

**CAA Scheme of Charges****No:** 236**(Operating Licences and Air Transport Licences)****Publication Date:** 30 January 2008**Commencement Date:** 01 April 2008

The Civil Aviation Authority (the CAA), after consulting the Secretary of State, hereby makes a Scheme for charges to be paid in connection with Operating Licences and Air Transport Licences pursuant to Section 11 of the Civil Aviation Act 1982 as amended by the Licensing of Air Carriers Regulations 1992.

1 Revocation

- 1.1 The Scheme of Charges for Operating Licences and Air Transport Licences published by the CAA on 30 January 2007 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 it were an Act of Parliament and as if the Scheme of 30 January 2007 revoked by sub-paragraph 1.1 above was an Act of Parliament thereby repealed.

2 Charges

- 2.1 Fixed charges are payable to the CAA as follows when an Operating Licence or an Air Transport Licence is applied for or granted:

Fixed Charges	
	Charge
Application for, or a licence resubmitted for, approval of a Type A Operating Licence/Air Transport Licence ¹	£6,250
Application for, or a licence resubmitted for, approval of a Type B Operating Licence	£1,300
Exemption fee ²	£100
ATOL exemption fee	£100

1. Provided that where the cost of the application for approval exceeds the fee paid, the applicant shall pay a charge of such an amount as may be decided by the CAA having regard to the amount of the new information in the business plan to be analysed.
2. To cover the use of UK registered aircraft operating in the UK by non-UK carriers.

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

- 2.2 Except as set out in paragraph 2.3 below, variable charges are payable to the CAA in respect of each month during which an Operating Licence or an Air Transport Licence is in force. These are calculated on the basis of passenger and tonne kilometres flown pursuant to the licence during that period, multiplied by the rate applicable to each category. The charge for each month will be the sum of the two amounts based on the rates in the following table:

Variable Charges	
(1) per 1000 passenger-kilometres flown pursuant to the licence	(2) per 1000 cargo tonne-kilometres flown pursuant to the licence
1.03p	5.14p

- 2.3 No variable charge is payable:
- a) in respect of any flight of a description specified in an Instrument made under Section 64(2)(a) of the Civil Aviation Act 1982 (as amended by the Licensing of Air Carriers Regulations 1992) and in force in accordance with Section 64(3) of that Act, except where the flight is between points both of which are within the area consisting of the European Economic Area, the Channel Islands and the Isle of Man; or
 - b) in respect of any flight on which no passengers or cargo are carried for remuneration.
- 2.4 Where the holder of an Air Transport Licence or an Operating Licence (hereinafter referred to as the "contracting carrier") enters into an agreement with another aircraft operator (hereinafter referred to as the "actual carrier") under which the actual carrier provides substitute flights for the contracting carrier, passengers and tonne kilometres flown by the actual carrier in the course of operating such substitute flights shall, for purposes of this Scheme, be deemed to be flown pursuant to the contracting carrier's licence.
- 2.5 Where the holder of an Air Transport Licence or an Operating Licence operates aircraft registered outside the United Kingdom under the authority of a permit granted by the Secretary of State which includes a condition that the holder shall comply with some or all of the terms of his licence, passenger and tonne kilometres flown pursuant to that permit shall, for purposes of this Scheme, be deemed to be passenger and tonne kilometres flown pursuant to the licence.
- 2.6 Charges under paragraphs 2.1 and 2.2 above are payable upon demand being made by the CAA. The CAA may require the holder of a licence to pay a deposit against charges due on the last day of each month which will be calculated:
- a) by reference to the number of passenger and tonne-kilometres flown pursuant to the licence during the corresponding month of the previous year;
 - b) where no passenger and tonne kilometres were flown pursuant to the licence during the corresponding month of the previous year, an amount based on the passenger and tonne kilometres estimated by the CAA to have been flown by the licence holder during the month; or
 - c) where, in the opinion of the CAA, the number of passenger and tonne-kilometres flown pursuant to the licence will be significantly different from the corresponding month of the previous year, an amount based on the passenger and tonne-kilometres estimated by the CAA to have been flown by the licence holder during the month.

- 2.7 A charge of £100 is payable on making an application for an Instrument pursuant to Section 64(2)(b) (including Section 64(2)(b) as applied in relation to Route Licences by Section 69A) of the Civil Aviation Act 1982.

3 Copies of documents

Upon application being made for the issue by the CAA of a copy or replacement of a document issued under The Licensing of Air Carriers Regulation 1992 the applicant shall pay a charge of £20.

4 Definitions

In this Scheme of Charges:

“Passenger kilometre” means the product obtained by multiplying the number of passengers carried by the distance flown in kilometres;

“Tonne-kilometre” means the product obtained by multiplying the number of tonnes of cargo carried by the distance flown in kilometres.

5 Commencement

This Scheme shall come into operation on 1 April 2008.