



Proposed Changes to CAA Scheme of Charges

General Aviation 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

3.1 Flying displays (Amended)

On making an application for the grant of a Permission to organise a flying display as required under Article 86 of the Order ("Article 86 Permission"), the applicant shall pay to the CAA, a Basic Application charge of the amount specified in Column 2 of Table 1 according to the number of display items applied for as set out in Column 1 of Table 1. Following the conclusion of the event, the applicant for the permission shall pay the CAA a Post Event Charge, as set out in Table 2, where the actual flying display event that took place on a specific day exceeds 6 display items.

Table 1 – Basic application charge

| Number of Display Items | Full Charge | Discounted Charge (1 – 15 Days) | Discounted Charge (16 – 30 Days) |
|-------------------------|-----------------|---------------------------------|----------------------------------|
| Column 1 | Column 2 | Column 3 | Column 4 |
| 1 – 3 | £390 (£380) | £98 (£95) | £195 (£190) |
| 4 – 6 | £934 (£910) | £234 (£228) | £467 (£455) |
| 7 – 12 | £1,406 (£1,370) | £352 (£343) | £703 (£685) |
| 13 – 18 | £2,107 (£2,054) | £527 (£514) | £1,054 (£1,027) |
| 19 – 24 | £3,117 (£3,038) | £779 (£760) | £1,559 (£1,519) |
| 25 – 30 | £4,207 (£4,100) | £1,052 (£1,025) | £2,104 (£2,050) |
| 31 or more | £5,612 (£5,470) | £1,403 (£1,368) | £2,806 (£2,735) |

Provided that:

- a) Where an application is made by the same event organiser for a permission or permissions in respect of more than one flying display event in a flying display season which is to take place at the same location, the applicant shall pay to the CAA:
 - i) in respect of **each** flying display **application**, the charge specified in Column 2 will relate to the display day, within that application, that attracts the highest number of display items. Where there is more than one display day attracting the same highest number of display items then the charge specified in Column 2 will attach to the earliest display date;
 - ii) the charge specified in Column 3 of Table 1 if the **display date** is to take place within fifteen days of the **Column 2 charge determined in i) above**;
 - iii) the charge specified in Column 4 of Table 1 if the **display date** is to take place within thirty days of the **Column 2 charge determined in i) above**.
 if the **Column 2 charge determined in i) above** is more than 30 days after the first display date quoted in the application, then that first display date will also attract a **Column 2 charge** and ii) and iii) above will apply to the remaining non **Column 2 charge** display dates.
all subsequent application forms received for the same display season will be assessed and charged on the basis of a) above.
- b) In addition to a) above, in respect of each flying display season, where any application is made for a permission or permissions in respect of more than one flying display event within that flying display season being at the same location and made by the same Event Organiser, the total charge to be paid by the applicant to the CAA shall be calculated in respect of each display **day** in accordance with Column 2, 3 or 4 of Table 1 but reduced by 10% for all dates excepting the **display dates attracting a charge specified in Table 1 Column 2** in

that flying display season.

The event organiser shall pay to the CAA a charge in accordance with Table 2 as invoiced by the CAA and payable on demand.

Table 2 – Post Event Charge per day (Amended)

| Number of Display Items | Charge |
|-------------------------|-------------------|
| Column 1 | Column 2 |
| 1 – 3 | N/A |
| 4 – 6 | N/A |
| 7 – 12 | £515 (£379) |
| 13 – 18 | £927 (£682) |
| 19 – 24 | £4,120 (£3,030) |
| 25 – 30 | £10,300 (£7,575) |
| 31 or more | £15,450 (£11,363) |

Provided that:

- c) In respect of each day that a flying display took place under an Article 86 Permission, the Event Organiser must declare to the CAA within 10 days of that event the actual number of flying display items that took place.
- d) If a declaration has not been received within 10 working days of the event taking place, the CAA will invoice the Event Organiser the appropriate Post Event Charge on the basis of the details contained within the Article 86 Permission that relates to that event date.
- x) Where an air display is held for charitable purposes that meets the following criteria, the event organiser will pay one Post Event Charge, regardless of the number of display days quoted on the single application form, based on the display day which attracted the highest number of display items. The charity event criteria are:
 - i) the event organiser has declared on the application form that that the air display event will be held in respect of a charity or charities – the charity name(s) to be quoted on the application form together with the UK Registered Charity number(s);
 - ii) the event organiser has declared on the application form that at least 50% of the income derived from ticket sales and/or from Council funding, plus at least 80% of donations received, will be given to the named charity / charities;
 - iii) proof of such donations given to the named charity / charities must be independently audited by a qualified auditor and given to the CAA within three months from the date of the charitable event;
 - iv) if the audited proof of monies given to the named charity / charities does not satisfy the criteria x) i) – iii) above, then the Post Event Charge will immediately become liable for each display day stated in the application provided the number of display items in respect of a display day exceeded 6.
- y) Where a UK Registered Charity submits an air display application, the event organiser will pay one Post Event Charge which is based on the display day quoted within that application that attracted the highest number of display items.

3.2 Pilot display authorisations

On making an application for the grant of:

- a) a pilot display authorisation issued under Article 86 of the Order, the applicant shall pay to the CAA a charge of **£310** (£302);
- b) a variation to an existing pilot display authorisation, the applicant shall pay to the CAA a charge of **£135** (£132); and
- c) an exemption from the need to hold a pilot display authorisation, the applicant shall pay to the CAA a charge of **£233** (£227).

NOTE 1: Sub-paragraphs 3.2 a), b) and c) above are applicable to an individual pilot.

3.3 Model Aircraft Public Display Permission

On making an application for the grant of a Permission to organise a flying display of unmanned, model aircraft having a mass greater than 20 kg without its fuel (Zero Fuel Weight (ZFW)) as required under Article 86 of the Order, the applicant shall pay to the CAA a charge as specified in Table A.

Table 3

| Ref | Application | Charge |
|-----|--|--------------------|
| a) | For the first public display date on the application | £117 (£114) |
| b) | For all subsequent consecutive dates, per day | £58 (£57) |

3.4 Exemption to fly a Model Aircraft >20kg ZFW

On making an application for the grant or renewal of an exemption under Article 266 of the Order to fly an unmanned model aircraft having a mass greater than 20 kg ZFW, the applicant shall pay to the CAA a charge of **£58** (£57).

3.5 Exemptions in relation to dropping of articles

- a) Subject to sub-paragraph b), on making an application for an exemption from Article 89 of the Order, the charges referred to in Table 4 shall be payable to the CAA:

Table 4:

| Ref | Type of Exemption | | Charge |
|-----|--|---|-----------------------|
| 1 | Dropping of articles as part of an aircraft race or contest | In respect of each application for a single event (regardless of the number of aircraft involved) | £117 (£114) |
| | | In respect of each application for a single flight attending more than one event | £234 (£228) |
| 2 | Dropping of balloon competition markers | | £117 (£114) |
| 3 | Towing, picking up, raising and lowering or dropping of articles by helicopters in an aircraft race or contest, a flying display or other special event. | | £117 (£114) |

- b) Where application is made for an exemption for the purpose of dropping flower petals at a remembrance ceremony only, or for the scattering of ashes, no charge

3.6 Exemptions and permissions in relation to low flying

- a) On making an application for a permission in respect of any flight referred to in Column 2 of Table 5, the applicant shall pay to the CAA the charge referred to in Column 5 (according to the number of required locations in Column 4, where relevant).

Table 5 :

| Ref. | Type of Exemption | Circumstances of Flight | Number of required locations | Charge |
|--------|--|--|---|----------------|
| Col. 1 | Column 2 | Column 3 | Column 4 | Col. 5 |
| 1 | For a permission under SERA.5005(f)(1) (flight below 1,000 feet above the highest fixed object within 600 metres of the aircraft) in respect of any flight which is: [see Column 3] | part of or connected with an aircraft race or contest, a flying display or other special Event; or a take off by a manned balloon in a congested area. | In respect of applications where the number of locations is three or less | £234 (£228) |
| | | | In respect of applications where the number of locations is four or more | £468 (£456) |
| 2 | For a permission under SERA.5005(f)(2) (flight closer than 500 feet to any person, vessel, vehicle or structure) in respect of an aircraft race or contest, a flying display, filming of an aircraft, air to ground photography or other special event or a long term exemption for the purposes of display practice | where three or less aircraft or Display Items are participating; | N/A | £234 (£228) |
| | | where four or more aircraft or Display Items are participating | N/A | £468 (£456) |
| 3 | For a permission under SERA in respect of an aerial work flight or specialised operation where the aircraft is operated other than by the holder of an air operator certificate or aerial application certificate | N/A | N/A | £234 (£224) |

3.7 Exemptions in relation to overtaking

On making an application for an exemption from SERA.3210(c)(3) (the overtaking rule) in respect of an aircraft race or contest, the applicant shall pay to the CAA a charge of £117 (£114).

3.8 Exemptions in relation to landing whilst the runway is occupied

On making an application for an exemption from Rule 10 of the Rules of the Air Regulations 2015 (landing and take-off) to allow landings when the runway is not clear of aircraft, the applicant shall pay to the CAA a charge of £117 (£114).

NOTE 2: Table 4 Refs. 2 and 3 and paragraphs 3.6, 3.7 and 3.8 are applicable to individual aircraft or to a number of aircraft at a specific event.

3.9 Exemption and permission in relation to speed limitation

On making an application for an exemption from Rule 22 of the Rules of the Air Regulations 2015 and permission under SERA.6001 in respect of a flight in excess of 250 knots below 10,000 feet, the applicant shall pay to the CAA:

- a) in the case of an application in respect of a single aircraft, a charge of **£117** (£114); or
- b) in the case of an application in respect of two or more aircraft, a charge of **£234** (£228).

3.10 Permissions in relation to the commercial operation of small rockets

3.10.1 On making an application for a permission under Article 96 of the Order for commercial operations involving a small rocket, the applicant shall pay to the CAA a charge of **£117** (£114).

3.11 Unmanned aircraft systems (UAS) – operational authorisations (Amended)

Subject to the notes to table 5, on making an initial or renewal application for a permission under Article 94/95 or an exemption under Article 266 of the Order to conduct operations involving unmanned aircraft systems or for the issue of a duplicate permission/exemption, the applicant shall pay to the CAA the relevant charge or charges specified in Table 6:

Table 6:

| Application Type | Initial Charge | Renewal Charge ^{8&9} |
|---|--|-----------------------------------|
| Column 1 | Column 2 | Column 3 |
| 20kg mass or less (without fuel) - 'Standard' permission or exemption ¹ | £247 (£173) | £185 (£130) |
| 20 kg mass or less (without fuel) - 'Non Standard' ² permission or exemption | £1,729 (£1,211) | £185 (£130) |
| >20kg to 150 kg mass (without fuel) – permission or exemption | £1,729⁵ (£1,211) ⁵ | £494 (£346) |
| > 150 kg mass (without fuel) – permission or exemption | £1,729⁶ (£1,211) ⁶ | £494 (£346) |
| Special UAS projects ⁶ | £1,729⁷ (£1,211) ⁷ | N/A N/A |
| Issue of a duplicate permission/exemption | £81 (£57) | N/A N/A |

NOTES: (Amended)

- 3 'Standard Permission' means any simple approval to perform commercial operations in accordance with ANO 2016 article 94(5) and/or a permission to operate an SUA of 7kg or less within a congested area in accordance with ANO 2016 article 95(2)(a).
- 4 'Non Standard' permission/exemption means any approval which involves the assessment of an Operating Safety Case.
- 5 Plus charges in excess of 7 work hours at **£247** (£173) per hour up to a maximum of **£14,260** (£10,000) per year or part of a year.
- 6 Plus charges in excess of 7 work hours at **£247** (£173) per hour up to a maximum of **£28,520** (£20,000) per year or part of a year.
- 7 Plus charges in excess of 7 work hours at **£247** (£173) per hour up to a maximum of **£143,000** (£100,000) per year or part of a year.
- 8 A Special UAS Project is one which involves **additional operational support activity from the CAA which is not covered by any other charges**. Plus charges in excess of 7 hours would be charged at **£247** (£173) per hour up to a maximum of **£143,000** (£100,000) per year or part of the year in which the CAA investigations take place apply.
- 9 All excess hours would be invoiced monthly in arrears by the CAA to the applicant and payable on demand.
- 10 Renewal of a permission/exemption assumes that there are no changes involved. Renewals which involve changes in either documentation or operating requirements will be charged as Variations

11 Reinstigation of expired permissions will be charged at the full rate as if they were new permissions.

On making a variation application for an Article 94/95 permission or an Article 266 exemption, the applicant shall pay to the CAA the charge specified in Table C:

Table 7

| Application Type | Charge |
|--|---|
| Column 1 | Column 2 |
| Technical Change ¹⁵ - SUA (20 kg or less – mass without fuel) - 'Standard' permission/exemption | £247 ¹² (£173) ¹² |
| Technical Change ¹⁵ - SUA (20 kg or less – mass without fuel) - 'Non Standard' permission/exemption | £494 ¹³ (£346) ¹³ |
| UAS greater than 20kg to 150 kg – mass without fuel – permission/exemption | £741 ¹⁴ (£519) ¹⁴ |
| UAS > 150 kg – mass without fuel - permission/exemption | £741 ¹⁴ (£519) ¹⁴ |
| Administrative changes (all UAS types) | £81 £57 |

NOTES:

- 12 Plus charges in excess of 1 work hour at **£247** (£173) per hour up to a maximum of **£1,729** (£1,211).
 13 Plus charges in excess of 2 work hour at **£247** (£173) per hour up to a maximum of **£1,729** (£1,211).
 14 Plus charges in excess of 3 work hours at **£247** (£173) per hour up to a maximum of **£14,260** (£10,000).
 15 'Technical Change' refers to any changes that (in the CAA's opinion) materially affect or change the nature of the operation. Examples include, changes to operational procedures and/or processes, significant organisational changes or amendments to Operational Safety Cases.

3.12 UK National Qualified Entities (NQE) in relation to unmanned aircraft systems

On making an application for the initial or renewed appointment, or variation of the appointment of, a UK NQE to undertake pilot competency assessments of operators of small unmanned aircraft, the applicant shall pay to the CAA the charge appropriate to the UK NQE category required as shown in Table 8:

Table 8:

| UK NQE Category | Initial application | Variation | Renewal charge |
|--|----------------------------|---------------------------|---------------------------|
| Column 1 | Column 2 | Column 3 | Column 4 |
| Full | £3,453 (£2,422) | £493 (£346) | £2,590 (£1,816) |
| Restricted | £2,590 (£1,816) | £247 (£173) | £1,943 (£1,362) |
| Conversion of a Restricted to a Full NQE | N/A | £1,974 (£1,384) | N/A |

3.13 Parachuting – grant, renewal and variation charges

- 3.13.1 Subject to Notes 16, 17 and 18, on making an application for the grant, renewal or variation of a parachuting permission and any related exemption being an application which does not relate to unusual parachuting activity, the applicant shall pay to the CAA the charge referred to in Column 3 of Table 9 depending on the nature of the applicant referred to in column 1.

Table 9

| Approval to be granted | Application Type | Charge |
|--|---|------------------------|
| Column 1 | Column 2 | Column 3 |
| For a club, centre, school or other organisation permission, not related to unusual parachuting activity | Grant | £8,889 (£8,664) |
| | Renewal | £8,889 (£8,664) |
| | Where the CAA determines that a full investigation is not necessary for the purpose of satisfying the CAA of the applicant's competency | £2,963 (£2,888) |
| For a display team or a trials team permission, not related to unusual parachuting activity | Grant | £508 (£495) |
| | Renewal | £508 (£495) |
| For any applicant | Variation of a Permission | £49 (£48) |
| | Variation of an Exemption | £49 (£48) |

NOTE 16: Where the CAA determines that a full investigation is not necessary for the purpose of satisfying itself of the applicant's competency, a charge of **£2,906** (£2,832).

NOTE 17: Permissions and/or exemptions will normally be valid for a period not exceeding 12 months, until and including 31 March in any year, with the exception that special parachuting permissions and/or exemptions will normally be valid for a period not exceeding 28 days.

NOTE 18: No charge is payable to the CAA in respect of an application described in Table 9 above which is supported by a recommendation by an approved person.

3.14 **Parachuting – grant, renewal and variation charges for a special permission or exemption**

3.14.1 Subject to paragraphs 3.14.2 and 3.14.3 on making an application for the grant or renewal of a special parachuting permission and/ or related exemption, the applicant shall pay to the CAA an initial charge of **£508** (£495).

3.14.2 Subject to paragraph 3.14.4, in addition to the charge payable under paragraph 3.14.1, the applicant shall pay to the CAA (for the investigations required by the CAA in connection with an application for a special parachuting permission) a charge of such amount as may be decided and invoiced by the CAA having regard, in accordance with paragraph 3.14.3, to the expense incurred by it in making the investigations but not exceeding **£19,420** (£18,930) for any year, or part of the year, during which the investigations are carried out. The charge is payable on demand.

3.14.3 For the purpose of paragraph 3.14.2, the CAA shall determine the expense incurred by it in making the investigations therein referred to by taking the number of man hours required to complete the investigation and multiplying that number by **£97** (£95).

3.14.4 On making an application for the variation of a parachuting permission and/or exemption, being an application which relates to unusual parachuting activity, the applicant shall pay to the CAA the charge specified in paragraph 3.14.1 in respect of an application for a special parachuting permission.

3.15 **Parachuting – approval of persons**

3.15.1 On making an application for the grant of an approval of a person authorised to make recommendations to the CAA in respect of applications for the grant or renewal of parachuting permissions, the applicant shall pay to the CAA a charge of **£28,883** (£27,735).

3.15.2 In respect of the investigations required by the CAA for the purposes of satisfying itself that such an approval should remain in force for a period of 12 months commencing 1 April in any year, the holder of the approval shall pay to the CAA on 1 April in that year, a charge of **£28,883** (£27,735).

3.16 Declaration – non-commercial operations with complex motor-powered aircraft (Part-NCC) and in non-commercial specialised operations (Part-SPO)

Operators of complex motor-powered aircraft, involved in non-commercial operations, submitting an initial declaration of their capability and means to discharge their responsibilities for the operation of such aircraft in accordance with Part-NCC, or where specialised operations, in accordance with Part-SPO, are being conducted pursuant to EASA Air Operations Regulation, or a change to the initial or to a subsequent declaration, shall pay to the CAA upon submission of the change or declaration, as appropriate, to the CAA a charge per aircraft within an initial Part-NCC and within an initial Part-SPO declaration and one charge for all changes requested within a change declaration regardless of whether Part-NCC or Part-SPO included, as specified in Table 10.

Table 10

| Submission Type | Charge |
|---------------------------------------|-------------|
| Initial declaration per aircraft | £118 (£114) |
| Change to declaration per application | £84 (£82) |

(New Charges)

Declared Training Organisations (Part-DTO)

On making a declaration to the CAA to become a Declared Training Organisation (DTO) in accordance with Part-DTO for the purposes of delivering flight and/or theoretical knowledge training for a PPL or LAPL, or a variation to the declaration previously submitted and knowledge by the CAA, or where a previously CAA-issued ATO from a previous RTF/RF operation wishes to be converted to a DTO, the declarer shall pay a charge as specified in Table X.

Table X

| Submission Type | Charge |
|---|--------|
| Initial declaration or subsequent variation | £55 |
| CAA to validate a non-standard pilot training programme | £885 |
| An ATO that wishes to convert to an DTO | £55 |

3.17 Approval for flights in poor visibility and in specified airspace

3.17.1 All Weather Operations (AWOPS) or Enhanced Visual Systems (EVS) Operations

On making an application for the grant or variation of an approval under Part-SPA.LVO.100 for operators to undertake operations to Category II and III minima, the applicant shall pay to the CAA a charge as specified in Table 11.

Table 11

| Application Type | Charge |
|--|-----------------|
| Initial grant – AWOPS (Take Off and Landing) | £6,537 (£6,371) |
| Initial grant – AWOPS (Take Off only) | £708 (£692) |
| Variation – Addition of EVS to AWOPS approval | £708 (£692) |
| Variation – AWOPS Cat II upgrade to CAT III Minima | £708 (£692) |

3.17.2 North Atlantic High Level Airspace (NAT-HLA)

On making an application for the grant of an approval under Article 81 of the Order or under Part-SPA.MNPS.100 of the equipment required by UK-registered aircraft flying otherwise than under and in accordance with an air operator's certificate granted by the CAA to the operator, to fly in North Atlantic High Level Airspace, its installation, maintenance and related operating procedures, the applicant shall pay to the CAA a charge of **£727** (£709).

3.17.3 Reduced Vertical Separation Minimum (RVSM)

On making an application for the grant of an approval under Article 82 of the Order or under Part-SPA.RVSM.100 of the equipment required by UK-registered aircraft flying otherwise than under and in accordance with an air operator's certificate granted by the CAA to the operator, to fly in notified Reduced Vertical Separation Minimum airspace, its installation, maintenance and related operating procedures, the applicant shall pay to the CAA a charge as specified in Table 12.

Table 12

| Application Type | Charge |
|--|------------------------|
| Initial grant – Aircraft with non-compliant RVSM equipment | £2,832 (£2,768) |
| Initial grant – Aircraft with RVSM compliant equipment | £708 (£692) |

3.17.4 Required Navigation Performance Authorisation Required Approach (RNP-AR APCH) or Required Navigation Performance (RNP 0.3)

On making an application for the grant or variation of an approval under Part-SPA.PBN.100 for operators to undertake RNP-AR APCH or RNP 0.3 operations, the applicant shall pay to the CAA a charge as specified in Table 13.

Table 13

| Ref | Application Type - Initial | RNP-AR Charge | RNP 0.3 Charge |
|-----|--|---------------------------|---------------------------|
| a) | Generic specific approval | £2,655 (£2,595) | £1,770 (£1,730) |
| b) | Procedure specific approval: | | |
| | i) Without already holding a Generic specific approval | £2,655 (£2,595) | £1,770 (£1,730) |
| | ii) Already holding a Generic specific approval | £443 (£433) | £354 (£346) |

3.18 Approval of steep approach procedures

On making an application specified in Table 12 for an approval of operational procedures to conduct steep approaches at an aerodrome where an approval for such approaches is required from the CAA by the aerodrome licence or EASA aerodrome certificate, the applicant shall pay to the CAA a charge in accordance with that Table.

Table 14:

| Application Type | Charge |
|------------------|------------------------|
| Initial grant | £6,537 (£6,371) |

3.19 Safety Standards Acknowledgement & Consent (SSAC) operations

On making an initial application to grant or renew an approval to undertake SSAC operations and to exempt those SSAC operations from Article 266 of the Order to allow passengers to undertake experience flights, the applicant shall pay to the CAA a charge of **£3,499** (£3,410).

3.20 Permissions in relation to Minimum Equipment Requirements (Amended)

3.20.1 On making an application for a permission under Article 78 of the Order to commence a flight notwithstanding that any specified item of equipment required by or under the Order in the circumstances of the intended flight is not carried or is not in a fit condition for use, the applicant shall pay to the CAA a charge of **£1,859** (£1,817).

3.20.2 On making an application **for a permission under Article 78 of the Order**, where a Minimum Equipment List (MEL), in relation to a specific aircraft denoted by its manufacturer's serial number, is already approved by the CAA for AOC operations, is to be utilised without change, apart from the operator's name, by another operator for non-AOC operations, the applicant shall pay to the CAA a charge of **£531** (£519).

NOTE 19: In respect of sub-paragraph 3.20.2, it is required that the operational (O) and maintenance (M) procedures and non-essential airworthiness item controls of the AOC operator will align at all times with the new applicant operator's O&M procedures for the non-AOC operations.

NOTE 20: In respect of sub-paragraph 3.20.2, where any change to the MEL requires further investigation then the existing full charge would become payable **under sub-paragraph 3.20.1**.

3.21 Ex-Military Aircraft Type Rating Exemption

On making application to be granted or renew a licence type rating exemption under Article 14 of the Basic EASA Regulation or under Article 266 of the Order, to train or to fly as Pilot In Command of an ex-military aircraft (under CAP 632) on the UK aircraft register, the applicant shall pay to the CAA a charge as specified in Table 15.

Table 15

| Application Type | Charge |
|------------------|--------------------|
| Initial grant | £138 (£134) |
| Renewal | £69 (£67) |

3.22 Alternative Means of Compliance

When making an application for the CAA to review an Alternative Means of Compliance (AltMOC) for an organisation or person under ARO.GEN.120 (d) of the EASA Air Operations Regulation that would allow the establishment of compliance with the EASA Air Operations Regulation, the applicant shall pay to the CAA a charge of **£494** (£481). Should the CAA review exceed three hours, the applicant shall pay to the CAA additional charges of **£177** (£173) per hour for the excess hours incurred or part thereof. These additional charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding **£10,280** (£10,020) in any year or part of a year in which the investigations are carried out. All charges (other than the charge payable on application) are payable on demand.

3.23 Copies of documents

On making an application for the issue by the CAA of a copy or replacement of any document mentioned in this Scheme and issued under the Order, SERA (or the Basic EASA Regulation relating to SERA) or the Rules of the Air Regulations 2015, the applicant shall pay to the CAA a charge of £29 (£22).

3.24 Additional charge where functions are performed abroad

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 an employee of the CAA or any other person appointed to act on behalf of the CAA to travel outside of the country in which 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 £52,050 (£50,750) per function in respect of which a charge is specified in the 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 21: 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](#).

3.25 CAA invoice payment terms

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

4 DEFINITIONS

4.1 For the purposes of this Scheme: 4.1 For the purposes of this Scheme:

- a) 'Basic EASA Regulation' means Commission Regulation (EC) No. 216/2008 on common rules in the field of civil aviation as amended from time to time.
- b) 'Complex motor-powered aircraft' has the same meaning as in Article 3(j) of the Basic EASA Regulation.
- c) 'Display item' means a single aircraft, or formation of aircraft, flying as one display 'act'.
- d) 'EASA Air Operations Regulation' means Commission Regulation (EU) No 965/2015 of 5 October 2012 laying down technical requirements and administrative procedures relating to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended from time to time);
- e) 'Event' means a flying display taking place at a single location on a single day.
- f) 'The Order' means the Air Navigation Order 2016 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 Order for the time being in force.
- g) 'A special parachuting permission' means a parachuting permission which relates to unusual parachuting activity.
- h) 'Unmanned aircraft system' (referred to as an "UAS" in this Scheme) has the meaning as set out in Schedule 1 to the Order.
- i) 'Unusual parachuting activity' means parachuting NOT conducted in accordance with the British Parachute Association's manual and procedures. This

includes high altitude jumps, stand-off and any other activity which the CAA considers in the particular case to be an unusual parachuting activity.

- j) 'Part-SPA' means Annex V of the EASA Air Operations Regulation.
 - k) 'Small rocket' has the meaning as set out in Schedule 1 to the Order.
 - l) 'Part-NCC' means Annex VI of the EASA Air Operations Regulation.
 - m) 'Part-SPO' means Annex VIII of the EASA Air Operations Regulations.
 - n) 'SERA' means the Annex to Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010.
- 4.2 All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order or in the Basic EASA Regulation or in the EASA Air Operations Regulation, as appropriate. Where terms defined in the Order or in the Basic EASA Regulation and used in this Scheme are amended, they shall have the meaning as so amended.

NOTE 22: Charges for approvals in the circumstances referred to in paragraphs 3.17.2, 3.17.3 and 3.17.4 which are required by aircraft flying under and in accordance with an air operator's certificate granted by the CAA to the operator are included (though not separately identified) in the AOC Scheme of Charges.

- 4.3 References to the CAA mean the Civil Aviation Authority.

5 **COMMENCEMENT (Amended)**

This Scheme will come into operation on 1 April 2018