Proposed Changes to CAA Scheme of Charges

Personnel Licensing Scheme Enclosure

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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.

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3 FLIGHT CREW LICENCES

3.1 Conversion of a National UK Pilot Licence to an EASA Pilot Licence (Amended)

When making an application for the conversion of a National UK Pilot Licence specified in Table 1, the applicant shall pay to the CAA in accordance with that Table:

Table 1 (Amended)

Ref		Licence type	Charge £
a)		**(Deleted)**	
b)		Conversion to an EASA Pilot Licence:	
	i)	Limited validity National UK licence:	
	aa)	Professional Pilot's Licence	139 (139)
	bb)	Private Pilot's Licence	73 (73)
	ii)	Unlimited validity National UK Private Pilot's Licence	65 (65)
c)		Conversion of a National Private Pilot's Licence (NPPL) to an EASA Light Aircraft Pilot Licence (LAPL)	41 (41)

3.2 Replacement of a JAR Pilot Licence with an EASA Pilot Licence (Amended)

When making an application to replace a JAR Pilot Licence with an EASA Pilot Licence, the applicant shall pay to the CAA a charge as specified in Table 2:

Table 2

Ref		Licence type	Charge £
a)	i)	Professional Pilot's Licence	139 (139)
	ii)	Private Pilot's Licence	73 (73)

3.3 National UK Pilot's Licence – issue to retain National UK ratings

Upon making a conversion / replacement application specified in Tables 1 or 2, where, in addition to the issue of an EASA Pilot Licence, it is required also to issue a National UK Pilot's Licence in order to retain National UK ratings, the applicant shall pay to the CAA a supplementary charge of £35 (£35).

3.4 (Deleted)

Table 3 (Deleted)

3.5 Initial grant of National UK or EASA Flight Crew Licences (Amended)

When making an application for the initial grant of a National UK or EASA Flight Crew Licence specified in Table 4, the applicant shall pay to the CAA in accordance with that Table:

Table 4

Ref	**Licence type** (All National UK and EASA Flight Crew Licences will be issued with unlimited validity)	Table Note	Initial application £
a)	Professional Pilot's Licence (except b) below), Flight Navigator's Licence or Flight Engineer's Licence	1	243 (243)
b)	EASA Balloon or Sailplane Licence	1	185 (185)
c)	Private Pilot's Licence (except d) to f) below)		185 (185)
d)	EASA Light Aircraft Pilot Licence (LAPL) (Aeroplane), (Helicopter), (Balloon) or (Sailplane)	1	153 (153)
e)	Private Pilot's Licence (Balloons and Airships)		185 (185)
f)	Private Pilot's Licence (Gyroplanes)		169 (169)
g)	Flight Radiotelephony Operator's Licence	2	73 (73)
h)	National Private Pilot's Licence (NPPL) (Aeroplane)	3	51 (51)
i)	NPPL (Helicopter) (for an applicant who already holds an EASA Helicopter licence)		51 (51)
j)	NPPL (Helicopter) (for an applicant who does not already hold an EASA Helicopter licence)		153 (153)

Notes:

1 Including an initial type/class rating and instrument rating if included in the application.

2 Except where the applicant is the holder of a licence issued by the UK CAA to act as pilot, flight navigator or flight engineer.

3 Supported by a recommendation made by a person approved by the CAA for the purpose; or where application for an NPPL is made directly to the CAA by the holder of another UK-issued pilot licence that includes a valid simple single engine aeroplanes (SSEA), self-launching motor gliders (SLMG) or microlight rating.

(New paragraph)

3.X **National UK Pilot's Licence – renewal to an unexpiring licence**

Upon making an application to renew an expiring National UK Pilot's Licence with an unexpiring licence, the applicant shall pay to the CAA a charge as specified in Table X:

Table X

Ref	Licence type	Charge £
a)	Professional Pilot's Licence	139
b)	Private Pilot's Licence	73

3.6 Ratings or qualifications

When making an application for the inclusion, variation or renewal of a rating or qualification in a flight crew licence specified in Table 5, the applicant shall pay to the CAA in accordance with that Table:

Table 5

Ref	Licence type	Rating or qualification type	Initial application £	Variation £	Renewal/ revalidation £
a)	Professional Pilot's Licence or Flight Engineer's Licence	A second or subsequent aircraft type or class rating	121 (121)	89 (89)	89 (89)
b)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	A special authorisation to allow an applicant to fly an aircraft of a type not listed in the JAR-FCL 1 and 2 class and type rating guide	121 (121)	121 (121)	89 (89)
c)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	An instructor's rating except where the applicant is the holder of a Private Pilot's Licence which includes respectively a flight instructor rating or a flight instructor rating (restricted) or an assistant flying instructor's rating entitling the holder to give instruction in flying aircraft of the same types included in the application	121 (121)	89 (89)	89 (89)
d)	Professional Pilot's Licence or Private Pilot's Licence	An instrument rating (aeroplanes) or instrument rating (helicopters)	121 (121)	89 (89)	89 (89)
e)	NPPL	A second or subsequent class rating or variation or renewal of a rating supported by a recommendation made by a person approved by the CAA for the purpose	39 (39)	39 (39)	39 (39)
f)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	Any other rating or qualification not shown above	89 (89)	89 (89)	89 (89)

An application to remove a restriction or any rating or qualification in a licence will be classed as a variation, and the applicant shall pay to the CAA the variation charge specified under the relevant rating or qualification type a) to f) in Table 5.

3.6.1 Ratings check on a re-issued EASA Flight Crew Licence

Upon such application that would require an existing EASA Flight Crew Licence to be re-issued, the applicant shall pay to the CAA a charge of £20 (£20) for all existing ratings associated with that licence to be checked for currency of validity.

3.7 Licence exemptions (Amended)

When making an application for an exemption under Article 14 of Regulation (EC) No. 216/2008 or under Article 242 of the Order specified in Table 6, the applicant shall pay to the CAA in accordance with that Table:

Table 6 (Amended)

Ref	Description	Charge £
a)	Exemption from the need to carry a flight crew licence in accordance with Article 150 and Schedule 9 of the Order	54 (54)
b)	**(Deleted)**	
c)	Exemption under Article 14 of Regulation (EC) No. 216/2008:	
	i) the first exemption to apply for a period not exceeding 2 months	54 (54)
	ii) the first exemption to apply for a period exceeding 2 months	150 (150)
	iii) any repeat of the exemption granted under c) i) or ii) above	150 (150)
d)	Exemption relating to the functions to which this Scheme refers, other than an exemption described in a) to c) above:	
	i) Application for the initial grant	53 (53)
	ii) Application for variation or renewal	26 (26)

3.8 Assessments of licensing requirements (Amended)

When making an application for an assessment or verification specified in Table 7, the applicant shall pay to the CAA in accordance with that Table:

Table 7 (Amended)

Ref	Description	Charge £
a)	Written assessment particular to that applicant of the evidence, examinations or tests which the CAA will require, of his knowledge, experience, competence or skill, for a Professional Pilot's Licence, a Private Pilot's Licence or an instructor certificate or examiner certificate	108 (108)
b)	Verification of licence documents for overseas validation	44 (44)
c)	Verification of an individual's licence details and history	44 (44)

3.9 Ground examination charges for flight crew

3.9.1 When making an application for a ground examination specified in Table 8 to be conducted by the CAA for the grant of a licence to act as a flight crew member or for the inclusion of a rating or for any other purpose, the applicant shall pay to the CAA in accordance with that Table:

Table 8

Ref	Description	Charge per paper £
a)	For each initial or additional aircraft type rating examination for an aircraft type for which no provision exists at an approved training organisation	265 (265)
b)	For the theoretical knowledge examinations for the Instrument Rating or the Commercial Pilot's Licence or the Airline Transport Pilot's Licence	69 (69)
c)	For any other ground examination	50 (50)

3.9.2 If the examination is to be conducted other than at a place specified by the CAA, the applicant shall pay to the CAA in addition to the charge for that examination a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it but the total charge shall not exceed £2,150 (£2,150).

3.10 **Administrative charges (Amended)**

When making an application specified in Table 9, the applicant shall pay to the CAA in accordance with that Table:

Table 9 (Amended)

Ref	Description	Charge £
a)	For an examination paper to be re-marked. The charge shall be refunded if a pass is subsequently awarded as a consequence of an error made by the CAA	27 (27)
b)	For the transfer or amendment of fees or when an examination has been rearranged at the request of the applicant	27 (27)
c)	For the issue of a duplicate or replacement examination result notification or duplicate confirmation of booking	27 (27)

3.11 **Flight tests**[1]

3.11.1 **Tests or checks carried out by an examiner (Amended)**

3.11.1.1 Flight tests

When making an application for a flight test specified in Table 10, where the test is to be conducted by an examiner who is an employee of the CAA, the applicant shall pay to the CAA in accordance with that Table:

Table 10 (Amended)

Ref	Description	Charge £
a)	For a flight instructor's rating, a flight instructor rating (restricted) or an assistant flying instructor rating, other than an application for a test for the endorsement of an additional single engine piston class or a multi-engine piston class in a flight instructor rating (restricted) or assistant flying instructor's rating	202 (202)
b)	**(Deleted)**	

1 If the applicant cancels the flight test for reasons which, in the opinion of the examiner, are insufficient, the charge paid shall not be refunded by the CAA and a further application for another flight test will be required together with payment to the CAA of the appropriate charge.

Table 10 (Amended) (Continued)

c)	**(Deleted)**	
d)	Prior to entry on a flying instructor or a flight instructor (restricted) course of training	202 (202)
e)	For initial grant or revalidation of a class rating instructor rating for multi-engine aeroplanes, class rating instructor rating for single engine aeroplanes or instrument rating instructor rating	202 (202)

3.11.1.2 Skill test, proficiency check and other flight test

3.11.1.2.1 When making an application for an observation, test or check specified in Table 11A, to be conducted or observed by an examiner or inspector, the applicant shall pay to the CAA in accordance with that Table:

Table 11A

Ref	Description	Charge £
a) i)	For carrying out the observation of a skill test conducted in an aircraft or flight simulator for the issue of a Professional Pilot's Licence, class or type rating or instrument rating	785 (785)
ii)	In the case of an application which is for the purpose of completing a partial pass awarded to the applicant	534 (534)
b)	For a proficiency check conducted in an aircraft or flight simulator for a class or type rating or instrument rating	202 (202)
c)	For a skill test conducted in an aircraft or flight simulator for the issue of a Private Pilot's Licence or an instrument meteorological conditions rating	195 (195)
d)	For a proficiency check conducted in an aircraft or flight simulator for an instrument meteorological conditions rating	202 (202)
e)	For a flight test to be conducted for the purpose of assessing the applicant's physical fitness to undertake the functions of a member of the flight crew of an aircraft	181 (181)

3.11.1.2.2 Where the observation, test or check is to be carried out at a place other than one specified by the CAA, the applicant shall pay to the CAA in accordance with Table 11B:

Table 11B

Ref	Description	Charge £
a)	In addition to the charge at a), b), c), or d) of Table 11A, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it but the total charge for each application shall not exceed £4,240 (£4,240)	4,240 (4,240) (maximum)
b)	In addition to the charge at e) of Table 11A, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it but the total charge for each application shall not exceed £1,070 (£1,070)	1,070 (1,070) (maximum)

3.11.2 **Approval of specific use of an aircraft**

When making an application for the approval or renewal of an approval of an aircraft specified in Table 12, the applicant shall pay to the CAA in accordance with that Table:

Table 12

Ref	Description	Charge £
a)	For the approval of an aircraft to be used for the purpose of a General Flight Test or a Skill or Proficiency Test for a professional licence or for a flight test for an instrument rating	180 (180)
b)	For the renewal of an approval described in a) above, where such an approval has ceased to be in force for a period of more than three months	180 (180)

3.12 **Validation of flight crew licences**

3.12.1 When making an application for an examination or test to be conducted by or on behalf of the CAA for the issue of a certificate of validation of a flight crew licence, the applicant shall pay to the CAA for a medical examination, for a ground examination and for a flying test appropriate to the grant of a licence equivalent to that for which validation is sought, in each case the charge specified in this Scheme.

3.12.2 When making an application for a certificate of validation of a flight crew licence the applicant shall pay to the CAA in accordance with Table 13:

Table 13

Ref	Description	Per validation £
a)	For the issue of a certificate of validation	310 (310)
b)	One extension to the validation of a non-EASA licence	155 (155)

Note: The above charge for a validation certificate relates to commercial flights only during 2013/14.

3.13 **Language Proficiency (LP) Level Assessment – Licence Endorsement Amendment**

When making an application to amend the LP licence endorsement, the applicant shall pay to the CAA a charge of £20 (£20) to update and re-issue the flight crew licence.

Note: The above charge for an LP licence endorsement amendment shall not be levied where it is associated with the conversion or replacement of a flight crew licence under charges within Tables 1 or 2 above.

4 AUTHORISATION AND APPROVALS OF PERSONS AND ASSOCIATED TRAINING COURSES

4.1 **Authorised examiners and persons approved to conduct training courses**

4.1.1 **Persons authorised as examiners (New charge and Amended)**

4.1.1.1 When making an application for an assessment of competence for certification or re-certification as an examiner specified in Table 14, the applicant shall pay to the CAA the charge in accordance with that Table:

Table 14 (New charge and Amended)

Ref	Sub-ref	Description	Initial Authorisation £	Re-authorisation Conducted by the CAA £	Re-authorisation Conducted by a CAA authorised person £
a)		Aircraft Certified for Single Pilot Operation (excluding Balloons and Airships):			
	i)	Class or type rating or synthetic flight examiner (CRE/TRE/SFE)	1,109 (1,109)	1,109 (1,109)	324 (324)
	ii)	Instrument rating examiner (IRE)	1,109 (1,109)	1,109 (1,109)	324 (324)
	iii)	Class or type and instrument rating examiner (CRE, TRE, SFE)	1,641 (1,641)	1,641 (1,641)	448 (448)
	iv)	Senior Examiner (SE) (Revalidation examiner)	1,109 (1,109)	1,109 (1,109)	N/A
	v)	**(Deleted)**			
	vi)	Additional type or class where a test is not required	148 (148)	148 (148)	148 (148)
b)		Aircraft Certified for Multi Pilot Operation (excluding Balloons and Airships):			
	i)	Type rating or synthetic flight examiner (TRE/SFE)	1,377 (1,377)	1,377 (1,377)	406 (406)
	ii)	Instrument rating examiner (IRE)	1,377 (1,377)	1,377 (1,377)	406 (406)
	iii)	Type and instrument rating examiner (TRE/SFE)	1,641 (1,641)	1,641 (1,641)	448 (448)
	iv)	Senior Examiner (SE) (Revalidation examiner)	1,377 (1,377)	1,377 (1,377)	N/A
	v)	**(Deleted)**			
	(New)	Additional type or privilege where an assessment of competence is not required	148	148	148
c)		Balloons or Airships			
	i)	Type rating examiner (TRE)	232 (232)	232 (232)	77 (77)

4.1.1.2 When making an application for certification as an examiner for an assessment specified in Table 15, the applicant shall pay to the CAA the charge specified in that Table:

Table 15 (Amended)

Ref	Sub-ref	Description	Charge £
a)		For certification or re-certification as a flight instructor examiner (FIE)	781 (781)
b)		For authorisation or re-authorisation as a type rating examiner for the Flight Engineer's Licence (TRE(E))	1,377 (1,377)
c)		For certification or re-certification as a flight examiner (FE) for the Private Pilot's Licence	338 (338)
d)		For certification or re-certification as a flight examiner (FE) for the Professional Pilot's Licence	1,065 (1,065)
e)		For certification or re-certification as a ground (GR) examiner for the Private Pilot's Licence, Light Aircraft Pilot's Licence or National Private Pilot's Licence	239 (239)
f)		A Flight Radiotelephony (RTF) examiner for a Radiotelephony Operator's Licence:	
	i)	for certification	321 (321)
	ii)	for re-certification	239 (239)
g)		For an observation conducted by the CAA for certification or re-certification as a Senior Examiner (SE) (Revalidation Examiner) (Flight Engineer)	1,377 (1,377)

(New charge)

4.1.1.X **Amendment to an examiner certificate**

When an application is made to update details on an examiner certificate which is not consequent upon any other licensing action, the applicant shall pay to the CAA a charge of £46.

4.1.2 **Persons authorised as instructors (Amended)**

When making an application for certification or re-certification as an instructor specified in Table 16, the applicant shall pay to the CAA in accordance with that Table:

Table 16

Ref	Sub-ref	Description	Charge £
a)		Where the person is authorised to carry out flight instruction for type rating purposes only, and the instruction required is for single pilot helicopter operation where the observation is carried out by the CAA	527 (527)
b)		Where the person is authorised to carry out Synthetic Flight Instructor (SFI) / Simulated Training Instructor (STI) training for single and multi pilot requirements where;	
	i)	an observation is conducted by the CAA:	
		aa) for a multi pilot aeroplane or helicopter	1,377 (1,377)

Table 16 (Continued)

Ref	Sub-ref	Description	Charge £
		bb) for a single pilot aeroplane or helicopter	527 (527)
	ii)	an observation is not conducted by the CAA:	
		aa) for simulated instrument flight	338 (338)

4.1.3 **Persons approved to provide courses of training or instruction**

When making an application for approval or re-approval as a person approved to provide courses of training or instruction specified in Table 17, the applicant shall pay to the CAA in accordance with that Table:

Table 17

Ref	Sub-ref	Description	Charge £
a)		For the flight instructor rating, flight instructor rating (restricted), type rating instructor rating (helicopters) on single pilot helicopter types, or instrument rating instructor rating or class rating instructor rating	338 (338)
b)		For a multi crew co-operation instructor (MCCI) course;	
	i)	where the observation is carried out by the CAA	338 (338)
	ii)	where the observation is carried out by a person authorised by the CAA for this purpose	202 (202)
c)		For an instructor authorised to conduct the observation of an MCCI course under b) above	781 (781)
d)		In the case of a one-off approval for training in simulated instrument flight	113 (113)
e)		For carrying out flight instruction for type rating purposes only, and the instruction required for multi-crew co-operation, where the observation is carried out by the CAA	1,377 (1,377)
f)		For carrying out synthetic flight instruction in a flight simulator for type rating purposes only, and the instruction required for multi-crew co-operation, where the applicant does not hold a Professional Pilot's Licence	338 (338)

NOTE: With reference to paragraphs 4.1.1 to 4.1.3 above, where a test or observation is required to be carried out by an employee of the CAA, then the application fee for such a test or observation shall relate to only one attempt made by the applicant. Should the applicant fail, then a further fee is required in order to re-take the test or observation.

4.1.4 **Amendment of particulars (Amended)**

When making an application for the amendment of the particulars set out on an appointment or re-appointment as a certified examiner or as a person approved to conduct courses of training, the applicant shall pay to the CAA a charge of 54 (£54).

4.2 **Validation of non-UK certified EASA examiners (Amended)**

When making an application for a non-UK certified EASA examiner to be able to examine UK licensed pilots/ student pilots, the applicant shall pay to the CAA a charge of £630 (£630), unless the applicant elects to accept an online briefing in accordance with paragraph 4.X.

(New charge)

4.X **Non-UK certified examiner online briefings**

Non-UK certified examiners are required to be briefed by the UK CAA under the EASA Aircrew Regulation, FCL.1015 in order to be permitted to conduct tests, checks or assessments of competence on a UK pilot applicant or licence holder. The CAA has made available an online facility so that non-UK certified examiners may have access to the UK briefing material over a three-year period. A charge of £60 shall be payable to the CAA online on first application and for each renewal thereafter.

4.3 **Certification of non-EU Licensed instructors to instruct on EASA training courses at venues outside of the EU (Amended)**

When making an application for certification to instruct on EASA training courses at venues outside of the EU, the applicant shall pay to the CAA a charge as specified in Table 18:

Table 18 (Amended)

Ref	Description	Per certificate £
a)	Where the CAA carries out the test	1,377 (1,377)
b)	Where the CAA does not carry out the test	121 (121)
c)	**(Deleted)**	

4.4 **Crew resource management**

When making an application for an observation or test specified in Table 19, the applicant shall pay to the CAA in accordance with that Table:

Table 19

Ref	Sub-ref	Description	Charge £
a)		To be observed for the issue of a three-year Crew Resource Management Instructor (CRMI) authorisation:	
	i)	where the observation required for the issue, revalidation or renewal of the authorisation is carried out by a Crew Resource Management Instructor Examiner (CRMIE)	137 (137)
	ii)	where the observation required for the issue, revalidation or renewal of the authorisation is carried out by an employee of the CAA at a time and place agreed with the CAA	1,109 (1,109)
b)		To be observed by an employee of the CAA for the issue, revalidation or renewal of a three-year CRMIE authorisation	1,377 (1,377)
c)		For a test to be conducted by a duly authorised non-CAA Revalidation Crew Resource Management Instructor Examiner (RECRMIE) for the issue, revalidation or renewal of a CRMIE authorisation	137 (137)

4.5 **Pilot Licences – Approval of a person to furnish reports (Amended)**

When making an application for the approval or investigations specified in Table 20, the applicant shall pay to the CAA in accordance with that Table:

Table 20 (Amended)

Ref	Sub-ref	Description	Charge £
a)		For the grant of an approval of a person authorised to furnish reports and make recommendations to the CAA for applications for the grant of a Pilot Licence, the applicant shall pay to the CAA a charge as determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £5,680	5,680 (5,680) (maximum)
b)		For the investigations required by the CAA for the purposes of satisfying itself that such an approval should remain in force for a period of twelve months commencing from the anniversary of the issue date of the approval, the holder of the approval shall pay to the CAA a charge as determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £5,680	5,680 (5,680) (maximum)

4.6 **(Paragraph re-positioned to follow paragraph 6.8)**

4.7 **Approval of courses for cabin crew initial safety training provided by non-AOC operator organisations**

When making an application for the grant of an approval for an organisation, other than an AOC operator, to provide courses of cabin crew initial safety training, the applicant shall pay to the CAA a charge of £7,136 (£7,136) and in the case of renewal of such an approval, a charge of £1,812 (£1,812).

5 APPROVAL OF FLIGHT SIMULATORS AND THEIR USE AND FLIGHT SIMULATOR TRAINING ORGANISATIONS AND THEIR USERS

5.1 **Full flight simulators and flight training devices**

5.1.1 The application charge comprises an initial charge and in certain cases an additional charge as described in paragraph 5.7.

When making an application specified in Table 25, the applicant shall pay to the CAA in accordance with that Table:

Table 25

Ref	Description	Charge £
a)	For an evaluation for an initial qualification of a full flight simulator for its use	17,240 (17,240)
b)	For an evaluation for a recurrent qualification of a full flight simulator for its use	4,310 (4,310)
c)	For an evaluation for an initial qualification of a flight training device for its use	8,620 (8,620)
d)	For an evaluation for a recurrent qualification of a flight training device for its use	3,103 (3,103)
e)	For a special evaluation, pursuant to JAR-STD or EASA Aircrew Regulation Part-ORA.FSTD, for a qualification of either a full flight simulator or for a flight training device for its use	3,103 (3,103)

5.1.2 a) Where a return visit to an organisation is required by the CAA to address outstanding evaluation issues or updates to documentation, the applicant shall pay to the CAA a charge of £172 (£172) per hour.

b) Where the US/UK Bilateral Aviation Safety Agreement / Simulator Implementation Procedures (BASA/SIP) requires the CAA to carry out additional evaluation work to ensure that the Special Conditions within the BASA/SIP have been satisfied, the applicant shall pay to the CAA a charge of £172 (£172) per hour.

5.2 **Flight navigation procedure trainers (FNPT) and basic instrument training devices (BITD)**

5.2.1 When making an application specified in Table 26, the applicant shall pay to the CAA in accordance with that Table subject to any resultant additional charges under paragraph 5.2.2 below:

Table 26

Ref	Description	Initial application £	Renewal or continuation £	Additional subsequent configuration £
a)	For the qualification of a flight navigation procedure trainer 1 for its use	4,011 (4,011)	913 (913)	913 (913)
b)	For the qualification of a flight navigation procedure trainer 2 or 3 for its use	7,431 (7,431)	1,676 (1,676)	1,676 (1,676)
c)	For the qualification of a flight navigation procedure trainer 2 or 3 for use on a multi-crew co-operation course	9,685 (9,685)	2,415 (2,415)	1,643 (1,643)
d)	For the qualification of a basic instrument training device	4,011 (4,011)	918 (918)	N/A

5.2.2 **Additional charge**

Additional charges shall be payable by the applicant or holder of an FNPT or BITD qualification where the cost of processing the application for qualification of a device or the oversight costs of the FNPT/BITD qualification in any one year exceeds the fixed initial application charge or the fixed renewal or continuation charge shown under Table 26. Any additional charges payable will be at the rate of £172 (£172) for each hour incurred and will be invoiced in arrears. The total charge payable under any application for qualification or qualification oversight in any one year will not exceed £20,000 (£20,000).

5.3 **Simulator training organisations**

When making an application or in the circumstances specified in Table 27, the applicant shall pay to the CAA in accordance with that Table:

Table 27

Ref	Description	Charge £
a)	When a quality system audit or compliance monitoring system audit has been scheduled to take place by the CAA, in order to determine compliance with the requirements under JAR-STD or EASA Aircrew Regulation, Part-ORA.FSTD. (In certain cases, an additional charge, as described in section 5.7, may become payable.)	2,585 (2,585)
b)	Upon receipt by the CAA of a simulator evaluation report compiled by an organisation that wishes to extend its flight simulator qualification, for the CAA to review and grant the extended qualification.	751 (751)

Table 27 (Continued)

Ref	Description	Charge £
c)	For the CAA to observe the self-evaluation process for extended qualification of a flight simulator or flight training device.	1,849 (1,849) per person

Note: Where an FSTD is being transferred to another organisation that does not already operate FSTDs, then the applicant i.e. the receiving organisation, shall pay the CAA the appropriate recurrent charge as specified under Table 25 b) or d) or Table 26 for the appropriate device plus the charge under Table 27 a) in respect of an audit of its quality system or compliance monitoring system.

Where an FSTD is being transferred to another organisation that already operates FSTDs, then the applicant i.e. the receiving organisation, shall pay the CAA the appropriate recurrent charge as specified under Table 25 b) or d) or Table 26 for the appropriate device.

5.4 **Simulator user approvals under EU-Ops Regulation (Amended)**

When making an application of a description specified in Table 28, the applicant shall pay to the CAA in accordance with that Table:

Table 28 (Amended)

Ref	Sub-ref	Description	Charge £
a)		**(Deleted)**	
b)	i)	For approval or renewal of approval by an operator of aircraft, which is not an approved JAA/EASA approved training organisation, to use a full flight simulator or a flight training device.	729 (729)
	ii)	To amend the particulars of a simulator user approval	253 (253)

5.5 **Use of simulators under EASA Aircrew Regulation (Amended)**

When making an application specified in Table 29 for the initial approval, variation or annual renewal of an approval in respect of a flight simulator training device (FSTD) used by:

a) an operator of aircraft that is also a JAA/EASA approved training organisation; or

b) solely a JAA/EASA approved training organisation;

the applicant or holder shall pay to the CAA a charge in accordance with that Table:

Table 29 (Amended)

Ref	Description	Charge £
a)	**Initial application:** Application for initial approval of the first FSTD to be used on one of its training courses	910 (910)
b)	**Variation application:** Application to vary the ATO certificate in respect of adding another FSTD to its training course(s)	65 (65)
c)	**Annual charge:** In respect of the use of FSTDs each FSTD training course combination will be subject to an annual charge payable to the CAA on 1 April each year	130 (130) per FSTD-course combination

5.6 **Other simulator charges**

When making an application of a description specified in Table 30, the applicant shall pay to the CAA in accordance with that Table:

Table 30

Ref	Description	Charge £
a)	For the CAA to evaluate a specific feature of a flight simulator or flight training device where the CAA deems an evaluation less than that required for a special evaluation is appropriate	578 (578)

5.7 **Additional simulator charges**

An additional charge is payable for an initial or recurrent full flight simulator evaluation for qualification and for an initial or recurrent flight training device evaluation for qualification or for special evaluations or quality system audits or compliance monitoring system audits where the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application. The standard hours for each application type are specified in Table 31.

The charge payable to the CAA for each hour in excess of the standard hours is £172 (£172).

Table 31

Activity charge description	Standard hours
Initial full flight simulator evaluation qualification	100 (100)
Recurrent full flight simulator evaluation qualification	25 (25)
Initial flight training device evaluation qualification	50 (50)
Recurrent flight training device evaluation qualification	18 (18)
Special evaluations	18 (18)
Quality system audits or compliance monitoring system audits	18 (18)

6 APPROVAL OF TRAINING ORGANISATIONS

6.1 **Pilot initial training or subsequent ratings (Amended)**

When making an application for any other course approval or subsequent rating not shown elsewhere in the Scheme, the applicant shall pay to the CAA a charge of £1,000 (£1,000). Where the time of processing the application exceeds the fee payable, the applicant shall pay to the CAA additional charges of £172 (£172) per hour for the excess hours incurred.

Any additional charges referred to in paragraph 6.1 above, shall be determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £50,300 (£50,300) for integrated courses and type rating courses or £10,000 (£10,000) for other courses or ratings in any year or part of a year in which the investigations for the approval are carried out. Any additional charges incurred shall be invoiced in arrears to the applicant.

6.2 **Additional charge concerning initial course applications (Amended)**

Where an application is made to add the approval of additional courses for an existing EASA Approved Training Organisation (ATO) or for an outright new application for a new ATO, where the costs of processing the application exceed the application fee payable as quoted under paragraphs 6.3, 6.6, 6.7, 6.8, 4.6 and 6.X as appropriate, the applicant shall pay to the CAA additional charges based upon a charge of £172 (£172) per hour. Any additional charges incurred shall be invoiced in arrears by the CAA to the applicant.

6.3 Approval of flying training organisations

6.3.1 When making an application specified in Table 32 for the approval or annual continuation charge for an approval of a flying training organisation, the applicant shall pay to the CAA in accordance with that Table:

Table 32 (Amended)

Ref	Sub-ref	Description	Initial Approval £	Annual continuation charge payable on 1 April £
a)		**Integrated courses**		
	i)	The Airline Transport Pilot Licence (Aeroplane) (ATPL(A))	12,911 (12,911)	11,637 (11,637)
	ii)	The Multi-Crew Pilot Licence (MPL)	15,370 (15,370)	13,174 (13,174)
	iii)	To provide a single course of training for the MPL where the applicant is already providing an integrated ATPL(A) course:		
	aa)	basic charge	7,685 (7,685)	6,587 (6,587)
	iv)	The Commercial Pilot Licence (Aeroplane) (CPL(A)):		
	aa)	basic charge without instrument rating*	8,728 (8,728)	7,389 (7,389)
	bb)	with instrument rating*	11,637 (11,637)	10,298 (10,298)
		* Where this is in addition to courses of training for the ATPL(A) at a) i) above then no fee will be charged.		
	v)	The Airline Transport Pilot Licence (Helicopter) (ATPL(H)):		
	aa)	basic charge	11,637 (11,637)	10,298 (10,298)
	bb)	where this is in addition to courses of training for the ATPL(A) at a) i) a reduced annual continuation fee shall apply	N/A	3,668 (3,668)
	vi)	The Commercial Pilot Licence (Helicopter) (CPL(H)):		
	aa)	basic charge	8,728 (8,728)	7,389 (7,389)
	bb)	where this is in addition to courses of training for the ATPL(A) at a) i) a reduced annual continuation fee shall apply	N/A	1,018 (1,018)
	vii)	The Commercial Pilot's Licence (Airships)	5,534 (5,534)	4,469 (4,469)
b)		**Modular courses**		
		The charges for the following modular courses will only be applied where an integrated approval is not already held in the same class, where the class is Aeroplane or Helicopter		

Table 32 (Amended) (Continued)

Ref	Sub-ref	Description	Initial Approval £	Annual continuation charge payable on 1 April £
	i)	The Commercial Pilot Licence (Aeroplane) or for the Commercial Pilot Licence (Helicopter) or for the Commercial Pilot Licence (Airship)	1,294 (1,294)	1,156 (1,156)
	ii)	Flight training for the instrument rating:		
	aa)	Basic charge Basic Instrument Flight Module (BIFM) and Procedural Instrument Flight Module (PIFM)	1,294 (1,294)	1,156 (1,156)
	bb)	To add provision of courses of simulated flight	647 (647)	N/A
	iii)	Theoretical knowledge for the issue of either an Airline Transport Pilot Licence or a Commercial Pilot Licence and an instrument rating, when applied for together	1,746 (1,746)	1,448 (1,448)
	iv)	The multi crew co-operation course	1,294 (1,294)	1,156 (1,156)
c)		**Instructor training**		
	i)	To provide seminars for the flight instructor rating, flight instructor rating (restricted) or assistant flying instructor's rating	721 (721)	360 (360)
	ii)	To provide courses of training for a flight instructor, flight test instructor, mountain rating instructor, class rating instructor (if not associated with a flight instructor approval), or instrument rating instructor (if not associated with a flight instructor approval), or multi crew co-operation instructor, or type rating instructor for single pilot single engine helicopters	647 (647)	578 (578)
	iii)	To provide courses of training for an assistant flight instructor rating (microlights)	325 (325)	287 (287)
d)		**Single pilot aircraft flight training**		
	i) aa)	To provide courses of training for a single engine or multi-engine single pilot aircraft type, or variant (where differences training is required) or class rating, for each type, variant (requiring differences training) or class included in the approval	493 (493)	
	bb)	One annual continuation charge for all aircraft type/variant/class included in the approval which do not exceed 2,730 kg MTWA		493 (493)
	cc)	Annual continuation charge for each aircraft type/variant/class included in the approval which exceeds 2,730 kg MTWA		493 (493)
	ii)	To provide a course of training for additional theoretical knowledge for high performance aircraft	493 (493)	493 (493)
	iii)	To provide an additional course for a single or multi-engine helicopter which does not exceed 2,730 kg MTWA	54 (54)	N/A

Table 32 (Amended) (Continued)

Ref	Sub-ref	Description	Initial Approval £	Annual continuation charge payable on 1 April £
e)		**Flight test rating** To provide courses of training for a flight test rating	8,600 (8,600)	8,600 (8,600)
f)		**Variation of a Training Organisation course approval** For variation of a Training Organisation course approval requiring the review of course manuals with a subsequent site inspection for the amendment of particulars set out in an approval listed in a), b), c), d) and e) above Where the charge for the initial course approval is greater or where the charge for the initial course approval is less than £1,297 (£1,297) then the lower initial charge will be payable	1,297 (1,297)	N/A

(New charges)

6.3.X **Additional training course approvals**

When making an application for an initial approval of a training course specified in Table XX, the applicant shall pay to the CAA a charge of £500.

Table XX

Training course type
LAPL extension course
LAPL to PPL upgrade
LAPL including TMG to PPL upgrade
LAPL extension to TMG
LAPL tethered flight extension
LAPL extension (Balloon) (to another Balloon class)
Aerobatic rating
Sailplane towing rating
Banner towing rating
Night rating
Mountain rating
Balloon Pilot Licence tethered flight extension
Balloon Pilot Licence extension course (to another Balloon class or group)

6.3.2 a) For the investigations required by the CAA to satisfy itself that an approval given for the conduct of courses listed in Table 32 a), b), c), d) and e) plus Table XX above should remain in force following a major organisational or managerial change, the holder of the approval shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £50,300 (£50,300) in any year or part of a year during which the investigations are carried out.

b) Where no investigation is required and just an administrative amendment of the particulars set out in an approval is necessary, the holder of the approval shall pay to the CAA a charge of £54 (£54).

6.4 **Registration of Private Pilot's Licence training facilities (Amended)**

When making an application for initial registration of Private Pilot's Licence training facilities, or an amendment of registration certificate particulars, or for the annual continuation charge, the applicant shall pay to the CAA a charge as specified in Table 33:

Table 33 (Amended)

Ref	Description	Charge £
a)	**(Deleted)**	
b)	To amend the particulars set out in the registration certificate	54 (54)
c)	The annual continuation charge payable on 1 April each year	102 (102)

6.5 **Type rating for new or unusual types of aircraft**

When making an application for the inclusion in a pilot's licence of an aircraft rating for an aircraft type where no application for an aircraft rating for that type has been granted by the CAA during the period of two years immediately preceding the date of the application in question, the applicant shall pay to the CAA, in addition to any other charge payable by virtue of this Scheme in relation to the application, a charge of an amount decided and invoiced by the CAA having regard to the cost to the CAA of:

a) training an employee of the CAA to act as pilot in command of that type of aircraft; and

b) training an employee of the CAA to a standard of technical knowledge of that type of aircraft which in the opinion of the CAA will enable that employee of the CAA to examine the applicant for the purpose of his application;

but not exceeding £118,000 (£118,000).

6.6 **Approval of type rating training organisations and conversion courses (Amended)**

6.6.1 When making an application for initial approval as a type rating training organisation, the applicant shall pay to the CAA the charges as specified in Table 34.

Table 34

Initial approval activity	Charge
Basic charge, and	£2,766 (£2,766)
for each course to be included in the initial approval	Charge according to aircraft weight, as specified in Table 35

6.6.2 When making an application to add a course to an existing approval, the applicant shall pay to the CAA a charge according to aircraft weight, as specified in Table 35.

6.6.3 When making an application for a type rating approval to conduct differences training[1], the applicant shall pay to the CAA a charge of 50% of the fee according to aircraft weight, as specified in Table 35.

6.6.4 When making application for renewal or continuation of a type rating training organisation approval or in respect of the investigations required by the CAA for the purpose of satisfying itself that an approval should remain in force for a period of 12 months commencing from the anniversary of the issue date of the approval, the

1 Differences training shall be completed where indicated in the EASA Type Rating list in order for a pilot to change to another variant of the aeroplane or helicopter within one type rating.

applicant shall pay to the CAA an annual continuation charge payable on 1 April, in respect of each full or differences training course applied for, a charge according to aircraft weight, as specified in Table 35. Where the course relates to a differences training course then the fee charged shall be 50% of the full course fee according to aircraft weight as specified in Table 35.

Table 35

Aircraft Weight	Charge
Does not exceed 5,700 kg	£710 (£710)
Exceeds 5,700 kg but does not exceed 15,000 kg	£1,775 (£1,775)
Exceeds 15,000 kg	£2,130 (£2,130)

Provided that, where the cost to the CAA of:

a) training an employee of the CAA to act as pilot in command of the type of aircraft to which the course relates; and

b) training an employee of the CAA to a standard of technical knowledge of that type of aircraft which in the opinion of the CAA will enable that employee of the CAA to examine the applicant's proposals for the purposes of the application or to inspect and monitor the type rating training organisation;

exceeds the amount specified above, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £118,000 (£118,000).

6.6.5 When making an application for approval to conduct a Zero Flight Time Training course, the applicant shall pay to the CAA:

a) for initial approval, for each course type, £3,069 (£3,069);

b) for renewal or continuation of approval, for each course type, £3,069 (£3,069).

x) in respect of an application for initial approval or renewal or continuation of approval with regard to an abridged course with ZFTT where the applicant already holds a valid approval for a full type rating course with ZFTT for the aircraft type concerned and the same simulator is used, then the applicant shall pay the appropriate charge as specified under Table 35 having specific regard to the weight of the aircraft.

6.6.6 a) For the investigations required by the CAA to satisfy itself that any approval given under section 6.6 should remain in force following a major organisational or managerial change, the holder of the approval shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £50,300 (£50,300) in any year or part of a year during which the investigations are carried out.

b) Where no investigation is required, and just an administrative amendment of the particulars set out in an approval is necessary, the holder of the approval shall pay to the CAA a charge of £54 (£54).

6.7 **Approval of other training organisations for type ratings**

6.7.1 When making an application specified in Table 36, the applicant shall pay to the CAA in accordance with that Table:

Table 36

Ref	Sub-ref	Approval activity	Charge £
a)		For the initial approval of, or for the annual continuation approval charge payable to the CAA on 1 April, for the following courses, for each type applied for:	
	i)	to conduct ground training only for the type rating	1,422 (1,422)
	ii)	a course of flight training for the type rating only	1,422 (1,422)
	iii)	to conduct synthetic flight training for the type rating only	711 (711)

6.7.2 a) For the investigations required by the CAA to satisfy itself that any approval given in Table 36 should remain in force following a major organisational or managerial change, the holder of the approval shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £50,300 (£50,300) in any year or part of a year during which the investigations are carried out.

b) Where no investigation is required and just an administrative amendment of the particulars set out is necessary, the holder of the approval shall pay to the CAA a charge of £54 (£54).

6.8 **Approval of a second or subsequent site**

When making an application for approval or re-approval or continuation for a second or subsequent site for the conduct of courses listed in section 6 above, the applicant shall pay to the CAA the relevant charge specified in Table 37:

Table 37

Description	Charge £
Charge per site Except where the fee for approval or re-approval or continuation of the course as laid down in section 6 is less than £1,297 (£1,297,) then that lower charge shall be payable for a second and each subsequent site also	1,297 (1,297)

(New charge restriction)

6.X **Charge restriction for approved training organisations with more than 10 additional sites**

On application, where application is made for an initial certification of an approved training organisation that has more than 10 additional sites, the applicant shall pay an initial charge of £1,297 for each additional site up to a maximum of ten sites together with the charge for the certification of each of the training course types applied for under Section 6. Where the cost incurred in processing the application exceeds the initial application charge then the applicant shall pay to the CAA on demand for excess hourly charges incurred. The excess hourly rate of £172 will be applied.

The annual continuation charge payable on 1 April each year will be restricted to the total of the annual charge for each training course plus a per site charge as specified in paragraph 6.8 Table 37 of £1,297 up to a maximum of ten sites.

(Paragraph re-positioned from 4.6)

4.6 **Approval of courses for examiner certificates, type rating instructors and synthetic flight instructors (New charges and Amended)**

4.6.1 **Examiner Certificate courses**

When making an application for the approval of a course specified in Table 21, the applicant shall pay to the CAA in accordance with that Table:

Table 21 (Deleted and new structured Table 21 inserted)

Ref	Description	Initial application £	Annual continuation charge payable on 1 April £
a)	**(Deleted)**		
b)	**(Deleted)**		
	TRE (A) and/or SFE (A) including MPA or SPHPCA TRE (PL) and/or SFE (PL) TRE (H) and/or SFE (H) multi-pilot VFR and IFR	6,302	561
	TRE(H) and/or SFE (H) single pilot VFR and IFR IRE (A) or (H) or (As) FE CPL CRE (A) IRR	3,318	455
	FIE	2,114	455
	TRE (H) and/or SFE (H) single-pilot VFR to IFR TRE (H) and/or SFE (H) single-pilot VFR CRE (A) to CRE (A) IRR CRE (A) VFR FE PPL, FE LAPL, FE SPL, FE BPL	1,659	455
	CRE Additional Privileges (i.e. Sea, SET, TMG, etc.) FE Mountain Rating	520	455

NOTE X: When a single application form is submitted to the CAA which contains more than one examiner standardisation course to be certified, then the initial application charge shall be a single charge relating to the examiner standardisation course that attracts the highest charge.

(New charges)

4.6.X **Examiner refresher seminars**

On making application for the initial approval of an examiner refresher seminar course to be conducted by an Approved Training Organisation under EASA Aircrew Regulation Part-FCL Annex 1 Subpart K FCL.1025 (2), the applicant shall pay to the CAA an initial application charge of £1,000 and, where the costs incurred in progressing the application exceeds the initial application charge, the applicant shall pay to the CAA additional charges payable on demand in accordance with paragraph 6.2 of the Scheme.

The annual continuation charge for each examiner refresher seminar conducted by the approved training organisation shall be £500 and payable, via receipt of a CAA invoice, on 1 April.

4.6.2 Type rating instructor/synthetic flight instructor course

4.6.2.1 Initial approval (Amended)

When making an application for the initial approval of a course specified in Table 22, the applicant shall pay to the CAA in accordance with that Table:

Table 22 (Amended)

Ref	Sub-ref	Course Type	Aircraft excluding helicopters £	Helicopters £
a)		(Deleted)		
b)		For a type specific course for:		
	i)	a helicopter not exceeding 3,175 kg maximum total weight authorised (MTWA)	N/A	1,377 (1,377)
	ii)	a helicopter exceeding 3,175 kg MTWA	N/A	1,980 (1,980)
	iii)	an aircraft, excluding helicopters, not exceeding 15,000 kg MTWA	3,222 (3,222)	N/A
	iv)	an aircraft, excluding helicopters, exceeding 15,000 kg MTWA	3,992 (3,992)	N/A
c)		For core and type specific course for:		
	i)	a helicopter not exceeding 3,175 kg MTWA	N/A	1,980 (1,980)
	ii)	a helicopter exceeding 3,175 kg MTWA	N/A	3,205 (3,205)
	iii)	an aircraft, excluding helicopters, not exceeding 15,000 kg MTWA	4,762 (4,762)	N/A
	iv)	an aircraft, excluding helicopters, exceeding 15,000 kg MTWA	5,532 (5,532)	N/A
d)		For a simulator to aircraft or aircraft to simulator upgrade	1,683 (1,683)	1,377 (1,377)
x)		For a core course conducted at a third party site	1,297	1,297

4.6.2.2 Annual continuation (Amended)

Holders of type rating instructor / synthetic flight instructor course approvals, specified in Table 23 shall be liable to an annual continuation charge, payable to the CAA on 1 April. The applicant shall pay to the CAA in accordance with that Table:

Table 23 (Amended)

Ref	Sub-ref	Course Type	Aircraft excluding helicopters £	Helicopters £
a)		(Deleted)		
b)		For a type specific course for:		
	i)	a helicopter not exceeding 3,175 kg MTWA	N/A	459 (459)
	ii)	a helicopter exceeding 3,175 kg MTWA	N/A	660 (660)
	iii)	an aircraft, excluding helicopters, not exceeding 15,000 kg MTWA	1,074 (1,074)	N/A
	iv)	an aircraft, excluding helicopters, exceeding 15,000 kg MTWA	1,331 (1,331)	N/A

Table 23 (Amended) (Continued)

Ref	Sub-ref	Course Type	Aircraft excluding helicopters £	Helicopters £
c)		For a core and type specific course for:		
	i)	a helicopter not exceeding 3,175 kg MTWA	N/A	660 (660)
	ii)	a helicopter exceeding 3,175 kg MTWA	N/A	1,068 (1,068)
	iii)	an aircraft, excluding helicopters, not exceeding 15,000 kg MTWA	1,587 (1,587)	N/A
	iv)	an aircraft, excluding helicopters, exceeding 15,000 kg MTWA	1,844 (1,844)	N/A
d)		For a simulator to aircraft or aircraft to simulator upgrade	561 (561)	459 (459)
x)		For a core course conducted at a third party site	1,297	1,297

4.6.3 **Other courses**

When making an application for the approval of a course specified in Table 24, the applicant shall pay to the CAA in accordance with that Table:

Table 24

Ref	Description	Charge £
a)	A Type Rating Instructor (TRI) or Synthetic Flight Instructor (SFI) or Simulated Training Instructor (STI) course for a simulator to zero flight time upgrade for single and multi pilot requirements	1,641 (1,641)

4.6.4 **Senior examiner (Revalidation examiner) course attendance**

When making an application to attend the senior examiner (revalidation examiner) (aeroplane or helicopter) course, the applicant shall pay to the CAA a fixed charge of £3,222 (£3,222).

(End of re-positioned paragraphs)

6.9 **Approval of language proficiency assessment bodies**

When making an application to become, or continue to act as, an approved Language Proficiency Assessment Body, the applicant shall pay to the CAA the relevant charge specified in Table 38:

Table 38

Ref	Application type	Charge £
a)	Initial application for grant of approval	3,570 (3,570)
b)	Annual charge for renewal or continuation of approval	2,550 (2,550)
c)	Approval variation for a full review of course manuals or where a site visit is required in respect of a change to the main site of the organisation	1,530 (1,530)
d)	Approval variation for an administrative amendment to the particulars set out in the approval where no site visit is required	54 (54)

7 LICENSING OF AIR TRAFFIC CONTROLLERS

7.1 Grant and renewal of air traffic controller's licences

When making an application specified in Table 39, the applicant shall pay to the CAA in accordance with that Table:

Table 39

Ref	Application type	Charge £
a)	For the grant or renewal of a Student Air Traffic Controller's Licence	140 (140)
b)	For the grant or renewal of an Air Traffic Controller's Licence	846 (846)
c)	For the examination for a Unit Endorsement at each aerodrome or place	846 (846)
d)	For a rating endorsement to include the use of new or additional radar or other equipment in an existing Unit Endorsement	846 (846)
e)	For the re-sitting of an examination or part of an examination for a Unit Endorsement	846 (846)

7.2 Verification of licensing details

When making an application for the verification of an individual's ATCO licence details, the applicant shall pay to the CAA a charge of £44 (£44).

7.3 Initial air traffic controller training organisations (Amended)

7.3.1 On making application for the certification as a training organisation to provide courses for the initial training of air traffic controllers, the applicant shall pay to the CAA a charge of £32,857 (£32,857).

7.3.2 Organisations holding a valid certificate issued by the CAA to provide courses for the initial training of air traffic controllers, shall pay an annual charge of £32,857 (£32,857) payable to the CAA on 1 April each year.

NOTE: 'Initial training' is defined as that which provides basic and rating training leading to the grant of a student air traffic controller licence.

8 MEDICAL EXAMINATIONS FOR PERSONNEL LICENCES

8.1 Medical examinations for personnel licences (Amended)

a) Subject to sub-paragraph b) below, when making an application for a medical examination to be conducted by the CAA, the applicant shall pay to the CAA the total charge appropriate to the type of medical certificate applied for, as specified in Table 40.

NB: Charges made by aeromedical examiners (AMEs) may vary from those in Table 40 as the AMEs are independent of the CAA.

Table 40

Approval activity	Medical Certificates					
	EASA Initial Class 1 £	EASA Initial Class 2 £	UK Initial Class 1 £	European Initial Class 3 £	EASA LAPL Exami-nation £	EASA LAPL Assess-ment £
Medical examination (including peak flow and urinalysis)	78 (78)	78 (78)	78 (78)	78 (78)	78 (78)	
Medical assessment						47 (47)
Administration fee	42 (42)	21 (21)	21 (21)	42 (42)	21 (21)	21 (21)
Recording and reading of a resting electrocardiogram	67 (67)	67 (67)	67 (67)	67 (67)		
Audiogram and report	32 (32)	32 (32)	32 (32)	32 (32)		
Haemoglobin estimation and report	18 (18)	18 (18)		18 (18)		
Lipid estimation and report	19 (19)			19 (19)		
Spirometry and report	33 (33)		33 (33)	33 (33)		
Extended ophthalmology	59 (59)			59 (59)		
TOTAL CHARGE	348 (348)	216 (216)	231 (231)	348 (348)	99 (99)	68 (68)

b) The applicant shall also pay to the CAA the charge specified in Table 40 for each additional test or report that the CAA may require.

c) When making an application for a medical examination to be conducted by the CAA which is required for the revalidation or renewal of a medical certificate, the applicant shall pay the examination fee and the administration fee specified in Table 39 appropriate to the medical certificate applied for, plus the charge specified in Table 39 for each test or report which the CAA may require.

NOTE: An EASA LAPL examination is required for the first examination followed by medical assessments until the pilot reaches 50 years of age after which medical examinations are required. However, an EASA LAPL examination may be required if necessary at any time up to 50 years of age.

8.2 **Certification of aeromedical centres (AeMCs)**

When making an application specified in Table 41 for the initial certification of an AeMC or being invoiced by the CAA to pay an annual charge for continuation of the certification, the applicant or approval holder shall pay to the CAA in accordance with that Table:

Table 41

Ref	Certification activity	Initial certification £	Annual continuation charge payable from 1 April £
a)	Certification of an AeMC for the issue of EASA Class 1 and 2, EASA LAPL and UK Class 1 medical certificates but excluding European Class 3 medical certificates	2,800 (2,800)	2,100 (2,100)
b)	Approval of an AeMC for the purpose of issuing European Class 3 medical certificates	1,400 (1,400)	1,050 (1,050)
c)	Certification and approval of an AeMC to carry out the above two activities	3,500 (3,500)	2,625 (2,625)

8.3 **Certification and recertification of aeromedical examiners (AMEs)**

When making an application specified in Table 42 for the initial certification of an AME or the annual recertification of the AME, the applicant or certificated AME shall pay to the CAA in accordance with that Table:

Table 42

Ref	Certification activity	Initial certification £	Annual recertification charge payable from 1 April £
a)	For issue of EASA Class 1, 2 and EASA LAPL, European Class 3 and UK Class 1 medical certificates	1,250 (1,250)	317 (317)
b)	For issue of EASA Class 2 and EASA LAPL medical certificates only	800 (800)	233 (233)
c)	Upgrade from b) to a) above	700 (700)	N/A

8.4 **Aeromedical examiners (AMEs) – submission of medical reports using the AME Online system**

An AeMC or AME who on any specified date holds a CAA approval for the electronic transmission of the following medical certificate examination reports to the CAA, shall pay to the CAA on that specified date the charge specified in Table 43 for each medical examination carried out by the AeMC or AME during the previous three months, the results of which have been transmitted to the CAA by way of the approved electronic transmission.

Table 43

Medical examination category	Charge (using AME online) £
EASA/UK Class 1 or European Class 3 revalidation or renewal	14 (14)
EASA Class 2 Initial, revalidation or renewal	8 (8)

The specified dates for the purpose of these charges are 31 March, 30 June, 30 September and 31 December in each year.

8.5 **Approval of medical training courses**

When making an application from an organisation for the CAA to approve its training course in aviation medicine, the applicant shall pay to the CAA a charge of £4,200 (£4,200).

8.6 **Change of EU Member State of Licence to the UK**

When making an application by an individual to change the state of licence issue of a medical certificate to one issued by the UK from another EASA Member State, the applicant shall pay to the CAA a charge of £75 (£75). The applicant shall be liable for the cost of any language translation fees.

8.7 **Oversight of non-UK certificated AeMCs or AMEs practising in the UK**

On instruction from a non-UK EASA National Aviation Authority (NAA), the UK CAA may be required to undertake a level of cooperative oversight of the non-UK certificated AeMCs or AMEs relating to that NAA that are practising in the UK. On agreement with the NAA as to the level of oversight to be performed by the UK CAA, an initial payment shall be made by the NAA based on the number of estimated hours required multiplied by an hourly rate of £300 (£300).

Additional charges will be invoiced by the CAA where the associated costs exceed the initial payment made by the NAA. The additional charges will be based on a charge rate of £300 (£300) per hour.

9 FLIGHT INFORMATION SERVICE OFFICERS (FISOs)

9.1 Licensing of FISOs

a) When making an application for the grant of a FISO Licence, the applicant shall pay to the CAA a charge of £105 (£105), and for any written examination required for the above, the applicant shall pay to the CAA a charge of £118 (£118).

b) When making an application for the naming of a place, or any additional place, in a FISO Licence, the applicant shall pay to the CAA a charge of £69 (£69), and for any examination conducted by the CAA for that purpose, the applicant shall pay to the CAA a charge of £652 (£652).

9.2 Authorisation as an examiner for validity examinations

When making an application for appointment as an examiner authorised to conduct examinations for the FISO Licence, the applicant shall pay to the CAA a charge of £652 (£652).

10 RADIO OPERATOR'S CERTIFICATE OF COMPETENCE (ROCC)

When making an application specified in Table 44 for the grant of an ROCC, the applicant shall pay to the CAA in accordance with that Table:

Table 44

Ref	Type of certificate	Charge £
a)	ROCC – Air Ground Communication Service (AGCS)	35 (35)
b)	ROCC (Offshore) – Offshore Communication Service (OCS)	35 (35)
c)	ROCC (Parachute) – Parachuting	35 (35)

11 AIRCRAFT MAINTENANCE ENGINEER LICENSING

11.1 Licences and examinations (New charge and Amended)

When making an application for a licence to act as an Aircraft Maintenance Engineer or for the inclusion of a type or group rating in such a licence, the applicant shall pay to the CAA the specified charge as shown in Table 45:

Table 45 (New charge and Amended)

Ref	Description	Charge £
a)	For the grant of a licence issued in accordance with BCAR Section L under Article 33(1) of the Order to include a Without Type Rating sub-division, for each application	275 (275)
b)	For the extension of a licence issued in accordance with BCAR Section L under Article 33(1) of the Order to include a Without Type Rating sub-division	131 (131)
c)	i) For the grant or extension of a basic licence issued in accordance with Part-66, for each category/sub-category combination	320 (320)

Table 45 (Continued) (New charge and Amended)

Ref	Description	Charge £
	ii) Where a Category C basic rating is applied for in isolation Where a Category C basic rating is applied for concurrently with Category B1, B2 or B3, no charge shall be payable for the grant of the Category C rating	131
d)	For the grant of a Part-66 licence issued on conversion from a BCAR Section L licence, including any type rating held on the original licence	320 (320)
e)	For the grant of a Part-66 licence on the transfer of certification privileges granted in accordance with a company authorisation or approval scheme approved by the CAA where a BCAR Section L licence is not held	320 (320)
f)	For each attempt at a written examination module or part module conducted by the CAA	43 (43)
g)	For an examination paper to be re-marked The charge shall be refunded if a pass is subsequently awarded as a consequence of an error made by the CAA	33 (33)
h)	For the refund, transfer or amendment of fees or when an examination has been re-arranged at the request of the applicant	33 (33)
i)	For the issue of a duplicate or replacement examination result notification or duplicate confirmation of a booking	33 (33)
j)	Subject to sub-paragraph k), for the inclusion of any type rating or group Except that where type ratings are included at the same time as a Part-66 licence is first issued, either on conversion of a BCAR Section L licence or on the basis of transfer of certification privileges granted in accordance with a company authorisation or approval scheme approved by the CAA, the maximum charge for all type ratings so included shall be	131 (131) 391 (391) (Maximum)
k)	Where a type rating is applied for within Category C concurrently with the same type rating within Category B1, B2 or B3 no charge is payable for the Category C type rating	N/A
l)	For each individually received application for the removal of one or more limitations from a Part-66 licence	54 (54)
m)	Where limitations are requested to be removed as part of the conversion process, no charge shall be made	N/A
n)	For the renewal of a licence valid for five years	320 (320)

Note: Where a licence is submitted for type addition, amendment or other change within the five year period, this licence action will trigger the requirement for a further five years of validity to be issued. The licence will be automatically re-issued for five years and only a proportional fee applied. The fee will be equal to the full renewal fee minus years lost on submission, rounded up to the nearest full year.

As an example only, if the licence had used 2 years 3 months of validity on presentation for a further licence amendment then the renewal charge would be:

Lost years: 5 years – 2 yrs 3 months

= 2 years 9 months rounded up to the nearest full year, being 3 years

Charge is (£320) ÷ 5 x (5 - 3) = (£128).

11.2 Licence assessment qualification (Amended)

When making an application for the requirements as specified in Table 46, the applicant shall pay to the CAA in accordance with that Table:

Table 46 (Amended)

Ref	Description	Charge £
a)	For the assessment or re-assessment of a qualification for the purpose of exemption from any of the requirements for the issue or extension of a licence to act as an Aircraft Maintenance Engineer If the cost of the assessment exceeds this amount, a charge of such amount as may be decided and invoiced by the CAA but not exceeding £36,300 in respect of each assessment or reassessment.	1,811 (1,811) 36,300 (36,300) (Maximum)
b)	For an assessment or re-assessment, particular to that applicant, of the evidence, examinations or tests which the CAA will require for his knowledge, experience, competence or skill for an engineer's licence	131 (131)
c)	**(Deleted)**	
d)	**(Deleted)**	
e)	For the verification of licence documents for overseas validation or for the verification of an individual's licence details and history	44 (44)

11.3 **Authorisation and approval of persons and organisations (New charge and Amended)**

11.3.1 When making an application specified in Table 47, the applicant shall pay to the CAA, subject to 11.3.2, in accordance with that Table:

Table 47 (New charge and Amended)

Ref	Sub-ref	Authorisation /approval activity	Charge £
a)		For approval of a type training course for the purpose of gaining a type rating in an engineer's licence granted under BCAR Section L or Part-66 for an aircraft with a maximum take-off mass (MTOM) of more than 5,700 kg where the course is not approved under Part-147	1,179 (1,179)
b)		For approval of a type rating course for the purpose of gaining a type rating in an engineer's licence for an aircraft with an MTOM of 5,700 kg or below, or its systems or engines	785 (785)
c)		For the grant or variation of an approval of a course for an aircraft with an MTOM of more than 5,700 kg in accordance with Part- 147 or Article 33(9) of the Order;	
	i)	for the grant of an approval which includes a single class, where the class is a basic rating	3,621 (3,621)
	ii)	for the grant of an approval which includes a single class, where the class is a type rating	3,621 (3,621)
	iii)	for the addition of a basic class, including a single rating	1,811 (1,811)
	iv)	for the addition of a class, where the class is a type including a single rating	1,811 (1,811)
	v)	for the inclusion of each additional type rating	430 (430)
	vi)	for the inclusion of a permanent additional site in the approval	1,811 (1,811)
	vii)	for the inclusion of a temporary/remote site in the approval	430 (430)
	viii)	for the inclusion of an approval to conduct individual modular training only, for each Part-66 category or sub category applied for	430 (430)

Table 47 (New charge and Amended) (Continued)

Ref	Sub-ref	Authorisation /approval activity	Charge £
x)		**(New charge)** For the approval or re-approval of a Part-145 organisation to conduct practical training courses in respect of gaining a type rating in an aircraft engineer's licence.	650
d)		For the grant or variation of an approval of a course in accordance with Part-147, for the investigations required by the CAA to assess the application, for aircraft with an MTOM of 5,700 kg or less:	
	i)	for the grant of an approval which includes a single class/rating combination	1,965 (1,965)
	ii)	for the inclusion of each additional rating combination, to an existing or pending class approval	275 (275)
	iii)	for the inclusion of a permanent additional site in the approval	1,811 (1,811)
	iv)	for the inclusion of a temporary/remote site in the approval	430 (430)
e)		For the investigations required by the CAA for the purpose of satisfying itself that an approval referred to in Table 47 c) and d) should remain in force for a period of 12 months commencing 1 April in any year, the holder of an approval shall pay to the CAA on 1 April in that year:	
	i)	for an approval which includes only one class	3,621 (3,621)
	ii)	for an approval only for type training for aircraft with an MTOM of 5,700 kg or less	1,965 (1,965)
	iii)	for an approval which includes more than one class	4,547 (4,547)
	iv)	plus, where more than one site is included in the approval, for each additional site included	1,811 (1,811)

11.3.2 a) For the investigations required by the CAA to satisfy itself that any approval given under Table 47 c) to e) should remain in force following a major organisational or managerial change, the holder of the approval shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £50,300 (£50,300) in any year or part of a year during which the investigations are carried out.

b) Where no investigation is required, and just an administrative amendment of the particulars set out in an approval is necessary, the holder shall pay to the CAA a charge of £54 (£54).

12 ALTERNATIVE ACCEPTABLE MEANS OF COMPLIANCE

When making an application for the CAA to review an Alternative Acceptable Means of Compliance for an organisation or individual that would still allow the establishment of compliance with implementing rules made under Regulation (EC) No. 216/2008, the applicant shall pay to the CAA a charge of £480 (£480). Should the CAA review exceed three hours, the applicant shall be invoiced to pay to the CAA additional charges of £172 (£172) per hour for the excess hours incurred.

Any additional charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £10,000 (£10,000) in any year or part of a year in which the investigations are carried out.

13 COPIES OF AND AMENDMENTS TO DOCUMENTS (New charge and Amended)

When making an application specified in Table 48, the applicant shall pay to the CAA in accordance with that Table:

Table 48 (New charge and Amended)

Ref	Description	Charge £
a)	For the issue by the CAA of a copy or replacement of a document issued under Parts 3 to 8 of the Order	46 (46)
b)	For the amendment of the personal particulars, including a change of name consequent upon marriage or divorce, included in a licence or certificate to act as: i) a flight crew member or an aircraft maintenance engineer or an air traffic controller or a flight information officer; or ii) a radio operator. Excludes change of address.	46 (46) 27
c)	For the issue by the CAA of a copy or replacement document for an air traffic controller licence or a flight information officer's licence issued under Articles 182 or 203 of the Order	27 (27)
d)	For a copy or replacement of a document retained by the CAA concerning flight crew, engineer or air traffic control licensing or a radio operator's certificate of competence	27 (27)

Items sent to overseas destinations by courier service will be charged a fee according to the regional area destination of each posting.

14 ADDITIONAL CHARGE WHERE FUNCTIONS ARE PERFORMED ABROAD (Amended)

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.