

# Official Record Series 5

**United Kingdom  
Civil Aviation Authority**



## **CAA Scheme of Charges**

**No:** 445

### **Airworthiness**

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**Commencement date:** 01 April 2026

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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 to be paid to the CAA in connection with the performance by the CAA of the following functions:

- i) those conferred on it by or under the Order, Part-21, Part-145, Part-M, Part-ML, Part-CAMO and Part-CAO with respect to the airworthiness and maintenance of aircraft;
- ii) those conferred on it by or under the Air Navigation (Environmental Standards for Non-Part 21 Aircraft) Order 2008 and Part-21 with respect to the noise certification of aircraft;
- iii) those conferred on it by or under the Air Navigation (Environmental Standards for Non-Part 21 Aircraft) Order 2008 and Part-21 with respect to the emissions certification of types of aircraft and engines;
- iv) those of issuing aircraft type certificates, engine type certificates and certificates of airworthiness for export with respect to aircraft;
- v) making available information received by it pursuant to its function of receiving in pursuance of the Order reports of incidents and of defects in or malfunctioning of an aircraft or any part of the aircraft or of its equipment.

## **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 CERTIFICATION UNDER THE AIR NAVIGATION ORDER AND THE AIR NAVIGATION (ENVIRONMENTAL STANDARDS FOR NON-Part 21 AIRCRAFT) ORDER 2008 AND UNDER PARTS M, ML, 21, CAMO, CAO OR 145**
- 3.1 Aircraft type certificates / approvals / validations / transfers / continued airworthiness**
- 3.1.1 On making an application for the issue or variation of an aircraft type certificate (including restricted type certificate), validation of, or approval for an aircraft other than those covered in section 3.1.3, the applicant shall pay to the CAA for the investigations required by the CAA or in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge of £4,563 per 500 kg, or part thereof, of the maximum weight of the aircraft.
- 3.1.2 If the total cost of the investigations made by the CAA exceeds the above initial application charge, then excess hourly charges will be levied on the applicant, in accordance with paragraph 4.5 below, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- 3.1.3 On making an application for the issue or variation of a balloon type certificate or approval for an aircraft, the applicant shall pay an initial fee of £10,022. If the total cost of the investigations made by the CAA exceeds the initial application charge, then excess hourly charges will be levied on the applicant, in accordance with paragraph 4.5 below, but not exceeding £68,484 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- 3.1.4 On making an application for the transfer of a type certificate between design organisations, the applicant shall pay a charge of £859 for each certificate to be transferred.
- 3.1.5 Where the holder of a non-UK type certificate wishes to make an amendment to the UK CAA validated type certificate data sheets (VTCDS) or validated type certificate data sheets noise (VTCDSN) and applications for UK CAA validation of design approvals under a further working arrangement (WA) will be charged £286 for this service.
- 3.1.6 The annual charges specified in table 1 below will be applicable to all products that hold a UK CAA type certificate. The approval holder shall pay an annual continuation charge on 1 April, relating to the charge as specified in columns 3 and 4 of table 1 for each type certificate held by the certificate holder. The CAA will raise an invoice in respect of the annual continuation charge payable by the type certificate holder on demand by the type certificate holder.

Table 1 overleaf.

**Table 1 Continued Airworthiness**

Type Certificate Annual Charge	Category	UK Product Charge	Non-UK Product Charge
Column 1	Column 2	Column 3	Column 4
Fixed-Wing Aircraft	Over 150,000 kg	£100,222	£50,112
	Over 55,000 kg up to 150,000 kg	£85,905	£42,953
	Over 22,000 kg up to 55,000 kg	£28,634	£14,318
	Over 5,700 kg up to 22,000 kg	£14,318	£7,159
	Up to 5,700kg	£1,432	N/A
Rotorcraft	Large (CS-29 and CS-27 CAT A)	£14,318	£7,159
	Medium (All other CS-27)	£7,159	£3,581
	Small (CS-27, MTOW < 3,175kg, max 4 seats)	£2,864	N/A
	Very Light (RPAS)	£286	N/A
Other piloted aircraft	Balloons and Airships	£286	N/A
Propulsion	Turbine engines with take-off thrust over 25 KN or take-off power output over 2,000 kW	£14,318	£7,159
	Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2,000 kW	£7,159	£3,581
	Non turbine and CS-22.H, CS-VLR App. B engines	£286	N/A
	Propellers	£286	N/A
Parts and Non-installed Equipment	Parts/Other equipment	£572	N/A
	Auxiliary Power Unit (APU)	£10,022	£5,012

3.1.7 Where work is carried out for the continued airworthiness of type certificates where there is no fixed fee specified in table 1, the charge payable to the CAA will be £286 per hour for each of the hours expended by the CAA in dealing with the investigations or part thereof. These charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred.

### 3.2 Noise type certificate investigations

3.2.1 On making an application or relevant application for the issue or variation of a noise type certificate in respect of:

- a) a prototype aircraft, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £118,340 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge;
- b) noise value investigations carried out on an aircraft, the applicant shall pay to the CAA a charge of £666.

3.2.2 Where application is made for the issue of an individual noise certificate for an aircraft under Part-21 independently of the certificate of airworthiness, then the applicant shall pay to the CAA a charge of £153.

### 3.3 **Approval or validation of engines, auxiliary power units (APUs) and propellers**

- 3.3.1 On making an application to the CAA for the approval of an engine or an auxiliary power unit, pursuant to Part-21 or the Order, which would include investigations concerning defects in or modifications to an approved engine or an approved auxiliary power unit, the charge payable to the CAA will be £286 per hour for each of the hours expended by the CAA in dealing with the investigations or part thereof. These charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred.
- 3.3.2 On application to the CAA for the certification or validation of a propeller, the applicant shall pay to the CAA a charge of £859. In the case of an application where the cost of the CAA's investigations exceeds the application charge stated above, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5. The CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- 3.3.3 On making an application to the CAA for the approval of a minor modification or repair of an engine or propeller, pursuant to Part-21, the applicant shall pay to the CAA in a charge of £126 with the application.

### 3.4 **Aircraft and aircraft engine emissions**

On making an application to the CAA for:

- a) the certification under the Air Navigation (Environmental Standards) Order or Part-21 of a type of aircraft or a type of engine as complying with requirements relating to fuel venting, or
- b) the certification under the Air Navigation (Environmental Standards) Order or Part-21, of a type of turbojet or turbofan engine as complying with requirements relating to smoke emission,

the applicant shall pay to the CAA in each case, for the investigations required by the CAA, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations but not exceeding £118,579 for any year, or part of the year, during which the investigations are carried out.

### 3.5 **Certificates of airworthiness and airworthiness review certificates (ARC)**

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

#### 3.5.1 **Prototype aircraft**

On making an application for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order or to Part-21 that shall be non-expiring plus the issue of an ARC, the applicant shall pay to the CAA:

- a) an application charge as specified in column 3 of table 2;
- b) a charge as specified in column 3 of table 3 for the issue of an ARC; and
- c) where the cost of the investigations exceeds the application charge, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding the corresponding amount as specified in column 4 of table 2, for any year or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**Table 2 Prototype investigatory charges**

Ref	Prototype aircraft	Application charge	Maximum liability per year or part year
Col. 1	Column 2	Column 3	Column 4
A	A glider or a balloon	N/A	£26,199
B	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft	£753 per 500 kg or part thereof	£121,803 per 500 kg or part thereof
C	Any other aircraft	£187 per 500 kg or part thereof	£45,007 per 500 kg or part thereof

**Table 3 Prototype ARC charges**

Ref	Prototype non-Part 21 aircraft	National ARC charge
Col. 1	Column 2	Column 3
A	A glider or a balloon	£160
B	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft, of maximum weight not exceeding 2,730 kg	£80 per 500 kg or part thereof
C	An aircraft of maximum weight not exceeding 2,730 kg other than a glider, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft	£40 per 500 kg or part thereof
D	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£224 per 500 kg or part thereof
E	An aircraft of maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft	£87 per 500 kg or part thereof

**NOTE 1:** Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of its maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the national ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

**NOTE 2:** All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the national ARC issue through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

### 3.5.2 Series aircraft

#### a) Gliders and Balloons

On making an application in respect of a series aircraft for the issue of a national certificate of airworthiness pursuant to the Order or to Part-21, that shall be non-expiring plus the issue of an ARC, the applicant shall pay to the CAA charges as specified in column 2 of table 4 and the validity charge as specified in column 3 of table 4.

Table 4 overleaf.

**Table 4**

<b>Series – Gliders and Balloons Application</b>	<b>Application charge</b>	<b>Validity charge</b>
Column 1	Column 2	Column 3
Glider	£192	£159
Balloon	£192	£159

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

On making an application in respect of a series aircraft for the issue of a certificate of airworthiness pursuant to the Air Navigation Order or to Part-21, that shall be non-expiring plus the issue of an ARC, the applicant shall pay to the CAA, for each 500 kg, or part thereof, of the maximum weight of the aircraft, the application charge specified in column 3 of table 5 and the validity charge as specified in column 4 of table 5.

**Table 5**

<b>Ref</b>	<b>Series – Aircraft other than Gliders and Balloons</b>	<b>Application charge</b>	<b>Validity charge</b>
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight not exceeding 2,730 kg	£753	£80
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft	£192	£40
C	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£753	£224
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft	£192	£87
E	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£753	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£192	N/A

In the case of an application for the issue of a certificate of airworthiness and an initial ARC for an aircraft, where the cost of the CAA's investigations exceeds the application charge payable under sub-paragraphs 3.3.2 a) and b), the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £61,021 for any year or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 3** Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the ARC for the aircraft, the operator shall pay the CAA a charge for the unexpired portion of the air operator's certificate, calculated in accordance with the charges specified in table 5 above.

**NOTE 4:** All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the ARC issue through payment of the annual charge within the CAA Air Operator and Police Air Operator Certification Scheme of Charges.

**NOTE 5:** Where an applicant requests the CAA to issue a temporary Permit to Fly for an aircraft that has never held a Certificate of Airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the Certificate of Airworthiness investigation charge and applicable portion of the ARC charge.

### 3.5.3 ARC issues or extensions

#### 3.5.3.1 ARC issues or extensions for non-Part 21 aircraft

##### a) Gliders and Balloons

On making an application for the issue or extension of an ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in table 6.

**Table 6 Non-Part 21 aircraft**

ARC – Gliders and Balloons	Charge
Column 1	Column 2
Glider	£159
Balloon	£159

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

On making an application for the issue or extension of an ARC for a further period of validity, the applicant shall pay to the CAA the charge as specified in table 7 for each 500 kg, or part thereof, of the maximum weight of the aircraft for each complete year of validity in respect of the certificate of airworthiness.

Table 7 overleaf.

**Table 7 Non-Part 21 aircraft**

Ref	ARC – Aircraft other than Gliders and Balloons	Charge per 500 kg or part thereof	
		Recommended by an appropriately CAA-approved organisation	Direct application to the CAA
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight not exceeding 2,730 kg.	£80	£113 plus an additional investigatory charge (see Note 6)
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft.	£40	£76 plus an additional investigatory charge (see Note 6)
C	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate.	£224	£281 plus an additional investigatory charge (see Note 6)
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft.	£87	£120 plus an additional investigatory charge (see Note 6)

**NOTE 6:** In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in column 4 of table 7, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £61,021 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 7:** Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

**NOTE 8:** All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

### 3.5.3.2 ARC issues or extensions for Part 21 aircraft

#### a) Gliders and Balloons

On making an application for the issue or extension of an ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in table 8.

**Table 8 Part 21 aircraft**

Ref	ARC – Gliders and Balloons	Charge
Col. 1	Column 2	Column 3
A	Direct application received by the CAA from the owner or operator of a glider or balloon where the applicant requests that the CAA carries out the airworthiness review itself, the applicant shall pay:	£159 plus an additional investigatory charge (see Note 9)
B	An application received by the CAA from the owner or operator of a glider or balloon where the approved CAMO or CAO recommends that the CAA issues an ARC for a further period, the applicant shall pay:	£76
C	Notification to the CAA from the approved CAMO or CAO that the CAMO has issued or extended an ARC of a glider or balloon for a further period, or where the approved AMO has issued an ARC in respect of an ELA 1 aircraft not involved in commercial operations, the CAMO/CAO/AMO/owner shall pay: i) if the CAMO, CAO or AMO (see Note 10 below) uses the CAA ARC on-line system; or ii) if the CAMO, CAO or AMO (see Note 10 below) does not use the CAA ARC on-line system	£34 £36

**NOTE 9:** In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified for Ref. A in table 8, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £61,021 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 10:** In the case of a Part-145, Part-M Subpart F or Part-CAO maintenance organisation performing an annual inspection contained in the maintenance programme relating to ELA1 aircraft not involved in commercial operations, the approval holder, if appropriately approved by the CAA, may perform the airworthiness review and, subject to this being satisfactory, issue the corresponding ARC and send a copy to the CAA.

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

Where a CAMO or CAO is approved to issue or extend an ARC for a further period or where the CAMO or CAO recommends to the CAA for the CAA to issue an ARC, the CAMO/CAO shall pay to the CAA the appropriate charge specified in column 3, 4 or 5 of table 9 for each 500 kg, or part thereof, of the maximum weight of the aircraft.

On making an application to the CAA for the issue of an ARC, the applicant shall pay to the CAA the charge specified in column 6 of table 9 for each 500 kg, or part thereof, of the maximum weight of the aircraft as appropriate.

**Table 9 Part 21 aircraft**

Ref	ARC – Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		ARC issued/ extended by CAMO, CAO or issued by AMO (See Note 12)		ARC recommended by CAMO / CAO	Airworthiness review by CAA
		on-line	Not on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight not exceeding 2,730 kg, the CAMO / CAO applicant shall pay:	£82	£90	£90	£113 plus an additional investigatory charge (see Note 11)
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft, having a maximum weight not exceeding 2,730 kg, the CAMO / CAO applicant shall pay:	£42	£44	£44	£76 plus an additional investigatory charge (see Note 11)

**NOTE 11:** In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that shown for Ref. A or Ref. B in table 9, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £61,021 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 12:** In the case of a Part-145 or Part-CAO maintenance organisation performing an annual inspection contained in the maintenance programme relating to ELA1 aircraft not involved in commercial operations, the approval holder, if appropriately approved by the CAA, may perform the airworthiness review and, subject to this being satisfactory, issue the corresponding ARC and send a copy to the CAA.

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

Where a CAMO/CAO is approved to issue or extend an ARC for a further period or where the CAMO/CAO recommends to the CAA for the CAA to issue an ARC, the CAMO shall pay to the CAA the appropriate charge specified in column 3, 4 or 5 of table 10 for each 500 kg, or part thereof, of the maximum weight of the aircraft as appropriate.

On making an application to the CAA for the issue of an ARC, the applicant shall pay to the CAA the charge specified in column 6 of table 10 for each 500 kg, or part thereof, of the maximum weight of the aircraft.

Table 10 overleaf.

**Table 10 Part 21 aircraft**

Ref	ARC – Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		ARC issued/extended by CAMO/CAO		ARC recommended by CAMO/CAO	Airworthiness review by CAA
		on-line	Not on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / CAO / applicant shall pay:	£224	£246	£246	£281 plus an additional investigatory charge (see Note 13)
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / CAO / applicant shall pay:	£87	£95	£95	£120 plus an additional investigatory charge (see Note 13)

**NOTE 13:** In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in column 4 of table 10, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £61,021 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

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

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

**NOTE 16:** Where a Part 21 aircraft transfers onto the UK G-Register and holds an unexpired ARC that has been issued by a non-UK NAA or non-UK CAMO, the UK CAA will (on application by the operator or owner) amend the original ARC to reflect the new G- registration mark and re-issue the certificate of airworthiness and noise certificate, if applicable. An associated charge is payable to the CAA for such an application which will relate to the relevant charge as shown under paragraphs 3.5.3.2 a) – c) above but will be reduced to be proportional to the unexpired clear months remaining to the original ARC expiry date.

### 3.5.4 Subsequent issue

3.5.4.1 On making an application for the issue of a certificate of airworthiness and an ARC in respect of an aircraft when the aircraft has previously held a certificate of airworthiness issued by the CAA and the aircraft is returning to the UK register, or where the aircraft has remained on the UK register and the certificate of airworthiness has previously been revoked, the applicant shall pay to the CAA a charge equivalent to the charge or charges which would be due if that application were an application for the first issue of a certificate of airworthiness, as specified in paragraph 3.5.2, except that the element of that charge which does not relate to validity shall be reduced by 50%.

3.5.4.2 On making an application under paragraph 3.5.4.1 but where the following criteria are met, the charge which does not relate to validity shall be reduced by 65%:

- i) The operator's procedures on updating its aircraft maintenance records, physical survey and records review whilst the aircraft is not on the UK register have been, in the opinion of the CAA, operating without significant error for at least the last two years;
- ii) The aircraft are under migration under a dry lease between trading partner operators and transferring from a third country aircraft register back onto the UK aircraft register;
- iii) The aircraft are to be operated under a UK AOC; and
- iv) The aircraft has not been off the G-register for longer than 12 months.

### 3.5.5 Export certificates of airworthiness

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

- a) in the case of a glider or a balloon, a charge of £192 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £26,284 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft, a charge of £306 per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £975 per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- c) in the case of an aircraft, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft or VTOL aircraft, a charge of £192 per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £595 per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 17:** Where an applicant requests the CAA to issue a temporary permit to fly for an aircraft that has never held a certificate of airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the certificate of airworthiness investigation charge and applicable portion of the ARC charge.

### 3.5.6 Change of category

On making an application to change the category of a certificate of airworthiness to enable the aircraft to fly for additional purposes, the applicant shall pay to the CAA a charge of £487.

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

3.5.7.1 Subject to paragraph 3.5.7.2, on making an application for the grant of an exemption from Article 33 (1) of the Air Navigation Order in respect of a foreign registered aircraft, where the CAA deems an aircraft investigation is not required, the applicant shall pay to the CAA a charge of £93.

3.5.7.2 Where the CAA deems an aircraft investigation is required and the costs of the investigation exceed the amount specified in paragraph 3.5.7.1, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £169,569 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

### **3.6 Permits to fly**

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

##### **3.6.1.1 Initial issue or variation**

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

- a) in the case of an aircraft having a maximum weight not exceeding 500 kg, a charge of £373 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £60,065 for any year, or part of the year, during which the investigations are carried out, plus a charge of £373 for issue of the initial national certificate of validity and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- b) in the case of an aircraft having a maximum weight exceeding 500 kg, but not exceeding 2,730 kg, a charge of £691 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £120,609 for any year, or part of the year, during which the investigations are carried out, plus a charge of £691 for issue of the initial national certificate of validity and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- c) in the case of any other aircraft, a charge of £915 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £177,928 for any year, or part of the year, during which the investigations are carried out, plus a charge of £915 for issue of the initial national certificate of validity and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**3.6.1.2 Renewal**

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

- a) in respect of a national certificate of validity specified in sub-paragraph 3.6.1.1 a) hereof, a charge of £373.
- b) in respect of a national certificate of validity specified in sub-paragraph 3.6.1.1 b) hereof, a charge of £691.
- c) in respect of a national certificate of validity specified in sub-paragraph 3.6.1.1 c) hereof, a charge of £915.

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

Where a person or organisation is approved by the CAA to issue national certificate of validity renewals using the CAA online system, then the applicant shall pay on application to the CAA a charge as specified in table 11 relating to the aircraft MTWA subject to the certificate of validity issued.

**Table 11**

<b>Aircraft weight (MTWA)</b>	<b>Charge</b>
Column 1	Column 2
Not exceeding 500 kg	£296
Exceeding 500 kg but not exceeding 2,730 kg	£552
Exceeding 2,730 kg	£731

**3.6.1.4 Temporary national permits to fly**

On making application for the issue of a temporary national permit to fly where the national certificate of airworthiness or national permit to fly is temporarily invalid, the applicant shall pay £286.

**3.6.2 Permits to fly issued under Part-21****3.6.2.1 Permanent permits to fly**

On making an application to the CAA, that includes non-UK NAA approved Flight Conditions if appropriate, for the issue of a permanent permit to fly in circumstances where a certificate of airworthiness is not appropriate, the applicant shall pay to the CAA a charge in accordance with paragraph 3.6.1 with a 10% reduction<sup>1</sup> applying to both initial issue and renewal charges.

**3.6.2.2 UK issued Part-21 temporary permits to fly where the certificate of airworthiness is temporarily invalid**

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

- a) Where a CAMO, CAO or UK Part-21 approved organisation, issues the permit to fly under the privileges of their approval and notifies the CAA accordingly, the

(This Note is not part of the Scheme)

<sup>1</sup> This reduction reflects the work relinquished by the CAA as a result of a non-UK NAA involvement in the compilation of the design-related Flight Conditions for the aircraft.

CAMO, CAO or UK Part-21 approved organisation, shall pay to the CAA a charge of £38 unless the charge under paragraph 3.6.2.2 e) is payable, when this charge under paragraph 3.6.2.2 a) will not be levied in addition; or

- b) Where an application is made for the CAA to issue a permit to fly, enclosing UK Part-21J (Design Organisation Approval) approved design-related flight conditions where applicable, the applicant shall pay to the CAA a charge of £200; or
- c) Where an application is made to the CAA for the approval of non-design related flight conditions and the issue of a permit to fly concurrently, the applicant shall pay to the CAA a charge of £286; or
- d) Where the aircraft owner or operator makes a direct application for an exemption to the CAA, where unforeseen urgent operational circumstances apply, as defined by Article 71 of UK (EU) Regulation 2018/1139, and the CAA is required to approve design-related flight conditions, the applicant shall pay to the CAA a charge of £1,351 – the applicant will be expected to provide evidence that the flight conditions have been accepted by the type certificate holder prior to review by the CAA; or
- e) Where the CAMO, CAO or UK Part-21 approved organisation, holding permit to fly privileges, requests CAA approval of non-design related flight conditions, the applicant shall pay to the CAA a charge of £126;
- f) For the purposes of the above, UK approved flight conditions can also be taken to include flight conditions issued by the NAA of a foreign State where no validation is needed by the UK CAA under the Implementation Procedures agreed with that State under a bilateral aviation safety agreement with the UK or a Working Arrangement with the State NAA.

### 3.6.2.3 **Non-UK NAA approved design flight conditions to support a temporary permits to fly where the certificate of airworthiness is temporarily invalid**

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

- a) Where an application is made for the CAA to issue a permit to fly, enclosing non-UK NAA approved design-related flight conditions where applicable, the applicant shall pay to the CAA a charge of £200; or
- b) Where the aircraft owner or operator makes a direct application for an exemption to the CAA, where unforeseen urgent operational circumstances apply, as defined by Article 71 of UK (EU) Regulation 2018/1139, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018, and the CAA is required to approve design-related flight conditions, the applicant shall pay to the CAA a charge of £1,351.

**NOTE 18:** Where an applicant requests the CAA to issue a temporary permit to fly for an aircraft that does not hold a certificate of airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the certificate of airworthiness investigation charge and applicable portion of the ARC charge.

### 3.6.2.4 **Approval of Flight Conditions**

- a) On making an application for the approval of Flight Conditions pursuant to Regulation (EU) No 748/2012 as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018, a charge of £859 is payable.
- b) Should the CAA review exceed three hours, the applicant shall pay to the CAA additional charges of £286 per hour for each of the excess hours expended by the CAA in dealing with the application or part thereof. These additional charges

shall be determined and invoiced by the CAA having regard to the expense thereby incurred whilst investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge. The charge is payable on demand.

### 3.7 Validation of supplementary type certificates (STCs) and major changes / repairs / transfers of STCs

#### 3.7.1 Validation of supplementary type certificates (STCs) and major changes / repairs

On application made to the CAA for the validation by the CAA of non-UK issued supplementary type certificates or major changes / repairs to aircraft and aircraft engines and equipment, the applicant shall pay to the CAA on application the charges specified in column 2 of table 12.

**Table 12**

Application type	Charge
STC – Fixed Wing and rotorcraft	£859 payable with application. Plus, any excess charges at £286 per hour
STC – Balloons and airships	£685 payable with application. Plus, any excess charges at £286 per hour
STC – Aircraft Engines and APUs	£4,807 payable with application. Plus, any excess charges at £286 per hour
Major changes / repairs	£413 payable with application. Plus, any excess charges at £286 per hour
Other	£859 payable with application. Plus, any excess charges at £286 per hour

**NOTE 19:** The excess charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred whilst investigations are carried out.

**NOTE 20:** Excess hour charges will be invoiced in arrears by the CAA to the applicant, payable on demand.

**NOTE 21:** Excess charges are calculated by taking the number of hours incurred multiplied by £286 less the appropriate application charge specified in table 12.

#### 3.7.2 Transfers of supplementary type certificates (STCs)

On making an application for the transfer of a supplementary type certificate between design organisations, the applicant shall pay a charge of £859 for each certificate to be transferred.

### 3.8 Approvals in respect of modifications and repairs to aircraft and aircraft equipment (excluding engines)

#### 3.8.1 Aircraft (excluding engines)

On making an application for the approval, pursuant to any provision of Part 4 of the Air Navigation Order or of Part-21, of the modification or repair etc. of aircraft (but excluding applications in respect of engines), the applicant shall pay to the CAA in respect of the expense incurred by it in carrying out investigations in connection with the application:

- a) i) subject to sub-paragraph ii), for the approval of a minor modification, a charge of £126;
- ii) no charge shall be payable where the minor modification has been

undertaken by an organisation holding an appropriate design approval.

- b) For approval of any other modification, repair etc, subject to sub-paragraph c):
  - i) in the case of an aircraft having a maximum weight not exceeding 2,730 kg, a charge of £576 or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, (refer to paragraph 4). The CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
  - ii) in the case of any other aircraft, a charge of £864 or, if the total cost of the investigations exceeds that amount a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5. The CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- c) Where a number of related modifications are being investigated under a single application, the maximum charge for any year, or part of the year, shall be increased in proportion to the number of individual modifications included in the application.

### 3.8.2 Aircraft equipment (excluding engines)

- a) On making an application for the approval, pursuant to any provision of Part 5 of the Air Navigation Order or Part-21, of equipment for non-Part 21 aircraft, including radio apparatus or the manner of its installation and/or carriage (but excluding applications in respect of engines), the applicant shall pay to the CAA:
  - i) in the case of an approval granted by reference to a joint technical standards order (e.g. UK Technical Standard Order (UKTSO)) or an approval in respect of equipment, including radio apparatus, installed or carried, or in the opinion of the CAA primarily intended to be installed or carried, in aircraft having a maximum weight of more than 2,730 kg, a charge of £1,120 or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5. The CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
  - ii) in the case of an approval in respect of any other equipment, including any other radio apparatus, a charge of £787 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5. The CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- b) On making an application for the approval, pursuant to any provision of Part 5 of the Air Navigation Order or of Part-21, of the modification, repair etc. of equipment for aircraft, including radio apparatus or the manner of its installation (but excluding applications in respect of engines), the applicant shall pay to the CAA in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge of £286 or if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5. The CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

- c) Where a number of related modifications are being investigated under a single application, the maximum charge for any year, or part of the year, shall be increased in proportion to the number of individual modifications included in the application.

### 3.9 Certification Support for Validation

Where an organisation requires the CAA to provide support and technical assistance to aid a non-UK NAA validation of a UK issued Design Certificate, an initial fee of £859 shall be payable on application. Any time spent by the CAA in excess of 3 hours will then be chargeable in accordance with section 4.5.

### 3.10 Approvals and authorisations of persons and organisations

#### 3.10.1 Initial approval application charges

- a) On making an application to the CAA, other than an application in Special Circumstances, for the approval or authorisation of a person or organisation for the purposes of any provision of Part 4 of the Air Navigation Order (other than Article 33) or of Part-21 (Subparts J, F or G) or of Part-145 or Part-CAMO or Part-CAO, for the investigations required by the CAA, the applicant shall pay to the CAA on application the charges specified in column 2 of table 13.

**Table 13**

<b>Approval Groups</b>	<b>Charge</b>
Column 1	Column 2
Part-21 Subpart G – including A and/or B ratings	£19,669
Part-21 Subpart G – C and/or D ratings only	£4,918
Part-21 Subpart F	£2,436
Part 145 - A1, A3 (for Complex Motor-powered Aircraft), B1 ratings	£19,669
Part-145 – A2, A3 (for other than Complex Motor-powered aircraft), A4, B2, B3, C or D ratings	£4,918
Part-M Subpart G or Part-145 transition to Part-CAMO* NOTE 22	£1,145
Part-CAMO	£9,833
Part M Subpart G2 regardless of aircraft weight, where the applicant already holds a maintenance approval or a BCAR C5 (A8-25) approval	£2,436
Part-CAO	£2,744
BCAR A1 (BCAR Chapter A8-1) or A2 (A8-2) approval	£4,918
BCAR A2 (A8-2) approval where applicant already holds a BCAR M1 (A8-23) or BCAR M2 (A8-24) approval or a Part-145 or Part-M Subpart F or Part-CAO approval	£843
BCAR A6 (A8-21), E6 (A8-21) approval	£4,918
BCAR A6 (A8-21) approval where applicant already holds a Part 21 Subpart G or Part-CAMO approval	£1,935
BCAR E6 (A8-21) approval where applicant already holds a Part 21 Subpart J approval	£1,935

Table 13 continued overleaf.

<b>Approval Groups</b>	<b>Charge</b>
Column 1	Column 2
BCAR E5 (A8-22) approval	£9,833
BCAR F1 (A8-9) approval	£4,918
BCAR M1 (A8-23) approval	£4,918
BCAR M1 (A8-23) approval where applicant already holds a Part-145 approval	£843
BCAR M1 (A8-23) and BCAR C5 (A8-25) applied for concurrently	£4,918
BCAR M1 (A8-23) and BCAR C5 (A8-25) applied for concurrently and the applicant already holds a valid Part-145 and a Part-M Subpart G or Part-CAMO approval	£1,266
BCAR M2 (A8-24) approval	£2,744
BCAR M2 (A8-24) and BCAR C5 (A8-25) approvals applied for concurrently	£4,918
BCAR M2 (A8-24) and BCAR C5 (A8-25) approvals applied for concurrently and the applicant already holds a Part-M Subpart G and a Part-M Subpart F or Part-CAO	£1,266
BCAR M2 (A8-24) approval where applicant already holds a Part-M Subpart F or Part-CAO approval	£843
BCAR M3 (A8-15) approval	£2,744
BCAR C5 A8-25 CAMO) approval	£4,918
BCAR C5 (A8-25 CAMO) approval where applicant already holds a Part-M Subpart G or Part-CAMO or Part-CAO approval	£843
BCAR F3 (A8-9) approval	£1,266
BCAR S1 (A8-26) approval	£4,918
Any other approval	£4,918

Provided that where the cost of the investigations exceeds the charge specified above, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £169,569 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

- b) In respect of an application mentioned under paragraph 3.10.1 a) which is made in Special Circumstances, for the investigations required by the CAA, the applicant shall pay to the CAA:
- i) subject to sub-paragraph ii), a charge of £2,436 or the charge specified in subparagraph iii);
  - ii) if the application is solely in respect of a BCAR approval M3, a charge of £1,266 or the charge specified in subparagraph iii);
  - iii) if the total cost of the investigations exceeds the charge specified in subparagraph i) or ii) as the case may be, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £169,569 for any year, or part of a year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 22:** The aforementioned approval is not subject to excess hours and therefore excluded from additional charges.

**NOTE 23:** BCAR Approval rating F4 will be issued at no charge as any associated costs will

be subsumed by the charges for the associated tasks.

**NOTE 24:** No additions to an initial application can be made by the applicant once the CAA investigation has commenced. Initial applications are valid for 12 months from application date. Accordingly, where it has not been possible for the applicant to provide the CAA with the required information to complete the initial application within 12 months from the application date, then the CAA will cancel that initial application and request a new initial application and charge to be provided when the applicant is ready to proceed. Any refund due as a result of a lapsed initial application will be subject to the CAA Refund Policy.

### 3.10.2 Part-21 Design Organisations – initial approval application charges and annual charges

On making application to the CAA for a UK issued Part-21 approval for the investigations required by the CAA, the applicant shall pay to the CAA on application the charge specified in column 2 of table 14. A UK issued Part-21 Design Organisation Approval (DOA) or a UK issued Part-21 Alternative Procedure to DOA (ADOA), shall pay to the CAA on 1 April a charge computed as follows in respect of the oversight during the period to 31 March the following year.

**Table 14**

Approval Groups		Initial Charge	Annual Charge
Column 1		Column 2	Column 3
Part-21 DOA (categories):			
i)	Type certificates	£19,669	£12,887
ii)	Supplementary type certificates (STC) / major repairs	£19,669	£10,022
iii)	Minor changes / minor repairs	£9,833	£6,299
Part-21 ADOA Equipment approval		£9,833	£5,059

All table 14 charges are subject to excess charges at £286 per hour up to a maximum of £169,569 per year, or part of the year, in which the investigations are carried out. Excess charges are calculated by taking the number of hours incurred multiplied by £286 less the appropriate application charge specified in table 14. Excess hourly charges will be invoiced in arrears by the CAA to the applicant and payable on demand as set out in paragraph 4.5.

#### 3.10.2.2 Maintenance Review Board

On application for the approval or revision of a Maintenance Review Board report the applicant shall pay the CAA an initial fee of £14,318. If the total cost of the activity conducted by the CAA in relation to this application exceeds this initial application charge, then excess hourly charges will be levied on the applicant, in accordance with paragraph 4.5 below, but not exceeding £169,569 for any year, or part of the year, during which the activity is carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

### 3.10.3 BCAR approval transition charges

- a) When an application is made by a BCAR approval holder to transition an existing BCAR approval to a new approval type in accordance with the CAA notifications, following its structural review of the British Civil Airworthiness Requirements, the applicant shall pay to the CAA a charge of £65 per BCAR approval excluding the following transition specified in table 15 where the charge shall be £843 subject to b) below:

**Table 15**

From BCAR Chapter	To BCAR Chapter
A8-15(M3)	A8-25(C5)

- b) Where the BCAR approval holder holds a valid Part-M Subpart G or Part CAO approval with Continuing Airworthiness Management and Airworthiness Review privileges issued by the UK CAA, then the transition charge shall reduce to £65.

**NOTE 25:** The CAA shall advise industry of the duration of the transition periods through issue of periodic CAA Information Notices.

### 3.10.4 Approval variation charges

In respect of an application to the CAA for the variation of an approval of a person or organisation for the purposes of any provision of Part 4 of the Air Navigation Order (other than Article 33) or Part-21 (Subparts J, F or G), or Part-145 or Part M (Subpart G) or Part-CAMO or Part-CAO, for the investigations required by the CAA, the applicant shall pay to the CAA:

- a) subject to sub-paragraphs b) to j) below, a charge of £2,436 for any change to ratings, sites (Principal Place of Business, 2nd Sites or Line Stations), Privileges or significant changes which affect the approval or the charge specified in sub-paragraph m); or
- b) if the application is solely in respect of a BCAR M3 (A8-15) approval, a charge of £1,266; or
- c) where an application is made to add Part-M Subpart I privileges to an existing Part-M Subpart G approval, a charge of £2,436; or
- d) where an application is made for a Part-M Subpart G or Part CAMO approval holder to be given privileges to issue permits to fly under Part-21, a charge of £2,436; or
- e) Where an application is made for a Part-M Subpart G or Part CAMO approval to add an aircraft not exceeding 5,700kg, a charge of £1,266; or
- f) in the case of a Part-21 Subpart F approval, a charge of £1,220; or
- g) in the case of a Part-M Subpart F or Part-CAO approval, a charge of £1,266; or
- h) In the case of a Part-145 approval to add an A2, A3 or A4 aircraft rating group and/or to add a single aircraft type relating to an A2, A3 or A4 aircraft rating group which the organisation does not already hold, a charge of £1,266; or
- i) In the case of a Part-145 approval, or a combined Part-145 and Part-M Subpart F or Part-CAO approval, to add a privilege to carry out the airworthiness review and issue the corresponding ARC in respect of ELA1 aircraft not involved in commercial operations, a charge of £1,266; or
- j) In the case of a Part-145 or a Part-M Subpart F or Part-CAO approval to approve amendments made to maintenance programmes in respect of ELA2 aircraft not involved in commercial operations, a charge of £1,266; or

- k) in the case of a BCAR M2 approval (A8-24) or BCAR C5 approval (A8-25 CAMO), or BCAR M1 approval (A8-23) (where the A8-23 approval is held with a Part-145 approval), a charge of £1,266; or
- l) in the case where a person or approval rating that holds more than one approval applies to change its address at where the work relating to those approvals are carried out and where no other changes in respect of the approvals are made, the applicant shall pay to the CAA a single charge that relates to the approval type held attracting the highest variation application charge.
- m) if the total cost of the investigations exceeds the charge specified in subparagraphs a) to j) above, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5 but not exceeding £169,569 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

**NOTE 26:** No additions to a variation application can be made by the applicant once the CAA investigation has commenced. Variation applications are valid for 12 months from application date. Accordingly, where it has not been possible for the CAA investigation to commence, including additions or changes shown in an application within 12 months from receipt, a further application and fee shall be required for those additions or changes. Any refund due as a result of a lapsed variation application will be subject to the CAA Refund Policy.

### 3.10.5 Annual approval charges (including premium charges)

- a) i) Subject to sub-paragraphs ii) and iii) and paragraph b) below, the approval holder shall pay an annual continuation charge on 1 April of each year. The annual continuation charge shall be the highest annual charge shown in columns 3 – 5 of table 16 per approval group in which an approval is held plus a charge shown in column 6 relating to each additional approved site held.

The CAA will raise an invoice in respect of the annual continuation charge which shall be payable by the approval holder on demand. The annual continuation charge shall be calculated and invoiced according to the number of separate approvals held by the same approval holder name and shall be payable whether the approval is in force or under suspension.

Table 16 overleaf.

Table 16

Approval groups	Approval rating/aircraft weight subcategories	Primary site charge according to the value of activities pursuant to the approval			Additional site charge per site
		More than £2,250,000	£1,125,000 to £2,250,000	Less than £1,125,000	
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Part 21 Subpart G	Including A and/or B	£20,120	£9,833	£4,918	£4,918
	C and/or D only	£15,089	£4,918	£4,918	£4,918
Part-21 Subpart J	(See Para 3.10.2 above)	N/A	N/A	N/A	N/A
Part 145	A1, A3 (for Complex Motor-powered Aircraft), B1	£20,120	£9,833	£4,918	£4,918
	A2, A3 (for other than Complex Motor-powered Aircraft), A4, B2, B3, C or D	£4,918	£4,918	£4,918	£4,918
Part-CAMO	All ratings	£10,059	£9,833	£4,918	£4,918
Part-CAO	All ratings	£2,744	£2,744	£2,744	£1,935
BCAR	A8-21 (A6) and A8-21 (E6) combined or A8-22 (E5)	£9,833	£9,833	£4,918	£4,918
	A8-1 (A1), A8-2 (A2)	£4,918	£4,918	£4,918	£4,918
	A8-21 (A6), A8-3 (B1), A8-25 (C5), A8-21 (E6), A8-9 (F1), A8-23 (M1), A8-26 (S1)	£4,918	£4,918	£4,918	£4,918
	A8-24(M2), A8-15 (M3)	£2,744	£2,744	£2,744	£1,935
Any other approval		£4,918	£4,918	£4,918	£4,918

- ii) aa) The charge payable in respect of any approval shall be that specified in column 3 for table 16 unless the approval holder, by submitting a completed Certificate of Turnover Declaration (on CAA form FCS1501), satisfies the CAA on or before 28 February prior to the 1 April on which the charge is due that the value of activities undertaken in the relevant 12-month period is between £1,125,000 and £2,250,000 (inclusive) in which case the charge shall be that specified in Column 4 or value is less than £1,125,000 in which case the charge shall be that specified in column 5.
- bb) For the purposes of sub paragraph 3.10.5 a) ii) aa) 'the relevant 12-month period' is defined as the 12 months ended on 31 March in the

previous calendar year to when the charge applies. For example, where the charge arises on 1 April 2021 the relevant 12-month period is the 12 months ended 31 March 2020.

- cc) For the purpose of sub-paragraph 3.10.5, 'value of the activities undertaken pursuant to the approval' means the total consideration paid in respect of the sale, lease or rental or other disposal of any goods or the provision of any services which are the subject of reports made pursuant to the approval, but not including any value added tax payable thereon and not including the consideration paid in respect of the sale, lease or rental or other disposal of any aircraft where there is in force in respect of that aircraft a certificate of airworthiness granted under the Order and/or Part-21 and/or Part-145 and/or Part-M and/or Part-CAMO and/or Part-CAO.
- iii) Where a person holds an approval in more than one of the Groups specified in table 16, the holder of the approval shall pay to the CAA:
- aa) 100% of the total charge (including any applicable charge in respect of additional sites) specified in table 16 in respect of the Group which attracts the highest primary site charge; and
  - bb) 100% of the total charge (including any applicable charge in respect of additional sites) specified in table 16 in respect of each other Group within which an approval is held, except that if the value of activities in respect of the approvals falling within any such Group is less than £1,125,000 the charge for that Group shall be 25% of that total charge.
  - cc) No annual charge will be liable for the following BCAR approvals held under the following specific circumstances:
    - A) BCAR approval A8-3 (B1) or A8-23 (M1) or A8-24 (M2) or A8-15 (M3) if the approval holder also maintains a valid Part-145, or a Part-M Subpart F or Part-M Subpart G or Part-CAMO or Part-CAO approval;
    - B) BCAR approval A8-21 (A6) if the approval holder also maintains a valid Part-21 Subpart G approval;
    - C) BCAR approval A8-21 (E6) if the approval holder also maintains a valid Part-21 Subpart J approval;
    - D) BCAR approval A8-25 (C5) if the approval holder also maintains a valid Part-M Subpart G or Part-CAMO approval or Part-CAO approval
  - dd) Where a person has already held a BCAR approval E4 and/or M5 and transitioned to a BCAR A8-23 (M1) and/or A8-25 (C5), or has already held a BCAR approval A8-15 (M3) and transitioned to a BCAR A8-25 (C5), the approval holder shall pay to the CAA an annual charge of £2,744 for the main site and £1,935 for each additional site held.
- b) **Approval premium charges**

In respect of an approval for which a charge is payable under sub-paragraphs 3.10.4 a) i) – iii) above (whether or not that charge has been waived) and where the number of hours required by the CAA to oversee such an approval has exceeded 150 in each of the two years immediately prior to the year to which the charge relates, the holder of the approval shall pay to the CAA when invoiced by the CAA, in addition to the charge specified in sub-paragraphs 3.10.5 a) i) – iii) above:

- i) where the number of hours exceeded 150 in each of the two years but did not exceed 250 hours in both years, a charge of £11,365; or
  - ii) where the number of hours exceeded 250 in each of the two years but did not exceed 350 hours in both years, a charge of £40,522; or
  - iii) where the number of hours exceeded 350 in each of the two years but did not exceed 450 hours in both years, a charge of £68,893; or
  - iv) where the number of hours exceeded 450 in each of the two years but did not exceed 550 hours in both years, a charge of £97,280; or
  - v) where the number of hours exceeded 550 in each of the two years, a charge of £126,499.
- c) **Other approval charges**
- i) In respect of the investigations required or performed by the CAA for the purposes of satisfying itself that such an approval or approvals should remain in force following a major structural and/or managerial change, the holder of the approval or approvals shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £169,569 for any year, or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge;
  - ii) In respect of an application for the issue of revised UK approval documents of approval or approvals following a change of name of the approved person, the holder of the approval or authorisation or approvals or authorisations shall pay to the CAA a charge of £153;
  - iii) In respect of the investigation performed by the CAA in conjunction with the competent authority of an Other State for an approval of a facility located in the UK administered by that Other State, the charge under paragraphs 3.10.1, 3.10.2, 3.10.4 or 3.10.5, as applicable, will be payable;
 

provided that where a charge is payable under paragraphs 3.10.1, 3.10.2, 3.10.4 or 3.10.5 c) i), c) ii) or c) (iv), no charge shall be payable under this subparagraph. No charge shall be levied where the applicant applies for the removal of sites or aircraft types where no CAA investigation is required.

### 3.10.6 **Bilateral Agreements and Working Arrangements (BA/WA) – Approved Maintenance Organisations**

The Bilateral Agreements (BA) between the UK and partner States or Working Arrangements (WA) between the CAA and another state's NAA requires the transfer of oversight of the associated Approval Certificates held by Part 145 approved organisations from the state NAA to the UK CAA. A transfer or initial approval will only be transferred/granted when the applicant also holds a UK CAA issued Part 145 approval.

The following charges shall be payable in such cases by the applicant:

- a) On making application to transfer the oversight activities of BAWA approval to the CAA, the applicant shall pay to the CAA the relevant charge as specified in column 3 of table 17.
- b) On making application for an initial BAWA approval, the applicant shall pay to the CAA the relevant charge as specified in column 4 of table 17.
- c) On making application for a variation to a BAWA approval, the applicant shall pay the relevant charge to the CAA as specified in column 5 of table 17.

- d) The approval holder shall pay an annual continuation charge on 1 April, relating to the charge as specified in columns 6 and 7 of table 17. The CAA will raise an invoice in respect of the annual continuation charge payable by the approval holder on demand by the approval holder.
- e) Any application for an initial, or variation to a BA/WA approval will require an update to the Part-145 approval held by the applicant. The appropriate charge as specified in columns 4 or 5 of table 17 is in addition to the initial or variation charge payable in respect of the Part-145 approval.
- f) If the number of hours taken by the CAA to carry out its investigations in relation to either b) or c) above where the application exceeds the specific cost as derived from column 4 or 5 of table 17, the applicant must pay an excess hourly charge. The CAA shall determine the excess hourly charge by taking the total number of hours taken by the CAA to complete the required investigations in relation to the application and deducting, relating to the application made, the relevant hours as quoted in table 17 and multiplying the resultant number of hours by the appropriate hourly charge, see paragraph 4.5, but not exceeding £60,065 for any year or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge. The balance for the excess hourly charge (total hourly charge less initial charge already paid) is payable by the applicant on demand by the CAA by invoice to the applicant.

**Table 17 – Part 145 Bilateral and Working Agreement Charges Table**

<b>Part-145 Ratings</b>	<b>Classification</b>	<b>Transition</b>	<b>Initial</b>	<b>Variation</b>	<b>Annual - Primary Site</b>	<b>Annual - Additional Site</b>	<b>Renewal (NOTE 29)</b>
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Including A1/A3/B1	BA/WA <sup>2</sup> where the other state issues an approval number	£4,582	£4,582	£1,576	£1,576	£1,179	N/A
Including A1/A3/B1	BA/WA where a UK Part 145 is provided a privilege to an existing UK approval	£2,291	£2,291	£716	£1,179	£572	N/A
Including A1/A3/B1	BA/WA where the CAA provides a UK approval number for an organisation located in the other state	N/A	£1,200	£153	£716	N/A	£1,432
Excluding A1/A3/B1	BA/WA where the other state issues an approval number	£3,437	£3,437	£1,179	£1,179	£859	N/A
Excluding A1/A3/B1	BA/WA where UK Part 145 is provided a privilege to an existing UK approval	£1,717	£1,717	£716	£716	£430	N/A
Excluding A1/A3/B1	BA/WA where the CAA provides a UK approval number for an organisation	N/A	£1,200	£153	£716	N/A	£1,432

<sup>2</sup> Bilateral Agreements (BA) / Working Arrangement (WA)

Part-145 Ratings	Classification	Transition	Initial	Variation	Annual - Primary Site	Annual - Additional Site	Renewal (NOTE 29)
	located in the another state						

**NOTE 27:** Based on whether an approval under the BA/WA with the UK is held by the organisation.

**NOTE 28:** Assessed independently and related to the status of each site. Only the additional sites approved for activity under the BA/WA with the UK are subject to the annual continuation charge.

**NOTE 29:** Applies only for organisations located in the United States of America holding UK Part 145 approvals under applicable Bilateral Agreements (BA) and Working Arrangements (WA). Renewal fees for these organisations will be applied on a biennial basis, charged at the point of renewal.

### 3.10.7 Part-ML Licensed Engineer

Where a Part-66 licensed engineer holder makes application to the CAA to be granted under Part-ML the privilege to carry out airworthiness reviews and to issue airworthiness review certificates relating to ELA1 and/or ELA2 aircraft or on making application to renewal such privileges, the applicant shall pay to the CAA a charge of £1,266.

Where Independent Certifying Staff (ICS) are based outside the United Kingdom, any oversight activity conducted by the Civil Aviation Authority, including audits, inspections, or compliance visits, will be subject to a charge, as set out in section 4.4 of this scheme

### 3.10.8 Welder's Approval Certificate

Where an application is made to the CAA for the initial issue or renewal of a Welder's Approval Certificate under BCAR A8-10, the applicant shall pay to the CAA a charge of £159 per certificate.

### 3.10.9 Flight Release Authorisation

Where an application is made from a person to be granted a Flight Release Authorisation that will allow the applicant to issue Permit Flight Release Certificates and/ or Permit Maintenance Releases under paragraphs 7.4 b) and 12.5 b) of BCAR Chapter A3-7, the applicant shall pay to the CAA the relevant charge as specified in table 18.

Table 18 overleaf.

**Table 18**

<b>Application type</b>	<b>Charge</b>
Initial grant of a Flight Release Authorisation where the applicant is:	
i) a holder of an appropriate category Part-66 or BCAR aircraft maintenance engineer's licence, which is current, valid and has been granted in the UK	£572
ii) a permit aircraft pilot/owner who has demonstrated to the CAA their competence to carry out such maintenance on the aircraft under application (see Notes below)	£572
iii) any other person.	£1,430
Variation of authorisation to add new aircraft types, in respect of applications from permit aircraft pilot/owners or from UK-issued aircraft maintenance engineer's licence holders	£192
Variation of authorisation for a minor one-off task on a new aircraft type not previously authorised	£192
Variation of authorisation to add new aircraft types, excluding applications from permit aircraft pilot/owners or from UK-issued aircraft maintenance engineer's licence holders	£572
Renewal of pilot/owner, Part-66 or BCAR aircraft maintenance engineer's licence authorisation	£286
Renewal of authorisation other than from permit aircraft pilot/owners or from UK-issued aircraft maintenance engineer's licence holders	£572

**NOTE 30:** The Flight Release Authorisation is only required for tasks that are outside the scope of Pilot / Owner maintenance as detailed in Appendix 2 to BCAR A3-7.

**NOTE 31:** The pilot / owner is responsible for demonstrating their competence to carry out such maintenance at the time of application.

**NOTE 32:** The authorisation is limited to aircraft for which the applicant is the Registered Owner.

### 3.11 Approval of aircraft maintenance schedules or programmes

- a) Subject to sub-paragraph 3.11 d), on making an application for the approval of an aircraft maintenance schedule or programme directly to the CAA which is based on, or different to, the aircraft manufacturer's recommended schedule or programme, the applicant shall pay to the CAA a charge of £1,046.
- b) Subject to sub-paragraph 3.11 d), on making an application directly to the CAA for the approval of an amendment to the technical content of a maintenance schedule or programme, the applicant shall pay to the CAA a charge of £836.
- c) Where an amendment is made to a maintenance schedule or programme to only add or remove aircraft registration marks and no other change to the technical content of the schedule or programme is made, the applicant shall pay to the CAA a charge of £96.
- d) No charge shall be payable if the application made under sub-paragraphs 3.11 a) or b) or c) is supported by an organisation holding a BCAR A8-25 or UK CAA issued Part M Subpart G or Part-CAMO approval or concerning amendments made in accordance with A6-1 paragraph 5.3 or Part-M M.A.302(c).
- e) If the total cost of the investigations exceeds the charge specified in paragraph 3.11 a) or b) above, the applicant shall pay a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £60,065 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

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

On making an application to notify the CAA of a change in the operational maximum weight of a Part 21 or non-Part 21 aircraft of 15,000 kg or above, the applicant shall pay to the CAA an annual charge and renewable annually thereafter of £162 per aircraft. This charge shall permit the applicant to notify the CAA, and for subsequent publication of this data on the CAA web site for aircraft registrations, of any amendments to the specific aircraft maximum weight required throughout the 12-month period to which the annual charge relates.

**3.13 Exemptions under Article 71 Regulation UK (EU) Regulation 2018/1139 or under the Air Navigation Order**

Where the aircraft owner or operator makes an application to the CAA for an exemption, in accordance with the provisions of Article 71 of UK (EU) Regulation 2018/1139 or article 266 of the Order, the applicant shall pay to the CAA a charge of £1,143.

## **4 OTHER CHARGES AND RELATED ITEMS**

### **4.1 Information relating to occurrence reports**

On making a request for the CAA to provide an ad hoc report relating to reports of reportable occurrences, or a summary thereof, the requestor shall pay to the CAA a charge agreed on the basis of the CAA's estimated number of hours to complete the report at a rate of £125 per hour.

### **4.2 Copies of documents**

On applying to the CAA for a copy or replacement document the applicant shall pay to the CAA:

- a) in the case of a copy or replacement of a flight manual or performance schedule in respect of aircraft types for which the CAA has accepted type design responsibility:
  - i) for a document applicable to an aircraft, having a maximum weight not exceeding 2,730 kg, a charge of £252;
  - ii) for a document applicable to an aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 5,700 kg, a charge of £506;
  - iii) for a document applicable to an aircraft, having a maximum weight exceeding 5,700 kg, a charge of £757;
- b) in the case of a copy or replacement of a permit to fly, or a certificate of airworthiness, or a certificate of approval of a person, or a certificate of approval of aircraft radio installation, or a noise certificate, a charge of £65;
- c) in the case of a copy or replacement of a document issued under Part-21 Subpart G, Part-145, Part-M Subpart F or G, Part-CAMO, Part-CAO or Part-ML, a charge of £65;
- d) in the case of a copy or replacement of any other document a charge of £42.

### **4.3 Alternative means of compliance**

#### **4.3.1 Alternative means of compliance – AltMOC**

When making an application for the CAA to review an alternative means of compliance (AltMOC) for an organisation or individual that would still allow the establishment of compliance with Parts M, 21 or 145, the applicant shall pay to the CAA a charge of £694. Should the CAA review exceed three hours, the applicant shall pay to the CAA additional charges of £247 per hour for each of the excess hours expended by the CAA in dealing with the application or part thereof. These additional charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £14,437 in any year or part of a year in which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge. The charge is payable on demand.

#### **4.3.2 Alternative means of compliance – AMOC to AD**

When making an application for the CAA to review an airworthiness directive (AD) for an alternative means of compliance (AMOC), the applicant shall pay to the CAA a charge of £1,145. Should the CAA review exceed four hours, the applicant shall pay to the CAA additional charges of £286 per hour for each of the excess hours expended by the CAA in dealing with the application or part thereof. These additional charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £14,326 in any year or part of a year in which the

investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge. The charge is payable on demand.

#### 4.4 **Additional charge where functions are performed outside of the United Kingdom**

An additional charge will be payable where, in connection with any function in respect of which a charge is specified in this Scheme, the CAA deems it necessary for a Member or employee of the CAA or any other person appointed to act on behalf of the CAA to travel outside the country in which such person is normally stationed.

The applicant or holder shall pay 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, a maximum of £73,082 per function in respect of which a charge is specified in this Scheme, during which each such Member or employee or any other person appointed to act on behalf of the CAA is absent from the country in which he is normally stationed. The charge is payable on demand.

For the purpose of this section the United Kingdom, the Isle of Man and the Channel Islands shall be treated as one country.

**NOTE 33:** The additional charge shall include overseas travel time for which the appropriate rates can be found on the [CAA UK Official Record Series 5 web page](#).

#### 4.5 **Calculation of the cost of investigations**

4.5.1 For the purposes of charge in this Scheme which are subject to an excess hourly charges, the CAA shall determine the expense incurred by it in making any of the investigations there referred to by taking the total number of hours required to complete the investigations and multiplying that number:

- a) in the case of investigations relating to an aircraft, the maximum weight of which does not exceed 2,730 kg, by £192;
- b) in the case of investigations relating to equipment installed or carried, or in the opinion of the CAA primarily intended to be installed, in aircraft the maximum weight of which does not exceed 2,730 kg, by £192;
- c) in the case of investigations relating to aircraft maintenance schedules or programmes, by £192;
- d) in the case of investigations relating to any other aircraft or any other equipment, by £286;
- e) in the case of investigations relating to the approval of persons and organisations, by £286.

4.5.2 In the case of investigations where part of an hour has been spent, the hourly charge shall be apportioned pro rata for that part hour.

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

4.5.4 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.

#### 4.6 **Time at which charges are to be paid and deposits**

Except as otherwise provided in this Scheme, all charges specified shall be payable upon application being made for the certificate, licence, other document or approval, as the case may be, provided that where there is provision for an additional charge if the costs incurred by the CAA in investigating the application exceed the initial charge and the amount of the charge depends on the time spent or total cost or expense incurred by the CAA:

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

All CAA invoices raised under this Scheme shall be payable on demand.

#### 4.7 **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.

## 5 DEFINITIONS

### 5.1 For the purposes of this Scheme:

- a) 'The Air Navigation (Environmental Standards for non-Part 21 Aircraft) Order' means the Air Navigation (Environmental Standards for non-Part 21 Aircraft) Order 2008 and any reference to that Order shall, if that Order be amended or revoked, be taken to be a reference to any amended Order and any replacement legislation of that Order for the time being in force;
- b) 'Aircraft Type Certificate' means a certificate issued by the CAA indicating that the type of aircraft to which the certificate refers is acceptable for airworthiness certification;
- c) An 'appropriately CAA-approved organisation' means an organisation that is CAA approved to recommend to the CAA for the issue of a national certificate of airworthiness and/or, when the CAA so directs, the issue of, or to recommend to CAA the issue of, a national ARC;
- d) 'ARC' means an airworthiness review certificate issued in accordance with Part-21 or Part-M (see also definition 5.1 r));
- e) 'BCAR' means the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- f) 'CAA' means the Civil Aviation Authority;
- g) 'Certificate of airworthiness for export' means a certificate issued by the CAA certifying that the aircraft to which the certificate refers has been examined and is considered airworthy in accordance with any special requirements notified by the importing country;
- h) 'Certificate of turnover declaration' means a declaration made on CAA form FCS1501 by the holder of an approval within a group mentioned in column 1 of table 16 ("approval holder") to the CAA to claim a reduction in the associated annual charge under table 16 above which may be applicable due to low turnover;
- i) 'Chapter' means the relevant Chapter of the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- j) A 'Part 21 aircraft' is an aircraft subject to regulation of airworthiness under UK Regulation (EU) 2018/1139, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018;
- k) An 'ELA1' aircraft is as defined in article 2 of Commission UK Regulation (EU) No 1321/2014 of 26 November 2014, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018;
- l) An 'ELA2' aircraft is as defined in article 2 of Commission UK Regulation (EU) No 1321/2014 of 26 November 2014, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018;
- m) 'Maximum weight' in relation to an aircraft means:
 

In relation to an application for a certificate of airworthiness for an aircraft, the maximum take-off mass (MTOM) of the aircraft is the maximum total mass and its contents at which the aircraft may take-off anywhere in the world in the most favourable circumstances in accordance with the CAA approved or accepted Type Certificate Data Sheet in force in respect of the aircraft type, or

In relation to an application for a permit to fly for an aircraft not qualifying for a certificate of airworthiness, the maximum take-off mass means the maximum design weight or mass specified in the application for the permit to fly for which the aircraft has or will be certified, as the case may be;

- n) 'Minor modification' means a modification which, in the opinion of the CAA, will not require an investigation exceeding one hour;
- o) 'NAA' means National Aviation Authority;
- p) 'National ARC' means an airworthiness review certificate issued under the Order;
- q) 'Noise type certificate' means a certificate issued by the CAA indicating that the type of aircraft to which the certificate refers is acceptable for noise certification;
- r) 'The Order' means the Air Navigation Order 2016 (as amended) and any reference to an Article or Part of that Order shall, if that Order be amended or revoked, be taken to be a reference to the corresponding provisions of the Air Navigation Order for the time being in force;
- s) 'Part-21' means Annex I so entitled to Commission UK Regulation (EU) No. 748/2012 of 3 August 2012 (as amended), as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act;
- t) 'Part-145' means Annex II so entitled to Commission UK Regulation (EU) No. 1321/2014 of 26 November 2014 (as amended), as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018;
- u) 'Part-CAMO' means the Annex (so entitled) to Commission UK Regulation (EU) No 1321/2014 of 26 November 2014, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018,;
- 'Part-CAO' means the Annex (so entitled) to Commission UK Regulation (EU) No 1321/2014 of 26 November 2014, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018,;
- 'Part-ML' means the Annex (so entitled) to Commission UK Regulation (EU) No 1321/2014 of 26 November 2014, as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018;
- v) A 'permanent permit to fly' is one where a certificate of airworthiness or restricted category certificate of airworthiness may not be appropriate for an individual aircraft or aircraft type when the CAA agrees that it is not practicable to comply with the normal continued airworthiness requirements and that the aircraft is to a design standard that is demonstrated to be capable of safe flight under defined conditions;
- w) 'Prototype aircraft' means an aircraft (including a variant) which is not a series aircraft;
- x) 'Series aircraft' means an aircraft which, in the opinion of the CAA, is identical in all matters affecting airworthiness to another aircraft in respect of which a certificate of airworthiness has been issued under the Order;
- y) 'Special Circumstances' means an application referred to in paragraph 3.10.1 which is made in circumstances where the CAA considers that it has sufficient prior knowledge and experience of the applicant to be satisfied with the applicant's competence, without carrying out in full the investigations contemplated by paragraph 3.10.1;
- z) A 'temporary permit to fly' is a fixed-term airworthiness certificate which allows an UK type aircraft to legally fly when the Certificate of Airworthiness has been temporarily invalidated;
- aa) 'Part M' means Annex I so entitled to Commission UK Regulation (EU) No. 1321/2014 of 26 November 2014 (as amended), as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018;
- ab) All references to European Union laws contained within this Scheme are to those laws as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018.

- ac) With regards to the type certificate annual charge as detailed in paragraph 3.1.6, a UK Product is determined by the CAA being the certifying authority of the associated type certificate. A Non-UK Product is determined by the CAA being the validating authority of the associated type certificate.

All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order, Part-21, Part-145, Part-M, Part-CAMO, Part-CAO or Part-ML as appropriate.

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(This note is not part of the Scheme.)

Reference to the CAA Refund Policy may be made at [www.caa.co.uk/ors5](http://www.caa.co.uk/ors5)

The latest version of this document is available in electronic format at [www.caa.co.uk/ors5](http://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.