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Civil Aviation Authority



CAA Scheme of Charges
Aviation Security

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The Civil Aviation Authority, pursuant to Section 11 of the Civil Aviation Act 1982 and after consulting the persons who, in its opinion, are likely to be affected by the Scheme or such of those persons as it thinks fit, and after consulting with the Secretary of State, hereby makes a Scheme for determining the charges which are to be paid to the CAA in respect of its functions in connection with Aviation Security under Part 2 of the Aviation Security Act 1982.

Excess Hour and Third Party Recovery Charges

The CAA has identified within this Scheme those charges which are subject to excess hour charges at the point that the initial charge no longer covers the costs incurred in the carrying out the specified activity. In order to determine the equivalent number of hours of CAA time for which the initial charge covers, and where not already otherwise stated, the charge should be divided by the appropriate hourly rate quoted. Where the CAA is required to engage third-party services to fulfil its regulatory obligations due to limitations in internal capacity or capability, the associated costs may be charged to the applicant, subject to prior agreement. These charges will be in addition to any standard fees listed in this Scheme of Charges.

1 REVOCATION

- 1.1 The Scheme of Charges published by the CAA on 12 March 2025 determining the charges to be paid to the CAA in connection with the performance by the CAA of the aforesaid functions is hereby revoked.
- 1.2 Section 16(1) of the Interpretation Act 1978 (which relates to the effect of repeals) shall apply to this Scheme as if this Scheme were an enactment and as if the Scheme of 12 March 2025 revoked by paragraph 1.1 above was an enactment thereby repealed.

2 CHARGES INDEX

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3 CHARGES FOR AERODROMES

3.1 Advice and assistance provided by the CAA in connection with becoming a directed party

Where the manager of an aerodrome requests the CAA to provide advice and/or assistance in connection with becoming a directed party under any direction served on the manager by the Secretary of State under Part 2 of the Act, a charge of £219 per hour up to a maximum of £90,200, shall be payable by the aerodrome operator in respect of each hour of work carried out by the CAA pursuant to the request.

The CAA will invoice the aerodrome operator in arrears in respect of any charges payable under this paragraph, payable on demand.

3.2 Directed aerodrome charge

Charges are payable by each aerodrome operator for each year or part year during which the manager of that aerodrome is directed by the Secretary of State under Part 2 of the Act. For directed aerodromes with 100k or more departing passengers in the previous financial year (April-March) a per passenger rate will be applied using the volumes from the previous 12 months. Where a directed aerodrome isn't required to provide the CAA with passenger statistics, or their departing passenger volumes fall below 100k, a fixed rate will be payable. Invoices are raised annually with the applicable rates set out in the table below:

Table 1:

Charge	Unit	Rate	Applicability Criteria
Directed aerodrome with 100k or more departing passengers in the previous financial year	Per departing passenger	7.59 pence	Calculated based on previous financial year's departing passenger numbers. Invoiced annually.
Directed aerodrome that isn't required to provide the CAA with passenger statistics, or with less than 100k departing passengers in the previous financial year	Per directed aerodrome	£5,000	Invoiced annually.

3.3 Development of an existing aerodrome

Where the CAA provides advice and/or assistance to an aerodrome operator in respect of any proposed changes to the security restricted areas of that aerodrome, a charge of £219 per hour shall be payable by the aerodrome in respect of each hour of work carried out by the CAA in connection with such advice and/or assistance, up to a maximum of £90,200.

The CAA will invoice the aerodrome operator in arrears in respect of any charges payable under this paragraph, payable on demand.

4 CHARGES FOR AIR CARRIERS

4.1 Directed Air Carriers

Where an application is made for an air carrier to be directed by the Secretary of State for Transport under Part 2 of the Aviation Security Act 1982 to operate one or more aircraft registered or operating in the United Kingdom, the following charge will be applied:

Table 2

Charge	Unit	Rate	Applicability Criteria
Air Carrier application to be directed.	Per application	£719	Intention to operate non-derogated aircraft or flights from the Security Restricted Area of a UK security directed aerodrome.

4.2 Transfer Cargo Screening Exemption

Where an application is made for an air carrier to be exempt from re-screening cargo from specified locations when transferring through a UK airport, an application charge will be payable. Charges will be applied to both initial and reapproval exemption requests. This fee covers the cost of administration and specialist review in providing advice to the Department for Transport on these applications. Charges will be applied in accordance with the table below:

Table 3

Charge	Unit	Rate	Applicability Criteria
Air carrier request for an exemption for transfer cargo screening	Per route exemption	£369	Application or reapplication.

5 CHARGES FOR INBOUND CARGO OPERATIONS

- 5.1 Initial or renewal applications for ACC3, RA3, and KC3 designations under the UK ACC3 Scheme to carry or send air cargo and mail shipments into the UK from certain non-EU-exempted countries will be charged at the point of application.

All applications will be processed, considered and evaluated by the UK CAA prior to the Department for Transport making a decision, taking account of advice and recommendations submitted by the UK CAA and any other relevant evidence. The UK DfT and CAA aims to determine the outcome of applications within 40 working days following the date of receipt of the Validation Report and any accompanying documentation. Air carriers, Regulated Agents/GHAs and Known Consignors are advised to plan their applications and validations well in advance. Planning should take into account the availability of validators and the time it may take to organise on-site visits, complete reports and collate all available evidence so as to ensure that reports and accompanying documentation can be submitted to the UK CAA at least 40 working days in advance of the expiry of existing designations (and ideally well before this).

Table 4

Charge	Unit	Rate	Applicability Criteria
ACC3 Application	Per application	£369	Any air carrier flying cargo or mail from certain non-exempt countries into the UK must hold a UK ACC3 designation for each relevant Last Point of Departure (LPD) airport.
RA3 Application	Per application	£369	Non-UK Regulated Agents performing security controls for cargo and mail being flown into the UK from certain non-exempted countries.
KC3 Application	Per application	£369	Non-UK Known Consignors originating cargo and mail secured at source being flown into the UK from certain non-exempted countries.

6 CHARGES FOR REGULATED AGENTS (CARGO OPERATORS) AND KNOWN CONSIGNORS

6.1 Application to become a Regulated Agent or Known Consignor or for approval of an additional site

Where an application is made:

- a) to become a Regulated Agent,
- b) to become a Known Consignor, or
- c) for approval of an additional site to be operated by a Regulated Agent

the applicant shall pay the charge specified in Column 2 of Table 5.

The charges specified in Column 2 for Lines 1 to 4 of Table 5 are calculated at an hourly rate of £219 per hour and equal the standard hours in Column 3. Where the time required by the CAA to consider and process an application exceeds the number of standard hours specified in Column 3 of Table 5 excess hourly charges at the rate of £219 per hour shall be payable by the applicant, up to a maximum of £90,200, and will be invoiced in arrears by the CAA to the applicant, payable on demand. The charge specified in column 2, line 5 covers any administrative charges and the site validation visit. This fee includes a non-refundable payment of £274.

Table 5:

Line	Category	Charge	Standard hours
	Column 1	Column 2	Column 3
1	Regulated agent – screener of cargo Application	£6,167	28
2	Regulated agent – screener of cargo Approval of an additional site	£6,167	28
3	Regulated agent - non-screener of cargo Application	£1,312	6
4	Regulated agent - non-screener of cargo Approval of an additional site	£1,312	6
5	Known Consignor Application	£852	N/A

6.2 Regulated Agent annual charge and Known Consignor renewal fee

6.2.1 A Regulated Agent shall pay to the CAA each year the charge specified in column 2 of Table 3 in respect of each site approved by the CAA for that Agent on 1 April in that year. The Regulated Agent shall pay the CAA on demand the charge as specified in Table 6 which relates to the status of the organisation as at 1 April each year.

6.2.2 A CAA-approved Known Consignor, upon making an application to revalidate the CAA approval as from the anniversary date of the original approval, shall pay to the CAA, the charges as specified in Column 2 of Table 6. The Known Consignor must submit the revalidation application to the CAA together with payment of the correct charge on or before the applicable anniversary date.

Table 6:

Category	Per site charge
Column 1	Column 2
Regulated Agent - screener of cargo	£6,167
Regulated Agent - non-screener of cargo	£1,312
Known Consignor (renewal)	£852

NOTE 1: With regard to Table 6, the annual charge applicable on 1 April each year will relate to the status of the Regulated Agent (screener or non-screener) as at 1 April each year. The annual charge payable will then be applicable for the 12-month period regardless of any subsequent change in Regulated Agent screener / non-screener status that may occur during that 12-month period.

7 CHARGES FOR REGULATED SUPPLIERS OF IN-FLIGHT SUPPLIES

7.1 Initial application to become a regulated supplier of in-flight supplies

Where an application is made to become a regulated supplier of in-flight supplies or to seek approval for an additional site to be operated by a regulated supplier of in-flight supplies the applicant shall pay to the CAA a charge of £1,748.

The charge specified above is calculated at an hourly rate of £219 per hour. Where the time required by the CAA to consider and process the application exceeds 8 hours, excess hourly charges at the rate of £219 per hour shall be payable by the applicant, up to a maximum of £90,200, and will be invoiced in arrears by the CAA to the applicant, payable on demand.

7.2 In-flight Supplies Provider annual charge

A regulated supplier of in-flight supplies shall pay to the CAA on 1 April each year a charge specified in Column 3 of Table 7 in respect of the charge category determined by the CAA as being appropriate to the in-flight supplies provider.

Table 7:

Charge Category	Category Description	Annual Continuation Charge
Col 1	Column 2	Column 3
Super A	Super site	£8,463
A	Large site	£6,348
B	Medium site	£4,232
C	Small site	£2,116

In respect of the determination of the site size of a regulated supplier of in-flight supplies, the following table will be used by the CAA to assist it in its determination of the appropriate site category for annual charge purposes.

Table 8

Category Description	Sites	Vehicle fleet
Super Large	Major catering organisations employing considerable numbers of staff and supervisors at hub airports. Building configured in such a way as to have a significant number of despatch bays at truck height commensurate with high-capacity airline operations.	26 or more trucks despatching in-flight supplies (IFS) to airports
Large	Major catering organisations employing large numbers of staff and supervisors at hub airports. Building configured in such a way as to have multiple despatch bays at truck height.	11 to 25 trucks despatching IFS to airports
Medium	Bespoke operations at hub airports or larger catering organisations at regional airports. Limited access points - commensurate with staff numbers and vehicle fleet	5 to 10 trucks despatching IFS to airports
Small	Bespoke operations with minimal staffing levels - Limited access points commensurate with staff numbers and vehicle fleet	Up to 4 trucks despatching IFS to airports

The CAA will notify each in-flight supplies provider of the charge category by 31 December in the previous year to which the annual charge relates, explaining the basis for any change in category and any specific underlining proposed changes. The CAA will invoice each in-flight supplies provider at the beginning of the financial year to which the charge relates in respect of the charge payable under this paragraph. The CAA invoice will be payable on demand.

8 THE CYBER PROGRAMME

8.1 Network & information systems (NIS) annual charge

This Cyber programme relates to the responsibilities that are in force under the Network & Information Systems Regulations 2018 (NIS). To recover costs incurred relating to the 17 services identified as meeting the thresholds described in the NIS Regulation Schedule 2, UK NIS entities will be invoiced £20,593 per related service by the CAA payable on demand.

8.2 National aviation security programme (NASP) annual charge

Under the CAA Cyber Security Oversight Process for Aviation (CAP1753), annual charges will apply to entities regulated under the NASP Cyber Oversight regime.

The following charges are payable by customers in scope on 1 April each year:

Table 9

Customer Group	Unit	All other categories Charge (£)	Applicability Criteria
Airport (Large)	Per Site	£12,890	Airports with more than 10 million annual passengers that are regulated under the NASP Cyber Oversight regime
Airport (Small)	Per Site (Note 2)	£6,445	Airports with less than 10 million annual passengers that are regulated under the NASP Cyber Oversight regime
Air Carrier	Per Carrier	£12,890	Airlines operating long-haul flights that are regulated under the NASP Cyber Oversight regime
Air Carrier	Per Carrier	£6,445	Airlines that do not operate long-haul flights that are regulated under the NASP Cyber Oversight regime

Note 2 Aerodromes that fall under the scope of NASP shall be invoiced individually unless in cases where the average number of passengers across all airports within an entity (airport group) in the preceding calendar year is fewer than 20,000, where a single charge for the entity (airport group) will be applicable.

9 TRAINING PROVIDERS AND COURSES

9.1 Registered Training Provider Charges

On making application to the CAA to be registered or re-registered as a registered training provider of CAA-approved aviation security training courses and for the requirement to be audited by an independent External Quality Assurer (EQA), the applicant shall pay to the CAA a charge as specified in the table below.

Table 10

Activity type	Charge
Register / re-register on application	£106
Site audit	£609

NOTE 3: The Registered Training Provider is required to make application to the CAA to re-register annually.

9.2 Recognition of Firearms and Explosives (RFX) Courses

A charge shall be payable for the administration and review of training documentation for Recognition of Firearms and Explosives (RFX) courses. The applicant shall pay to the CAA a charge as specified in the table below.

Table 11

Activity type	Charge
Initial approval	£1,696
Re-approval	£678

9.3 Free Running Explosive Detection Dogs (FREDD) Courses

A charge shall be payable for the administration and review of training documentation for Free Running Explosive Detection Dogs (FREDD) courses. A fixed fee of £1,018 will apply.

9.4 Overseas Training Courses

A charge shall be payable for the administration and approval of overseas training courses. A fixed fee of £291 will apply.

10 AVIATION SECURITY CERTIFICATION

10.1 Aviation security instructor certification

For new instructors seeking certification and existing instructors seeking re-certification, all relevant Aviation security modules will need to be completed using the CAA's digital certification system. This is a requirement in accordance with ICAO Annex 17, ECAC Doc 30, and EU 2015/1998 as retained in UK law (in the UK NASP). The applicant shall pay to the CAA a charge as specified in the table below, for each module, payable in advance of the module being assessed.

Table 12

Activity type	Charge
Individual Assessment Module	£40

NOTE 4: The charge specified is applicable to both the core module as well any optional modules to be taken and will be charged per module.

10.2 Digital national screener certification (DNXCT)

Aviation security screeners of x-ray/EDS equipment require initial certification and subsequent re-certification every 13 months. Certification must include a standardised image interpretation test and, in the UK, this must be undertaken using the relevant test(s) of the Digital national X-ray certification Test (DNXCT). This is a requirement in accordance with ICAO Annex 17, ECAC Doc 30, EU 2015/1998 as retained in UK law, and the Single Consolidated Direction (in the UK NASP).

The applicant shall pay to the CAA a charge as specified in the table below, for each assessment attempt, invoiced in arrears.

Table 13

Activity type	Charge
Individual assessment attempt	£34

NOTE 5: Where a screener requires more than one category of certification due to their job function, they must be certified for each category using the relevant test of the DNXCT.

11 Charges for National Security Vetting Services

The Secretary of State for Transport has defined in the Single Consolidated Direction (Aviation) (SCD) the specific roles and duties across the aviation industry for which National Security Vetting (NSV) is required, as well as the type of clearance required. These directions are not publicly available in full for reasons of national security but have been made available to directed entities. Individuals will be advised by their (potential) employer whether they require an NSV clearance.

The charges for applications for NSV by type of clearance are set out in the table below.

Table 10

Activity type	Charge
Accreditation Check (AC)	£10.15
Counter-Terrorist Check (CTC – Routine)	£115
Security Check (SC – Routine)	£150

12 Other charges and conditions

12.1 Enhanced Oversight

Where repeated deficiencies are identified and the route to achieving compliance requires additional oversight beyond normal rectification, the CAA will apply an enhanced oversight charge. During periods in which an entity is subject to enhanced oversight, the CAA will significantly increase its level of activity, including additional oversight, travel, and compliance advice. To recover the costs of this excess effort, a charge of £219 per hour shall be payable for all CAA time incurred while enhanced oversight is required.

Invoices will be issued monthly in arrears and will detail the time incurred.

This charge applies to enhanced oversight activity across the following areas:

- Directed Airports
- Directed Airlines
- Regulated Cargo Agents (Cargo Operators) and Known Consignors
- Regulated Suppliers of In-Flight Supplies
- The Cyber Programme
- Registered Training Providers.

12.2 Annual Charges

This scheme references the payment of annual charges being applicable on 1 April each year. Annual charges are applicable for each financial year (commencing on 1 April) where relevant conditions are met. The rates for annual charges will be determined by the applicable scheme(s) dates in the relevant financial year. In practice this means that if a new scheme is published part way through a financial year, annual charges would be calculated at a hybrid rate based on the scheme(s) applicability dates.

12.3 Payment Terms

All CAA invoices raised under this Scheme are payable on demand. Instalment payment options are available for the directed airport per passenger charge.

12.4 Recovery of third-party costs

Where the CAA is required to engage third-party services to fulfil its regulatory obligations due to limitations in internal capacity or capability, the associated costs may be charged to the applicant, subject to prior agreement. These charges will be in addition to any standard fees listed in this Scheme of Charges.

13 DEFINITIONS

13.1 For the purpose of this Scheme:

- a) 'Act' means the Aviation Security Act 1982, as amended as at the date this Scheme comes into effect.
- b) 'Aerodrome' has the same meaning as in section 38(1) of the Act.
- c) 'CAA' means the Civil Aviation Authority.
- d) 'Cargo' has the same meaning as in Regulation (EC) 300/2008, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018 and means any property intended for carriage on an aircraft, other than baggage, mail, air carrier mail, air carrier materials and in-flight supplies.
- e) 'Departing passenger' means a passenger departing from an airport on a flight but does not include a passenger who arrives at and departs from the airport on the same aircraft as part of the same journey.
- f) 'EU Regulation 2015/1998' means Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015 laying down detailed measures for the implementation of the common basic standards on aviation security as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018.
- g) 'Known Consignor' has the same meaning as in Regulation (EC) 300/2008 as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018 and means a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of cargo or mail on any aircraft.
- h) 'Mail' has the same meaning as in UK (EC) Regulation 300/2008 and means dispatches of correspondence and other items, other than air carrier mail (as such term defined is defined in UK (EC) Reg 300/2008), tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union.
- i) 'Manager' has the same meaning as in section 38(1) of the Act.
- j) 'Regulated Agent', has the same meaning as in UK (EC) Regulation 300/2008 and refers to an air carrier, agent, freight forwarder or any other entity (as also defined in that Regulation) who ensures security controls in respect of cargo or mail.
- k) 'UK (EC) Regulation 300/2008' means UK (EC) Reg No.300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing UK (EC) Reg 2320/2002, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018.
- l) All references to European laws contained within this Scheme are to those laws as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018, and as amended by regulations made under sections 8(1), 9(1) and 23(1) of, and paragraph 21 of Schedule 7 to, that Act.

m) A 'Screener' is an entity that conducts any of the following practices in respect of screening cargo by the application of technical or other means which are intended to identify and/or detect prohibited articles using any of the following methods:

- X-ray Detection
- Explosive Trace Detection (ETD)
- Explosive Detection Dogs (EDD) (Remote Explosive Scent Tracing (REST) and Free Running Dogs (FRD))
- Explosive Detection System (EDS)
- Metal Detection Equipment (MDE)

An entity that does not carry out any of the above detection methods will be classed as a non-screening entity.

n) 'Regulated supplier of in-flight supplies' has the same meaning as in UK (EU) Reg 2015/1998 and means a supplier whose procedures meet common security rules and standards sufficient to allow delivery of in-flight supplies directly to aircraft.

(This note is not part of the Scheme.)

Reference to the CAA Refund Policy may be made at www.caa.co.uk/ors5

The latest version of this document is available in electronic format at www.caa.co.uk/ors5, where you may also register for e-mail notification of amendments. Details for purchasing paper copy can be found at the same web address.