



Proposed Changes to CAA Scheme of Charges

Aviation Security Scheme Enclosure

1 INTRODUCTION

- 1.1 Details of revisions proposed to apply from 1 April 2018 are shown in red within this Enclosure. Current charges are shown in brackets where direct comparison is possible. Where no change to a price is proposed then the current charge will only be shown.

2 CHARGES INDEX

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

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3 CHARGES FOR AERODROMES

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

Where the manager of an aerodrome requests the CAA to provide advice and assistance in connection with becoming a directed party under any direction served on him by the Secretary of State under Part 2 of the Act a charge of **£166** (£162) per hour shall be payable by the aerodrome in respect of each hour of work carried out by the CAA pursuant to the request.

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

3.2 Variable charge

3.2.1 Subject to paragraphs 3.2.2 and 3.2.3, variable charges are payable by each aerodrome for each month or part month during which the manager of that aerodrome is directed by the Secretary of State under Part 2 of the Act. The variable charge is calculated by multiplying the total number of departing passengers at that aerodrome by the amount shown in Table 1. The CAA will invoice the aerodrome on a monthly basis one month in arrears in respect of charges payable under this paragraph.

Table 1:

Amount per departing passenger
5.4 (5.3) pence

3.2.2 (Amended)

No variable charge is payable where in the twelve months ending on 31 March **2017** the total number of departing passengers at an aerodrome did not exceed 100,000.

The CAA will invoice the aerodrome operator on a monthly basis one month in arrears in respect of charges payable under this paragraph.

3.3 Development of an existing aerodrome

Where the CAA provides advice and assistance to an aerodrome in respect of any proposed changes to the security restricted areas of that aerodrome a charge of **£166** (£162) per hour shall be payable by the aerodrome in respect of each hour of work carried out by the CAA.

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

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

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

Where an application is made:

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

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

The charges specified in Lines 1 to 4 of Table 2 are calculated at an hourly rate of **£166** (£162) per hour. Where the time required by the CAA to consider an application exceeds the number of standard hours specified in Column 3 of Table 2 excess hourly charges at the rate of **£166** (£162) per hour shall be payable by the applicant and will be invoiced in arrears by the CAA to the applicant.

Table 2:

Line	Category	Charge	Standard hours
	Column 1	Column 2	Column 3
1	Regulated agent – screener of cargo Application	£1,494 (£1,458)	9
2	Regulated agent – screener of cargo Approval of an additional site	£1,494 (£1,458)	9
3	Regulated agent – non-screener of cargo Application	£498 (£486)	3
4	Regulated agent – non-screener of cargo Approval of an additional site	£498 (£486)	3
5	Known Consignor Application	£208 (£203)	N/A
6	Known Consignor Approval for an additional site	£208 (£203)	N/A

4.2 Regulated Agent or Known Consignor annual charge

4.2.1 A Regulated Agent shall pay to the CAA each year the charge specified in column 2 of Table 3 in respect of each CAA approved site in existence on 1 April in that year. The CAA will invoice each Regulated Agent at the beginning of the financial year to which the charge relates in respect of the charge payable under this paragraph.

4.2.2 A CAA-approved Known Consignor, upon making an application to revalidate the CAA approval as from the anniversary date of the original approval, shall pay to the CAA, for the main site and for each additional site, the charges as specified in Column 2 of Table 3. The Known Consignor must submit the revalidation application to the CAA together with payment of the correct charge on or before the applicable anniversary date.

Table 3:

Category	Per site charge
Column 1	Column 2
Regulated agent – screener of cargo	£4,353 (£4,243)
Regulated agent - non-screener of cargo	£926 (£903)
Known Consignor	£208 (£203)

Note 1: With regard to Table 3, the annual charge applicable on 1 April each year will relate to the status of the Regulated Agent (screener or non-screener) as at 1 April each year. The annual charge payable will then be applicable for the 12-month period regardless of any subsequent change in Regulated Agent screener / non-screener status that may occur during that 12-month period.

5 CHARGES FOR REGULATED SUPPLIERS OF IN-FLIGHT SUPPLIES

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

Where an application is made to become a regulated supplier of in-flight supplies or to seek approval for an additional site to be operated by a regulated supplier of in-flight supplies, the applicant shall pay to the CAA a charge of **£1,328** (£1,296).

The charge specified above is calculated at an hourly rate of **£166** (£162) per hour. Where the time required by the CAA to consider and process the application exceeds 8 hours, excess hourly charges at the rate of **£166** (£162) per hour shall be payable by the applicant and will be invoiced in arrears by the CAA to the applicant.

5.2 In-Flight Supplies Provider annual charge

A regulated supplier of in-flight supplies shall pay to the CAA on 1 April each year a charge specified in Column 3 of Table 4 in respect of the charge category determined by the CAA as being appropriate to the in-flight supplies provider.

Table 4

Charge Category	Category Description	Annual Continuation Charge
Col 1	Column 2	Column 3
Super A	Super site	£6,424 (£6,260)
A	Large site	£4,818 (£4,695)
B	Medium site	£3,212 (£3,130)
C	Small site	£1,606 (£1,565)

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

Table 5

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

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

6 PAYMENT TERMS

All CAA invoices raised under this Scheme are payable on demand.

7 DEFINITIONS

7.1 For the purpose of this Scheme:

- a) 'Act' means the Aviation Security Act 1982 (as amended as at the date of this Scheme).
- b) 'Aerodrome' has the same meaning as in section 38(1) of the Act.
- c) 'Cargo' has the same meaning as in Regulation (EC) 300/2008 and means any property intended for carriage on an aircraft, other than baggage, mail, air carrier mail, air carrier materials and in-flight supplies.
- d) 'Departing passenger' means a passenger departing from an airport on a flight but does not include a passenger who arrives at and departs from the airport on the same aircraft as part of the same journey. EU Regulation 185/2010 means Council Regulation (EU) No 185/2010 of 4 March 2010 laying down detailed measures for the implementation of common basic standards on aviation security.
- e) 'EU Regulation 185/2010 as for 'Departing passenger' above means Council Regulation (EU) No 185/2010 of 4 March 2010 laying down detailed measures for the implementation of common basic standards an aviation security.

- f) 'Known Consignor' has the same meaning as in Regulation (EC) 300/2008 and means a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of cargo or mail on any aircraft.
- g) 'Mail' has the same meaning as in Regulation (EC) 300/2008 and means dispatches of correspondence and other items, other than air carrier mail (as such term defined in regulation (EC) 300/2008), tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union.
- h) 'Manager' has the same meaning as in section 38(1) of the Act.
- i) 'Regulated Agent', has the same meaning as in Regulation (EC) 300/2008 and refers to an air carrier, agent, freight forwarder or any other entity (as also defined in that Regulation) who ensures security controls in respect of cargo or mail.
- j) 'Regulation (EC) 300/2008' means Regulation (EC) No.300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002.
- k) A 'Screener' is an entity that conducts any of the following practices in respect of screening cargo by the application of technical or other means which are intended to identify and/or detect prohibited articles using any of the following methods:
- X-ray Detection
 - Explosive Trace Detection (ETD)
 - Explosive Detection Dogs (EDD) (Remote Exclusive Scent Tracing (REST) and Free Running Dogs (FRD))
 - Explosive Detection System (EDS)
 - Metal Detection Equipment (MDE)
- l) 'Regulated supplier of in-flight supplies' has the same meaning as in EU Regulation 185/2010 and means a supplier whose procedures meet common security rules and standards sufficient to allow delivery of in-flight supplies directly to aircraft.
- m) 'Vetting' is the systematic process of investigation followed in determining a person's security competence.

8 **COMMENCEMENT (Amended)**

This Scheme will come into operation on 1 April 2018.