs	£	Hrs	£	Hrs	£	Hrs
1	3,184	N/A	2,388	N/A	1,592	N/A	1,194	N/A
2	3,184	16	2,388	12	1,592	8	1,194	6
3	2,786	14	2,189	11	2,189	11	2,189	11
4	1,592	N/A	1,194	N/A	796	N/A	597	N/A
5	796	N/A	597	N/A	398	N/A	298	N/A

3.6.4 The European Light Aircraft 1 (ELA1) Approval

3.6.4.1 Where a Part-66 licensed aircraft engineer makes application for approval privileges to be granted under Part-M M.A. 901 g) by derogation, so that an ELA1 aircraft which is not used in commercial air transport, may have an ARC issued by the CAA upon the recommendation from the ELA1 approval holder, the applicant shall pay to the CAA a charge of **£992** (£992).

3.6.4.2 Upon an ELA1 approval renewal application being received by the CAA, the applicant shall pay to the CAA a charge of **£397** (£397).

3.6.5 Welder's Approval Certificate

Where an application is made to the CAA for the initial issue or renewal of a Welder's Approval Certificate under BCAR A8-10, the applicant shall pay to the CAA a charge of **£110** (£110).

3.6.6 Flight Release Authorisation

Where an application is made from an aircraft engineer to be granted a Flight Release Authorisation that will allow the applicant to issue Permit Flight Release Certificates and/or Permit Maintenance Releases under paragraphs 7.4 b) and 12.5 b) of BCAR Chapter A3-7, the applicant shall pay to the CAA the relevant charge as specified in Table 14.

Table 14

Application type	Charge
Initial grant of a Flight Release Authorisation where applicant is: a holder of an appropriate category Part-66 or BCAR aircraft maintenance engineer's licence, which is current, valid and has been granted in the UK	£397 (£397)
not a UK CAA Part-66 or BCAR aircraft maintenance licence holder	£992 (£992)
Renewal of authorisation	£397 (£397)
Variation of authorisation to add new aircraft types	£397 (£397)
Variation of authorisation for a minor one-off task on a new aircraft type not previously authorised	£134 (£134)

3.7 **Approval of aircraft maintenance schedules or programmes (Amended and new charge)**

- a) Subject to sub-paragraph 3.7 y), on making an application for the approval of an aircraft maintenance schedule or programme directly to the CAA **which is based on**, or different to, the aircraft manufacturer's recommended schedule or programme, the applicant shall pay to the CAA a charge of **£725** (£725).
- b) Subject to sub-paragraph 3.7 y), on making an application **directly to the CAA** for the approval of an amendment to the technical content of a maintenance schedule or programme, the applicant shall pay to the CAA a charge of **£580** (£580).
- c) **(Deleted)**
(New charge)
 - x) Where an amendment is made to a maintenance schedule or programme to only add or remove aircraft registration marks and no other change to the technical content of the schedule or programme is made, the applicant shall pay to the CAA a charge of **£67**.

(New sub-paragraphs)

- y) No charge shall be payable if the application made under sub-paragraphs 3.7 a) or b) is supported by an organisation holding a BCAR A8-25 or Part M Subpart G approval or concerning amendments made in accordance with A6-1 paragraph 5.3 or Part-M M.A.302(c).
- z) If the total cost of the investigations exceeds the charge specified in paragraph 3.7 a) or b) above, the applicant shall pay a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding **£41,600** for any year, or part of the year, during which the investigations are carried out.

3.8 **Flight manual – change to maximum take-off weight (MTOW)**

On making an application to notify the CAA of a change in the operational MTOW of an EASA or non-EASA aircraft of MTOW 15 tonnes or above, the applicant shall pay to the CAA an annual charge and renewable annually thereafter of **£112** (£112) per aircraft. This charge shall permit the applicant to notify the CAA, and for subsequent publication of this data on the CAA web site for aircraft registrations, of any amendments to the specific aircraft MTOW required throughout the 12-month period to which the annual charge relates.

3.9 **Exemptions under Article 14 (4) (EC) Regulation 216/2008 or under the Air Navigation Order (New charge)**

Where the aircraft owner or operator makes a direct application to the CAA for an exemption, in accordance with the provisions of Article 14 (4) of (EC) Regulation 216/2008 **or the Air Navigation Order**, the applicant shall pay to the CAA a charge of **£791** (£791).

4 OTHER CHARGES AND RELATED ITEMS

4.1 **Information relating to occurrence reports**

On making a request for the CAA to provide an ad hoc report relating to reports of reportable occurrences, or a summary thereof, the requestor shall pay to the CAA a charge agreed on the basis of the CAA's estimated number of hours to complete the report at a rate of **£86** (£86) per hour.

4.2 **Copies of documents**

On applying to the CAA for a copy or replacement document issued under Part 3 of the Air Navigation Order the applicant shall pay to the CAA:

- a) in the case of a copy or replacement of a flight manual or performance schedule in respect of aircraft types for which the CAA has accepted type design responsibility:
 - i) for a document applicable to an aircraft, having a maximum weight not exceeding 2,730 kg, a charge of **£175** (£175);
 - ii) for a document applicable to an aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 5,700 kg, a charge of **£350** (£350);
 - iii) for a document applicable to an aircraft, having a maximum weight exceeding 5,700 kg, a charge of **£525** (£525);
- b) in the case of a copy or replacement of a permit to fly, or a certificate of airworthiness, or a certificate of approval of a person, or a certificate of approval of aircraft radio installation, or a noise certificate, a charge of **£46** (£46);
- c) in the case of a copy or replacement of a document issued under Part-21 Subpart G, Part-145 or Part-M Subpart F or G, a charge of **£46** (£46);
- d) in the case of a copy or replacement of any other document a charge of **£22** (£22).

4.3 **Additional charge where functions are performed abroad (Amended)**

- a) **(Deleted)**
- b) **(Deleted)**

(New paragraph)

An additional charge is payable to the CAA where, in connection with any function for which a charge is specified in this Scheme the CAA deems it necessary for an employee of the CAA or any other person appointed to act on behalf of the CAA to travel outside of the country in which he or she is normally stationed. The applicant or holder shall pay to the CAA on demand, in addition to the appropriate charge specified in this Scheme, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred by it. The additional charge shall not exceed, for each employee of the CAA or each person appointed to act on behalf of the CAA, £13,260 (£13,260) per week, or part of a week, during which each such employee or any other person appointed to act on behalf of the CAA is absent from the country in which he or she is normally stationed. For the purpose of this section the United Kingdom, the Isle of Man and the Channel Islands shall be treated as one country.

4.4 **Time at which charges are to be paid**

Except as otherwise provided in this Scheme, all charges specified shall be payable upon application being made for the certificate, licence, other document or approval, as the case may be, provided that where the amount of the charge depends on the time spent or expense incurred by the CAA:

- a) the CAA may require that the application be accompanied by payment of an amount up to 10% of the maximum of the investigation charge;
- b) the charge in respect of investigations made during any month shall be payable and invoiced in arrears, and any amount paid on application shall be deducted from the charge payable at the end of the final month of investigations.

4.5 **Calculation of the cost of investigations (Amended)**

- 4.5.1 For the purposes of paragraphs 3.1, 3.2, 3.3.1 – 3.3.5, 3.3.7, 3.4.1, 3.4.2.1, 3.5, 3.6.1, 3.6.2, 3.6.3 c), **3.6.Y and 3.7 a) and b)** of this Scheme, the CAA shall determine the expense incurred by it in making any of the investigations there referred to by taking the number of hours required to complete the investigations and multiplying that number:

- a) in the case of investigations relating to an aircraft, the maximum weight of which does not exceed 2,730 kg, by £134 (£134);
- b) in the case of investigations relating to equipment installed, or in the opinion of the CAA primarily intended to be installed, in aircraft the maximum weight of which does not exceed 2,730 kg, by £134 (£134);
- c) in the case of investigations relating to any other aircraft or any other equipment, by £199 (£199);
- d) in the case of investigations relating to the approval of persons and organisations, by £199 (£199).

4.5.2 In the case of part hours, the hourly charge shall be apportioned pro rata.

4.5.3 A reference to a year or part of a year in this Scheme means the period of 12 months from when the relevant application was received by the CAA.