

Official Record Series 5**United Kingdom
Civil Aviation Authority****CAA Scheme of Charges****No:** 228**(Air Operator and Police Air Operator
Certification)****Publication Date:** 30 January 2008**Commencement Date:** 01 April 2008

The Civil Aviation Authority, pursuant to Section 11 of the Civil Aviation Act 1982 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:

- i) the functions conferred on it by or under the Air Navigation Order and EU-OPS with respect to the certification of operators of aircraft;
- ii) the granting of permissions, approvals and exemptions required under that Order, EU-OPS or under EC Regulation 2407/92 in connection with the operation of aircraft and the carriage of dangerous goods; and
- iii) the functions conferred on it by or under the Civil Aviation Act 2006 in connection with safeguarding the health of persons on board aircraft.

1 REVOCATION

- 1.1 The Scheme of Charges published by the CAA on 30 January 2007 determining the charges to be paid to the CAA in connection with the performance by the CAA of functions with respect to the certification of operators of aircraft and the granting of permissions, approvals and exemptions in connection with the carriage of dangerous goods 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were an enactment and as if the Scheme of 30 January 2007 revoked by paragraph 1.1 above was an enactment thereby repealed.

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3 AOC/PAOC APPLICATION CHARGES

3.1 Grant of an AOC or PAOC

3.1.1 Application charge

Applicants for the grant of an AOC or PAOC must pay for the investigations required by the CAA. Except for certain applications described in paragraphs 3.1.4 to 3.1.6 below, when alternative charges apply, an applicant must pay an Application charge before an AOC or PAOC will be granted. The Application charge comprises:

- a) Basic charge; and
- b) in certain cases an additional charge.

3.1.2 Basic charge

- a) The Basic charge is payable when the application is submitted and is determined by reference to the aircraft type(s) included in the application. Each aircraft type fits within a category in Column 1 of Table 1, which determines the appropriate charges in Columns 2 and 3.

- b) The charge is calculated using the formula:

$$\text{Charge (£)} = \text{£}a + (\text{£}b_1 + \text{£}b_2 + \text{£}b_n)$$

where:

a = Basic charge for the heaviest aircraft type in the applicant's application, determined by reference to Column 2 of Table 1.

b = Charge for each additional aircraft type in the same application for the 1st to *n*th additional aircraft types, determined by reference to Column 3 of Table 1.

Table 1

Category of aircraft	Heaviest type	Additional type
Column 1	Column 2	Column 3
Single engine aeroplanes	£6,069	£1,213
Aeroplanes not above 5,700 kg	£8,981	£1,698
Aeroplanes between 5,700 kg and 40 tonnes	£16,266	£4,249
Aeroplanes above 40 tonnes	£20,150	£6,069
Single engine helicopters	£6,556	£1,698
Multi-engine helicopters operating onshore	£8,254	£1,940
Multi-engine helicopters operating offshore	£13,109	£2,913
Airships	£8,254	£1,940
Any aircraft type where grant of a PAOC is sought	£5,580*	£485*

* If the PAOC applicant already holds an AOC, this charge will be reduced by 50%.

3.1.3 Additional charge

- a) An additional charge is payable for the grant of an AOC or PAOC where the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application.
- b) Each aircraft type fits within a category in Column 1 of Table 2, which determines the standard hours for that application in Columns 2 and 3 of Table 2.
- c) The charge payable for each man-hour in excess of the standard hours is £157 and will be invoiced monthly in arrears to the AOC or PAOC applicant.

d) The additional charge is calculated using the following formula:

$$\text{Charge (£)} = (c \text{ hours} - \text{standard hours}) \times \text{£r/hour}$$

where

c = Total CAA investigation hours

r = CAA charge rate per hour, being £157

and

Total standard hours = $d + (e_1 + e_2 + e_n)$ hours

d = Standard hours for the heaviest aircraft type in the applicant's application, determined by reference to Column 2 of Table 2

e = Standard hours per additional aircraft type for the 1st to n^{th} additional aircraft types, determined from Column 3 of Table 2.

Table 2

Category of aircraft	First type (hours)	Additional type (hours)
Column 1	Column 2	Column 3
Single engine aeroplanes	38	8
Aeroplanes not above 5,700 kg	56	11
Aeroplanes between 5,700 kg and 40 tonnes	101	26
Aeroplanes above 40 tonnes	125	38
Single engine helicopters	41	11
Multi-engine helicopters operating onshore	51	12
Multi-engine helicopters operating offshore	81	18
Airships	51	12
Any aircraft type where grant of a PAOC is sought	35	3

3.1.4 Charge for A-A AOC

When an application is made for the grant of an A-A AOC for aircraft where the MTWA does not exceed 5,000 kg, the charge shall be the greater of:

- £246; or
- £81 for each month of validity applied for.

3.1.5 Charge for Restricted A-B AOC

When an application is made for the grant of a Restricted A-B AOC, the applicant shall pay a charge that is the greater of:

- £552; or
- £184 for each month of validity applied for.

For the purposes of this charge a Restricted A-B AOC is one which is subject to restrictions which include:

- Day Visual Flight Rules (VFR) only;
- Only single-engine piston aircraft to operate under the AOC;
- All aircraft MTWA on the AOC fleet is less than 2,000 kg;
- A-B operations restricted to points within mainland UK.

3.1.6 **Charge for Balloon operators**

When an application is made for the grant of a Balloon AOC, the relevant charge in paragraph 5.2.1 is payable.

For the purposes of this Scheme, 'grant' will apply to new applications and to applications from previous Balloon AOC holders where the previously held certificate has lapsed for more than 6 months.

3.2 **Charge on application for variation of an AOC or PAOC**

3.2.1 **Application charge**

Applicants for a variation to their AOC or PAOC must pay for the investigations required by the CAA. Except for certain applications described in paragraph 3.2.4, 3.2.5 and 3.2.6 below where different charges apply, an applicant must pay an Application charge before an AOC or PAOC will be varied. The Application charge comprises:

- a) Basic charge; and
- b) in certain cases an additional charge.

3.2.2 **Basic charge**

The Basic charge is payable when the application is submitted and is determined by reference to the aircraft type(s) included in the application and the type of variation. Each aircraft type contained in the application fits within a category in Column 1 of Table 3, which determines the appropriate charges in Columns 2, 3 and/or 4 for the following types of variation:

Column 2: Specification of an additional aircraft type on an AOC or PAOC;

Column 3: Change of substantive operating region(s) or any substantive route;

Column 4: Addition or amendment of a temporary operating region or route concerning each aircraft type within the application.

Table 3

Category of aircraft	Additional type	New region/ substantive region or route	Temporary region or route
Column 1	Column 2	Column 3	Column 4
Single engine aeroplanes	£3,400	£1,213	£404
Aeroplanes not above 5,700 kg	£5,218	£1,456	£485
Aeroplanes between 5,700 kg and 40 tonnes	£9,710	£1,941	£647
Aeroplanes above 40 tonnes	£11,169	£1,941	£647
Single engine helicopters	£2,913	£1,941	£647
Multi-engine helicopters operating onshore	£3,400	£2,183	£728
Multi-engine helicopters operating offshore	£4,856	£2,911	£970
Airships	£4,613	n/a	n/a
Any aircraft type operated under a PAOC	£2,913*	(Refer to paragraph 3.2.5)	

* This charge will be reduced by 50% if:

- a) the PAOC application is made simultaneously with an application for the variation of an AOC in respect of the same aircraft type(s); or
- b) the PAOC applicant also holds an AOC already specifying the relevant aircraft type(s).

3.2.3 Additional charge

- a) An additional charge is payable for the variation of an AOC or PAOC where the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application.
- b) The additional charge is dependent on the aircraft type(s) included in the application and the type of variation. Each aircraft type fits within a category in Column 1 of Table 4, which determines the appropriate standard hours in Columns 2, 3 and/or 4 of Table 4 for the following types of variation:
- i) Column 2: Specification of additional aircraft types on an AOC;
 - ii) Column 3: Change of substantive operating region(s) or any substantive route;
 - iii) Column 4: Addition or amendment of a temporary operating region or route.
- c) The charge payable for each man-hour in excess of the standard hours is £157 and will be invoiced monthly in arrears to the AOC or PAOC applicant.
- d) The additional charge is calculated using the following formula:

$$\text{Charge (£)} = (c \text{ hours} - \text{total standard hours}) \times \text{£r/hour}$$

where

c = Total CAA investigation hours

r = CAA charge rate per hour, being £157

and

$\text{Total standard hours} = (d_1 + d_2 + d_n) + (e_1 + e_2 + e_n) + (f_1 + f_2 + f_n)$ hours

d = Standard hours for each category of aircraft affected by the additional types within the variation application, determined by reference to Column 2 of Table 4.

e = Standard hours for each category of aircraft affected by a change to the substantive operating region(s) or any substantive route specified in the variation application, determined by reference to Column 3 of Table 4.

f = Standard hours for each category of aircraft affected by an addition or amendment to a temporary operating region or a temporary route, determined by reference to Column 4 of Table 4.

Table 4

Category of aircraft	Additional types (hours)	New region/substantive region or route (hours)	Temporary region or route (hours)
Column 1	Column 2	Column 3	Column 4
Single engine aeroplanes	21	8	3
Aeroplanes not above 5,700 kg	32	9	3
Aeroplanes between 5,700 kg and 40 tonnes	60	12	4
Aeroplanes above 40 tonnes	69	12	4
Single engine helicopters	18	12	4
Multi-engine helicopters operating onshore	21	14	5
Multi-engine helicopters operating offshore	30	18	6
Airships	29	n/a	n/a
Any aircraft type operated under a PAOC	18	(Refer to paragraph 3.2.5)	

3.2.4 Charge for Balloon operators

When an application is made for the variation of a Balloon AOC, the relevant charge in paragraph 5.2.2 is payable.

3.2.5 Charge for PAOC operators

a) When an application is made for the variation of a PAOC, the type of variation determines the appropriate charge in Column 3 of Table 5.

Table 5

Type of variation	Hours	Charge
Column 1	Column 2	Column 3
Variation of operating region or regions	9	£1,455
Application to operate on a specified route outside the operating region or regions	3	£485

b) Paragraph 3.2.3 is applied to determine the additional charge payable for each man hour in excess of the standard hours by reference to Column 2 of Table 5 taken to complete the investigation.

3.2.6 Change of name

When an application is made for the variation of an AOC or PAOC to change the company name or trading name of the holder where the legal entity is unchanged, the applicant shall pay a charge of £149.

4 AOC/PAOC ONGOING CHARGES**4.1 Annual charges****4.1.1 Annual charge to be paid**

- a) The holder of an AOC (other than an A-A AOC, Restricted A-B AOC or a Balloon AOC) or PAOC which is in force or in suspension on 1 April 2008 shall pay an annual charge, payable on that date, to the CAA.
- b) The charge is determined by reference to the heaviest aircraft type included under the AOC or PAOC and the total number of aircraft in the fleet, regardless of aircraft weight, operated under the AOC or PAOC.
- c) Where a charge for the same year is also payable for an AOC as well as a PAOC then the annual charge for the PAOC shall be reduced by 80%.
- d) The annual charge actually payable is determined by first calculating the annual target charge in accordance with paragraph 4.1.2 and then applying the restriction calculated in accordance with paragraph 4.1.3.

4.1.2 Calculation of annual target charge

- a) In Column 1 of Table 6 select the line into which the heaviest aircraft type included under the AOC or PAOC fits.

For the purposes of this charge this will be deemed to be the heaviest aircraft type for that year reported to the CAA's Consumer Protection Group on 30 June and 31 December 2007 for an operator with a Type A Operating Licence and on 31 May and 31 October 2007 for an operator with a Type B Operating Licence.

- b) In Column 3 adjacent to that entry in Column 1, select the total average number of aircraft (regardless of weight) operated under the AOC or PAOC during the 12 months preceding 1 April 2008.

For the purposes of this charge this will be deemed to be the average of the number reported to the CAA's Consumer Protection Group on 30 June and 31 December 2007 for an operator with a Type A Operating Licence and on 31 May and 31 October 2007 for an operator with a Type B Operating Licence. Where the

average total of aircraft fleet numbers determines a ½, the total would be rounded down to the nearest whole number.

For the purposes of this charge these dates are called the assessment dates.

- c) Where an AOC/PAOC is under suspension on just one of the assessment dates referred to under 4.1.2 a), then the heaviest aircraft type operating under the AOC/PAOC on the assessment date where the AOC/PAOC is not under suspension will be used to calculate the heaviest aircraft type. The total number of aircraft operated under the AOC/PAOC on that date will be used as the number of aircraft in the fleet for the year.
- d) Where an AOC/PAOC is under suspension on both of the appropriate assessment dates referred to under 4.1.2 a), then the heaviest aircraft type approved under the AOC/PAOC on the assessment dates will be used to calculate the operator charge under Column 4 and no separate per aircraft charge under Column 5 will be applicable.
- e) Should the AOC/PAOC not be in existence on the first of the two appropriate assessment dates then the heaviest aircraft type and number of aircraft will be determined from the data relevant as at the second assessment date.
- f) The annual target charge is:
 - i) that specified in the adjacent line in Column 4 of Table 6 plus
 - ii) the amount specified in the adjacent line in Column 5 multiplied by the total number of aircraft operated under the AOC or PAOC irrespective of their MTWA (as detailed in paragraph 4.1.2 above).

Table 6

Category of operator	Charge ref:	Number of aircraft	Target charge per operator	Target charge per aircraft
Column 1	Column 2	Column 3	Column 4	Column 5
Aeroplanes above 40 tonnes	A1	1-4 aircraft	£42,500	£6,910*
	A2	5-19 aircraft	£55,000	£6,910*
	A3	20-44 aircraft	£100,100	£6,910*
	A4	45-149 aircraft	£174,000	£6,910*
	A5	150 or more aircraft	£291,600	£6,910*
Aeroplanes between 5,700 kg and 40 tonnes	B1	1-4 aircraft	£21,300	£2,250
	B2	5-9 aircraft	£36,800	£2,250
	B3	10-24 aircraft	£45,600	£2,250
	B4	25 or more aircraft	£87,300	£2,250
Aeroplanes not above 5,700 kg	C2	1-4 aircraft	£12,000	£790
	C3	5 or more aircraft	£17,200	£790
Multi-engine helicopters operating offshore	D1	1-19 aircraft	£26,300	£6,070
	D2	20 or more aircraft	£68,400	£6,070
Multi-engine helicopters operating onshore	E1	1-4 aircraft	£8,100	£1,670
	E2	5-14 aircraft	£15,800	£1,670
	E3	15 or more aircraft	£22,300	£1,670
Single engine helicopters	F1	1-4 aircraft	£8,900	£1,130
	F2	5 or more aircraft	£14,700	£1,130

* If in the previous 12 months commencing 1 April and ending 31 March, tonne-kilometres flown exceed seat-kilometres flown, this charge will be reduced by £1,290 per aircraft.

NOTE 1: Band C1 is used for CAA analysis purposes only and relates to A-A and Restricted A-B Operators that are not subject to the annual AOC charges.

4.1.3 **Calculation of restriction on annual charges actually payable**

4.1.3.1 The annual charge actually payable by an AOC or PAOC holder shall be limited to the greater of:

- a) 40% of the annual target charge calculated in accordance with paragraph 4.1.2; or
- b) 125% of the charges for the year ended 31 March 2008 calculated in accordance with paragraph 4.1.3.2 up to the maximum of the annual target charge calculated in accordance with paragraph 4.1.2.

4.1.3.2 The charges for the year ended 31 March 2008 are A + B + C where:

A = the annual charge actually paid for that year;

B = the variable charges actually paid for that year; and

C = the estimated variable charges payable by that AOC or PAOC holder during the year ended 31 March 2008 for the months for which the actual variable charge has not been calculated as at 31 March 2008.

4.1.3.3 For those AOC or PAOC operators in the annual charge category reference bands C2, E1 and F1 (see Table 6) a further concession will apply with annual charges being capped to increase by no more than £1,000 per aircraft when compared to the estimated 2007/08 combined annual and variable charges.

NOTE 2: Estimated variable charges for 2007/08:

Variable charges are paid up to 5 months in arrears because they cannot be calculated until the seat-kilometre and tonne-kilometre data required becomes available. The CAA will estimate the variable charges for the five months to 31 March 2008 for which this data is not available based on the traffic volumes of the previous year inflated by 4.5%. These charges shall be reviewed by 30 September 2008 at which time the true 12 months variable charges to 31 March 2008 shall be known. This information will enable any revisions to the annual charge payable which was calculated on 1 April 2008 to be revised resulting in either an issue of a further balancing invoice or an issue of a balancing credit note.

4.2 **Variable charges**

The holder of an AOC or a PAOC, where one or more aircraft types exceed a MTWA of 40 tonnes, shall pay a periodic variable charge to the CAA in accordance with the following:

- a) Where the AOC or PAOC specifies one or more aircraft types with MTWA exceeding 40 tonnes, the charge for each aircraft operated pursuant to the AOC or PAOC (irrespective of their MTWA) is:
 - i) 2.78 pence for every 1,000 seat-kilometres flown by that aircraft; and
 - ii) 13.68 pence for every 1,000 tonne-kilometres flown by that aircraft.
- b) The charge is payable upon demand by the CAA for each month during any part of which an AOC or PAOC has been in force or suspended.
- c) The CAA may require an AOC or PAOC holder to pay a deposit on the last day of each month in respect of which a charge under this paragraph is payable. The deposit is calculated as the amount that would be payable for the month if the AOC or PAOC holder had operated the same number of seat-kilometres and tonne-kilometres as operated in the corresponding month of the previous year.

5 OTHER CHARGES

5.1 Other applications

5.1.1 Extended Twin Engine Operations (ETOPS)

The application charge is payable when the application is submitted. When an application is made for the grant of a Permission under JAR OPS 1 Commercial Air Transportation (Aeroplanes) Subpart D Paragraph 1.246 or under OPS 1.246 of EU-OPS, the applicant shall pay in respect of each aircraft type applied for, a charge as determined from Column 2 and Column 3 of Table 7:

Table 7

Application type	First type included in application	Each additional type included in application
Column 1	Column 2	Column 3
Grant of permission	£16,502	£8,251

5.1.2 Aircraft leasing – ‘dry’ leasing

- a) The application charge is payable when an application for the approval of a dry lease is submitted. The charges in Table 8 are payable for applications for UK registered aircraft to be operated by a foreign operator for public transport:

Table 8

Application type	Description of aircraft weight	Application charge per aircraft	Charge per month or part thereof applied for
Column 1	Column 2	Column 3	Column 4
UK registered aircraft to be operated by a foreign operator for public transport	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£3,080	–
	Exceeding 15 tonnes and operated pursuant to an AOC	£3,080	£6 per 500 kg (or part thereof) of MTWA
Additional aircraft to be included in an existing leasing arrangement (by way of addition or substitution)	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£770	–
	Exceeding 15 tonnes and operated pursuant to an AOC	£770	£6 per 500 kg (or part thereof) of MTWA
Extension of existing leasing arrangements	Not exceeding 15 tonnes	£770	–
	Exceeding 15 tonnes and operated pursuant to an AOC	£770	£6 per 500 kg (or part thereof) of MTWA

- b) Upon making an application for a foreign registered aircraft to be operated by a UK AOC holder for the purposes of public transport, the applicant shall pay a charge as determined from Column 3 of the following Table 9, for the investigations required by the CAA, in order to issue an approval under Article 10 of the Council Regulation (EEC) No. 2407/92.

If the total cost of the investigations exceeds the application charge then the applicant shall pay 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 £40,500 for any year, or part of the year, during which the investigations are carried out.

Table 9

Application type	Description of aircraft weight	Application charge
Column 1	Column 2	Column 3
Foreign registered aircraft to be operated by a UK AOC operator for public transport	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£3,080
	Exceeding 15 tonnes and operated pursuant to an AOC	£3,080
Additional aircraft to be included in an existing leasing arrangement (by way of addition or substitution)	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£770
	Exceeding 15 tonnes and operated pursuant to an AOC	£770
Extension of existing leasing arrangements	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£770
	Exceeding 15 tonnes and operated pursuant to an AOC	£770

5.1.3 Aircraft leasing – 'wet' leasing

- a) The application charge is payable when the application is submitted. For applications for a foreign registered aircraft and its flight crew to be operated on behalf of the holder of an AOC for the purposes of public transport, where the CAA deems it necessary to investigate the lessor in order to issue an approval under Article 10 of the Council Regulation (EEC) No. 2407/92, the applicant shall pay a charge of £28,400.
- b) When a UK operator other than the original applicant wishes to 'wet' lease in from a foreign operator that has been audited by the CAA,¹ upon making such an application, the new applicant shall pay a charge of £4,219.

5.1.4 Flight time limitations

The application charge is payable when the application is submitted. When an application is made for the approval of an amendment to or a replacement of a scheme approved under Article 82 of the Order, the applicant shall pay a charge of £567.

5.1.5 Dangerous goods and munitions of war

The application charge is payable when the application is submitted. The following charges in respect of the carriage of Dangerous Goods and Munitions of War and in respect of the provision of company training programmes and training instructor approvals, are payable by the applicant as shown under Tables 10, 11 and 12 below.

(This Note is not part of the Scheme)

1. The new applicant will need to be briefed on any additional responsibilities that result from the approval conditions issued by the CAA and will be required to satisfy the CAA that it has the resources and procedures to meet these responsibilities

Table 10

Nature of permission, approval or exemption	Nature of goods carried	Application charge	Annual renewal charge on 1 April
Column 1	Column 2	Column 3	Column 4
Non-expiring permission or approval	Dangerous goods in normal circumstances	£1,058	£1,058
Permission, approval or exemption	Dangerous goods in other than normal circumstances	£109 per hour of CAA investigation (minimum 1 hour)	£109
Non-expiring permission or approval	Munitions of war	£365	£365
Specific expiring permission, approval or exemption	Munitions of war	£36	n/a

Table 11

Company training programme 2-year approval type	Application charge	Renewal charge
Column 1	Column 2	Column 3
Training shippers and cargo agents only	£815	£583
Training of acceptance staff only	£815	£583
Training of both shippers and cargo agents and acceptance staff	£1,166	£934
Training in connection with radioactive materials	£291	£145
<i>Other</i>	<i>Charge</i>	
Examination pass certificate number	£3.98 per number	

Table 12

Training instructor approvals (non-expiring)	Application charge
Column 1	Column 2
Training instructor approval – technical knowledge – examination (part 1)	£89
Training instructor approval – competence in implementing training examination (part 2)	£291

5.1.6 **New type of aircraft – additional charge**

Upon an application being made for the grant of an AOC or PAOC or for the variation of such a certificate being in either case an application to add an additional aircraft type to the certificate that the CAA has not previously granted, the applicant shall pay, in addition to any other charge payable by virtue of this Scheme, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in training a Member or employee of the CAA to act as pilot in command of that type of aircraft, but not exceeding £77,500.

5.1.7 **Copies of documents**

Upon application being made for the issue by the CAA of a copy or replacement of an AOC or a PAOC document, the applicant shall pay a charge of £20.

5.1.8 **Additional charge where functions are performed abroad**

Where, in connection with any function in respect of which a charge is specified in the 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 he is normally stationed (for which purpose the United Kingdom, the Isle of Man and the Channel Islands shall be treated as one country) the applicant shall pay, in addition to the appropriate charge specified in this Scheme, a charge of such amount as may be decided by the CAA having regard to the expense thereby incurred by it but not exceeding, in respect of each Member or employee of the CAA or each person appointed to act on behalf of the CAA, £12,100 per week, or part thereof, 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.

5.2 **Balloon AOC operators**

5.2.1 **Grant of AOC**

When an application is made for the grant² of a Balloon AOC, the applicant shall pay a charge of the amount specified in Column 2 of Table 13, appropriate to the total passenger capacity specified in the application.

Table 13

Total passenger capacity	Charge
Column 1	Column 2
Not exceeding 10 passengers	£1,481
11 to 20 passengers	£1,694
21 to 30 passengers	£1,905
31 to 40 passengers	£2,117
41 to 50 passengers	£2,349
Exceeding 50 passengers	£2,580

5.2.2 **Variation of AOC**

When an application is made for the variation of a Balloon AOC, the applicant shall pay a charge of the amount specified in Column 2 of Table 14 appropriate to the type of variation applied for.

Table 14

Type of variation	Charge
Column 1	Column 2
Specification of an additional balloon group	£150
Variation of operating region or regions	£150

5.2.3 **Renewal of AOC**

When an application is made for the renewal of a Balloon AOC, the applicant shall pay a charge of the amount specified in Column 2 of Table 15 appropriate to the total passenger capacity specified in the certificate.

(This Note is not part of the Scheme)

- For the purposes of this Scheme, 'grant' will apply to new applications and to applications from previous Balloon AOC holders where the previously held certificate has lapsed for more than 6 months.

Table 15

Total passenger capacity	Charge
Column 1	Column 2
Not exceeding 10 passengers	£986
11 to 20 passengers	£1,131
21 to 30 passengers	£1,269
31 to 40 passengers	£1,411
41 to 50 passengers	£1,566
Exceeding 50 passengers	£1,720

5.2.4 **Variable charge**

No variable charge is payable.

6 DEFINITIONS

6.1 For the purpose of this Scheme:

- a) 'Air Operator's Certificate' or 'AOC' means a certificate granted pursuant to Article 6 of the Order or under EU-OPS certifying that the holder of the certificate is competent to secure that aircraft operated by him on flights for the purpose of public transport/commercial air transport are operated safely;
- b) 'EU-OPS' means Annex 3 to Commission Regulation (EC) No. 3922/91 as added by Commission Regulation (EC) No. 1899/2006.
- c) 'Police Air Operator's Certificate' or 'PAOC' means a certificate granted pursuant to Article 7 of the Order certifying that the holder of the certificate is competent to secure that aircraft operated by him on flights for the purpose of police operations are operated as safely as is appropriate having regard to the particular purposes of a flight;
- d) 'The Order' means the Air Navigation Order 2005 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;
- e) 'Renewal' of an Air Operator's Certificate means the grant of a certificate to a person who has previously held a certificate which is the same in all significant respects and which previously held certificate expired no more than six months before the date of the application for the new certificate;
- f) 'Seat-kilometres' means the product obtained by multiplying the number of seats carried by the distance flown measured in kilometres;
- g) 'Substantive operating region or route' means one which is not temporary;
- h) 'Temporary operating region or route' means one which is valid for a period of four months or less;
- i) 'Tonne-kilometres' means the product obtained by multiplying the number of tonnes of cargo carried by the distance flown measured in kilometres;
- j) 'Total passenger capacity' means the sum of all the individual balloon capacities – as declared in the applicant's AOC Operations Manual as 'Max. No. of Occupants' less a flight crew of one person for each balloon;

- k) References to types of aircraft specified in an application for an Air Operator's Certificate or a Police Air Operator's Certificate or for the variation of an Air Operator's Certificate or a Police Air Operator's Certificate are references to the types of aircraft which the applicant wishes to be specified in the certificate;
- l) References to flights made pursuant to an Air Operator's Certificate are references to flights made for the purpose of public transport and flights made by an aircraft for the purpose of positioning the aircraft whether made before or after a flight for the purpose of public transport;
- m) References to periods during which an Air Operator's Certificate is in suspension mean periods during which the certificate is provisionally suspended or suspended pursuant to Article 92 of the Order;
- n) 'normal circumstances' in the context of charges for the carriage of dangerous goods and munitions of war, means circumstances in which dangerous goods may, in accordance with the current edition of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air, be carried in the category of aircraft (i.e. passenger aircraft or cargo aircraft) in which they are to be carried without an exemption;
- o) 'Standard hours' means those hours for which the basic application charge covers according to the specific aircraft type to which the application relates;
- p) 'A-A AOC' means an AOC which authorises only flights beginning and ending at the same aerodrome, within the United Kingdom, by an aircraft the MTWA of which does not exceed 5,000 kg;
- q) 'Balloon AOC' means an AOC which authorises only flights by balloon.

6.2 All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order.

7 COMMENCEMENT

This Scheme shall come into operation on 01 April 2008.