

Official Record Series 5**United Kingdom
Civil Aviation Authority****CAA Scheme of Charges****No:** 238**(Airworthiness, Noise Certification and
Aircraft and Aircraft Engine Emissions)****Publication Date:** 22 August 2008**Commencement Date:** 22 October 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 the following functions:

- i) those conferred on it by or under the Order, Part-21, Part-145 and Part-M with respect to the airworthiness and maintenance of aircraft;
- ii) those conferred on it by or under the Air Navigation (Environmental Standards) Order and Part-21 with respect to the noise certification of aircraft;
- iii) those conferred on it by or under the Air Navigation (Environmental Standards) Order 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.

1 REVOCATION

- 1.1 The Scheme of Charges published by the CAA on 30 January 2008, corrected on 8 April 2008, 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as if the Scheme of 30 January 2008, corrected on 8 April 2008, revoked by paragraph 1.1 above was an enactment thereby repealed.

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3 CHARGES FOR NON-EASA AIRCRAFT UNDER THE ORDER AND THE AIR NAVIGATION (ENVIRONMENTAL STANDARDS) ORDER (INCLUDING PROTOTYPE AND EXPORT CERTIFICATES OF AIRWORTHINESS)

3.1 Aircraft type certificates

In respect of an application for the issue or variation of an aircraft type certificate for a non-EASA aircraft, 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 in accordance with paragraph 6.4 but not exceeding:

- a) in the case of a helicopter or a powered lift (tilt rotor) aircraft, £76,800 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; or
- b) in the case of any other aircraft, £28,450 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.

3.2 Certificates of airworthiness

3.2.1 Prototype aircraft

3.2.1.1 For the investigation leading to issue of a national certificate of airworthiness for a prototype non-EASA aircraft.

In respect of an application for the issue of a national certificate of airworthiness the applicant shall pay the following charges for investigations required by the CAA:

- a) in the case of a glider or a balloon, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £16,600 for any year, or part of the year, during which the investigations are carried out; or
- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft, a charge of £461 in respect of each 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 by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £76,800 in respect of each 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; or

- c) in the case of any other aircraft, a charge of £115 in respect of each 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 by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £28,450 in respect of each 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.

3.2.1.2 For the issue of a national certificate of airworthiness for a non-EASA aircraft.

In addition to the charge under paragraph 3.2.1.1, the applicant shall pay for the issue of the certificate:

- a) in the case of a glider, a charge of £100 for each complete year of validity applied for in respect of the certificate; or
- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft which has a maximum weight not exceeding 2,730 kg, a charge of £50 in respect of each 500 kg, or part thereof, of the maximum weight of the aircraft for each complete year of validity applied for in respect of the certificate; or
- c) in the case of an aircraft, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, which has a maximum weight not exceeding 2,730 kg, a charge of £25 in respect of each 500 kg, or part thereof, of the maximum weight of the aircraft for each complete year of validity applied for in respect of the certificate; or
- d)
 - i) subject to sub-paragraph ii), in the case of a helicopter or a powered lift (tilt rotor) 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, a charge of £163 for each 500 kg, or part thereof, of the maximum weight of the aircraft, for each complete year of validity applied for in respect of the certificate;
 - ii) where the period of validity applied for in respect of the certificate equals three years, the charge shall be reduced by 15%; or
- e)
 - i) subject to sub-paragraph ii), in the case of any other 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, a charge of £62 in respect of each 500 kg, or part thereof, of the maximum weight of the aircraft for each complete year of validity applied for in respect of the certificate;
 - ii) where the period of validity applied for in respect of the certificate equals three years, the charge shall be reduced by 15%.

NOTE 1: Where the operator of an over 40 tonne aircraft had stated in the application that the aircraft, regardless of its maximum weight, was 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 certificate of airworthiness for the aircraft, the operator shall notify the CAA in writing and shall pay for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 2: The validity element of the prototype certificate of airworthiness relating to aircraft, regardless of weight, operated under an Air Operator's Certificate where the operator operates over 40 tonne aircraft, shall not be charged for, as this will be recovered through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

3.2.2 **Export**

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

- a) in the case of a glider or a balloon, a charge of £115 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £16,600 for any year, or part of the year, during which the investigations are carried out; or
- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft, a charge of £189 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 by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £615 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; or
- c) in the case of an aircraft, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, a charge of £115 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 by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £375 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.

3.3 **Noise type certificate investigations**

In respect of an application or relevant application for the issue or variation of a noise type certificate under the Air Navigation (Environmental Standards) Order in respect of a prototype non-EASA aircraft, the applicant shall pay to 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, see paragraph 6.4, but not exceeding £74,700 for any year, or part of the year, during which the investigations are carried out.

3.4 **Approvals in respect of modifications and repairs**

3.4.1 **Aircraft (excluding engines)**

- a) In respect of an application for the approval, pursuant to any provision of Part 3 of the Order, of the modification, repair etc. of non-EASA 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:
 - i) subject to sub-paragraph ii), for the approval of a minor modification, a charge of £79;
 - 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 a non-EASA aircraft having a maximum weight not exceeding 2,730 kg, a charge of £366 or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out; or

- ii) in the case of any other non-EASA aircraft, a charge of £543 or, if the total cost of the investigations exceeds that amount a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out.
- 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.

3.4.2 **Aircraft equipment (excluding engines)**

- a) In respect of an application for the approval, pursuant to any provision of Part 3 of the Order, of equipment for non-EASA aircraft, including radio apparatus or the manner of its installation (but excluding applications in respect of engines), the applicant shall pay:
 - i) in the case of an approval granted by reference to a joint technical standards order or an approval in respect of equipment, including radio apparatus, installed, or in the opinion of the CAA primarily intended to be installed, in aircraft having a maximum weight of more than 2,730 kg, a charge of £717 or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out; or
 - ii) in the case of an approval in respect of any other equipment, including any other radio apparatus, a charge of £497 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out.
- b) In respect of an application for the approval, pursuant to any provision of Part 3 of the Order, of the modification, repair etc. of equipment for non-EASA 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 £176 or if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out.

3.5 **Approval of aircraft maintenance schedules**

- a) Subject to sub-paragraph c), upon making an application for the approval of an aircraft maintenance schedule for non-EASA aircraft different to the aircraft manufacturer's recommended schedule, the applicant shall pay a charge of £660.
- b) Subject to sub-paragraph c), upon making an application for the approval of an amendment to the technical content of a maintenance schedule or programme, the applicant shall pay a charge of £528.
- c) No charge shall be payable if the application is:
 - i) in respect of an aircraft with an MTWA of 5,700 kg or less or a single-engined helicopter; or

- ii) supported by the type certificate holder; or
- iii) supported by an organisation holding a BCAR A7-5 approval.

3.6 Approvals and authorisations of persons and organisations (BCARs)

3.6.1 Initial application charges

- a) In respect of an application to the CAA, other than an application in Special Circumstances, for the approval or authorisation of a person for the purposes of any provision of Part 3 of the Order (other than Article 18), for the investigations required by the CAA, the applicant shall pay on application the charges as shown in Column 2 of Table 1:

Table 1

Approval Groups	Charge
Column 1	Column 2
A1 (BCAR Chapters A8-1 or A8-21)	£5,572
A2 (A8-2 or A8-21), E1 (A8-8 or A8-21), E2 (A8-8 or A8-21)	£5,572
B1 (A8-3), F1 (A8-9), G1 (A8-9)	£2,786
M3 (A8-15), M5 (A8-20), E3 (A8-8), E4 (A8-20)	£1,556
Single application for both an M5 (A8-20) and E4 (A8-20)	£2,786
F3 (A8-9)	£717
Any other approval	£2,786

Provided that where the cost of the investigations exceeds the charge specified above, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £108,000 for any year, or part of the year, during which the investigations are carried out.

- b) In respect of an application in Special Circumstances, for the investigations required by the CAA, the applicant shall pay:
- i) subject to sub-paragraph ii), a charge of £1,380 or the charge specified in sub-paragraph iii);
 - ii) if the application is solely in respect of one or more approval groups M3, M5, E3 or E4 a charge of £717 or the charge specified in sub-paragraph iii);
 - iii) if the total cost of the investigations exceeds the charge specified in sub-paragraph i) or ii) as the case may be, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £108,000 for any year, or part of a year, during which the investigations are carried out.

NOTE 3: BCAR Approval rating F4 will be issued at no charge as any associated costs will be subsumed by the charges for the associated tasks.

3.6.2 Variation charges

- a) In respect of an application to the CAA for the variation of an approval of a person for the purposes of any provision of Part 3 of the Order (other than Article 18) or for the investigations required by the CAA, the applicant shall pay:
- i) subject to sub-paragraph ii), a charge of £1,380 or the charge specified in sub-paragraph iii);

- ii) if the application is solely in respect of one or more of approval groups M3, M5, E3 or E4 a charge of £717 or the charge specified in sub-paragraph iii);
- iii) if the total cost of the investigations exceeds the charge specified in sub-paragraph i) or ii) above, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £108,000 for any year, or part of a year, during which the investigations are carried out.

3.6.3 Annual charges (including premium charges)

- a) i) Subject to sub-paragraph ii), in respect of the investigations required by the CAA for the purposes of satisfying itself that an approval should remain in force for a period of twelve months commencing 1 April in any year, the holder of an approval shall pay to the CAA on 1 April in that year, one main site charge which shall be the highest charge specified in Columns 2, 3 or 4 of Table 2 adjacent to any of the approvals he holds appropriate to the value of activities pursuant to the approval. He shall also pay the additional site charge specified in Column 5 of Table 1 appropriate to that main site charge for each additional site approved in respect of any approval.

Table 2

Approval	Main 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
A1 or A2, E1, E2 or B1, F1, G1, combined M5 and E4 or M3, M5, E3, E4 or any other BCAR approval	£5,572	£5,572	£2,786	£2,786
	£5,572	£5,572	£2,786	£2,786
	£2,786	£2,786	£2,786	£2,786
	£1,556	£1,556	£1,556	£1,096
	£2,786	£2,786	£2,786	£2,786

- ii) aa) The charge payable in respect of any approval shall be that specified in Column 2 of Table 2 unless the approval holder satisfies the CAA by 31 March 2008 that the value of the activities undertaken pursuant to that approval during the 12 months to 31 March 2007 is between £1,125,000 and £2,250,000 (inclusive) in which case the charge shall be that specified in Column 3 or that the value is less than £1,125,000 in which case the charge shall be that specified in Column 4.
- bb) For the purpose of this sub-paragraph 3.6.3, 'value' means the consideration paid in respect of the sale or 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 or disposal of any aircraft where there is in force in respect of that aircraft a certificate of airworthiness granted under the Order.

- iii) Where a person holds an approval in more than one of the Groups specified in Table 2 and Table 15, the holder of the approval shall pay:
 - aa) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 2 and Table 15 in respect of the Group which attracts the highest main site charge; and
 - bb) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 2 and Table 15 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 for holding a B1 or an M3 BCAR approval is liable where the holder also maintains a valid Part-145, or a Part-M, Subpart G or a Part-M Subpart F approval.
- b) Premium charges

In respect of an approval for which a charge is payable under sub-paragraphs 3.6.3 a) i) - iii) above (whether or not that charge has been waived) and where the number of man 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 on 1 April, in addition to the charge specified in sub-paragraphs 3.6.3 a) i) - iii) above:

 - i) where the number of man hours exceeded 150 in each of the two years but did not exceed 250 hours in both years, a charge of £7,170; or
 - ii) where the number of man hours exceeded 250 in each of the two years but did not exceed 350 hours in both years, a charge of £25,600; or
 - iii) where the number of man hours exceeded 350 in each of the two years but did not exceed 450 hours in both years, a charge of £43,520; or
 - iv) where the number of man hours exceeded 450 in each of the two years but did not exceed 550 hours in both years, a charge of £61,440; or
 - v) where the number of man hours exceeded 550 in each of the two years, a charge of £79,870.
- 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 by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £108,000 for any year, or part of the year during which the investigations are carried out.
 - ii) In respect of an application for the issue of revised documents of approval or approvals following a change of name of the approved person, the holder of the approval/authorisation or approvals/authorisations shall pay £86:

provided that where a charge is payable under sub-paragraphs 3.6.1 or 3.6.2 hereof, no charge shall be payable under this sub-paragraph.

3.7 Information relating to occurrence reports

- a) Upon making an application for the CAA to make available to a person described in Regulation 9 of the Civil Aviation Authority Regulations 1991 information relating to reports of reportable occurrences, or a summary thereof, the applicant shall pay:
- i) for a single monthly Occurrence Digest, a charge of £14;
 - ii) to receive one copy of each monthly Occurrence Digest for a period of 12 months, a charge of £140.
- b) Upon 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 a charge agreed on the basis of the CAA's estimated number of hours to complete the report at a rate of £78 per hour.

4 CHARGES UNDER THE ORDER OR PART-21 RELATING TO CERTIFICATES OF AIRWORTHINESS, AIRWORTHINESS REVIEW CERTIFICATES AND PERMITS TO FLY (EXCLUDING PROTOTYPE AND EXPORT CERTIFICATES OF AIRWORTHINESS)

4.1 Certificates of airworthiness (excluding 'prototype')

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.

4.1.1 Series aircraft

4.1.1.1 Issued for non-EASA aircraft

a) Gliders and Balloons

Upon making an application in respect of a series for the first issue of a national certificate of airworthiness pursuant to the Order, the applicant shall pay charges as shown in Table 3. Columns 2 and 4 relate to the application charge and Columns 3 and 5 relate to the validity charge per year applied for.

Table 3 Non-EASA aircraft

Series – Gliders and Balloons	Issued before 28 September 2008		Issued after 27 September 2008	
	Column 2	Column 3	Column 4	Column 5
Glider	£115	£88 per year	£115	£100 per year
Balloon – non expiring certificate	£285	N/A	£285	N/A

b) Aircraft other than Gliders and Balloons

Upon making an application in respect of a series for the first issue of a national certificate of airworthiness pursuant to the Order, the applicant shall pay charges as shown in Table 4 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft plus a charge in respect of **each 500 kg, or part thereof**, of the maximum weight of the aircraft for each complete year of validity applied for in respect of the certificate of airworthiness. Columns 3 and 5 relate to the application charge and Columns 4 and 6 relate to the validity charge per year applied for.

Table 4 Non-EASA aircraft

Ref.	Series – Aircraft other than Gliders and Balloons	Issued before 28 September 2008		Issued after 27 September 2008	
		Per 500 kg	Per 500 kg	Per 500 kg	Per 500 kg
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg	£461	£74 per year	£461	£50 per year
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg	£115	£36 per year	£115	£25 per year
C	A helicopter or a powered lift (tilt rotor) 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	£461	£148 per year	£461	£163 per year
D	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) 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	£115	£56 per year	£115	£62 per year
E	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 40,000 kg and operated under an Air Operator's Certificate	£461	N/A	£461	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an Air Operator's Certificate	£115	N/A	£115	N/A

With reference to non-EASA aircraft only within categories C and D in Table 4, where the period of validity applied for in respect of the certificate equals three years, the charge shall be reduced by 15%; or

In the case of an application for the issue of a certificate of airworthiness for an aircraft, where the cost of the investigations exceeds the charge payable under sub-paragraphs 4.1.1.1 a) and b) above but excluding the validity element of that charge, 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, see paragraph 6.4, but not exceeding £38,600 for any year or part of the year, during which the investigations are carried out.

NOTE 4: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was 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 certificate of airworthiness for the aircraft, the operator shall notify the CAA in writing and shall pay for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 5: The validity element of the series certificate of airworthiness relating to aircraft, regardless of weight, operated under an Air Operator's Certificate where the operator operates over 40,000 kg aircraft, shall not be charged for, as this will be recovered through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

4.1.1.2 Issued for EASA aircraft

a) **Gliders and Balloons**

Upon making an application for the issue of an EASA certificate of airworthiness pursuant to Part-21 that shall be non-expiring plus the initial issue of an ARC, the applicant shall pay charges as shown in Table 5. Columns 2 and 4 relate to the application charge and Columns 3 and 5 relate to the validity charge per year applied for.

Table 5 EASA aircraft

Series – Gliders and Balloons	Issued before 28 September 2008		Issued after 27 September 2008	
	Column 2	Column 3	Column 4	Column 5
Column 1				
Glider	£115	£88	£115	£100
Balloon	£115	£88	£115	£100

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

Upon making an application for the issue of an EASA certificate of airworthiness pursuant to Part-21 that shall be non-expiring plus the issue of an initial ARC, the applicant shall pay charges as shown in Table 6 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft plus a charge in respect of **each 500 kg, or part thereof**, of the maximum weight of the aircraft for each year of validity in respect of the ARC. Columns 3 and 5 relate to the application charge and Columns 4 and 6 relate to the validity charge per year.

Table 6 EASA aircraft

Ref.	Series – Aircraft other than Gliders and Balloons	Issued before 28 September 2008		Issued after 27 September 2008	
		Per 500 kg	Per 500 kg	Per 500 kg	Per 500 kg
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg.	£461	£74	£461	£50
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg.	£115	£36	£115	£25
C	A helicopter or a powered lift (tilt rotor) 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.	£461	£148	£461	£163
D	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) 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.	£115	£56	£115	£62
E	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 40,000 kg and operated under an Air Operator's Certificate	£461	N/A	£461	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an Air Operator's Certificate	£115	N/A	£115	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 investigations exceeds the charge payable under sub-paragraphs 4.1.1.1 a) and b) above but excluding the validity element of that charge, 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, see paragraph 6.4, but not exceeding £38,600 for any year or part of the year, during which the investigations are carried out.

NOTE 6: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was 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 certificate of airworthiness for the aircraft, the operator shall notify the CAA in writing and shall pay for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 7: The validity element of the series certificate of airworthiness relating to aircraft, regardless of weight, operated under an Air Operator's Certificate where the operator operates over 40,000 kg aircraft, shall not be charged for, as this will be recovered through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

4.1.2 Subsequent issue

- a) Subject to sub-paragraph b), upon making an application for the issue of a certificate of airworthiness and an ARC in respect of an aircraft where a certificate of airworthiness has previously been issued and has ceased to be in force, the applicant shall pay 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 4.1.1 above, except that the element of that charge which does not relate to validity shall be reduced by 50%.
- b) Where the aircraft has been modified while the certificate of airworthiness was not in force, the applicant shall pay a charge as specified in paragraph 4.1.1 above but excluding the validity element of that charge. Where the cost of the investigations exceeds this charge, 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, see paragraph 6.4, but not exceeding £38,600 for any year or part of the year, during which the investigations are carried out.

4.1.3 Certificate of airworthiness renewals or ARC issues or extensions

4.1.3.1 Certificate of airworthiness renewals for non-EASA aircraft

a) Gliders and Balloons

Upon making an application for the renewal of a certificate of airworthiness, the applicant shall pay the charge as shown in Table 7.

Table 7 Non-EASA aircraft

Renewals – Gliders and Balloons	Falling due before 28 September 2008	Falling due after 27 September 2008
Column 1	Column 2	Column 3
Glider	£88 per year	£100 per year
Balloon – non expiring certificate	N/A	N/A

b) Aircraft other than Gliders and Balloons

Upon making an application for the renewal of a certificate of airworthiness, the applicant shall pay the charge as shown in Table 8 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 8 Non-EASA aircraft

Ref.	Renewals – Aircraft Other than Gliders and Balloons	Falling due before 28 September 2008	Falling due after 27 September 2008
		Per 500 kg	Per 500 kg
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg.	£74 per year	£50 per year
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg.	£36 per year	£25 per year
C	A helicopter or a powered lift (tilt rotor) 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.	£148 per year	£163 per year
D	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) 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.	£56 per year	£62 per year

With reference to non-EASA aircraft only within categories C and D in Table 8, where the period of validity applied for in respect of the certificate equals three years, the charge shall be reduced by 15%.

NOTE 8: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was 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 certificate of airworthiness for the aircraft, the operator shall notify the CAA in writing and shall pay for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 9: 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 certificate of airworthiness renewals through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

4.1.3.2 **ARC issues for EASA aircraft – falling due before 28 September 2008**

a) **Gliders and Balloons**

Upon making an application to the CAA for the issue of an ARC, the applicant shall pay the charge as shown in Table 9.

Table 9 EASA aircraft

ARC issue – Gliders and Balloons	Falling due before 28 September 2008
Column 1	Column 2
Glider	£88
Balloon	£88

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

Upon making an application to the CAA for the issue of an ARC, the applicant shall pay the charge as shown in Table 10 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 10 EASA aircraft

Ref.	ARC issue – Aircraft other than Gliders and Balloons	Falling due before 28 September 2008
		Per 500 kg
Col. 1	Column 2	Column 3
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg.	£74
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg.	£36
C	A helicopter or a powered lift (tilt rotor) 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.	£148
D	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) 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.	£56

NOTE 10:Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was 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 notify the CAA in writing and shall pay for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 11: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.

4.1.3.3 **ARC issues or extensions for EASA aircraft – falling due after 27 September 2008**

a) **Gliders and Balloons**

Upon issue or extension of an existing ARC for a further period of validity, the applicant shall pay the charges as shown in Table 11.

Table 11 EASA aircraft

Ref.	ARC – Gliders and Balloons	Falling due after 27 September 2008
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 required airworthiness review itself, the applicant shall pay:	£100 plus an additional investigatory charge (See Note 12)
B	An application received by the CAA from the owner or operator of a glider or balloon where the approved CAMO recommends that the CAA issues an ARC, the applicant shall pay:	£48
C	Notification to the CAA from the appropriate CAMO that the CAMO has issued or extended an ARC of a glider or balloon for a further period, the CAMO shall pay within one month after such issue or extension:	£20

NOTE 12: 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 an additional charge to that shown for Ref. A in Table 11, of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out.

b) **Aircraft exceeding 2,730 kg MTWA other than Gliders and Balloons**

Where a CAMO has been approved to issue or extend an ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an ARC, the CAMO shall pay on notification or recommendation respectively a charge as shown in Column 3 of Table 12 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft.

Upon making an application to the CAA for the issue of an ARC and operating in an uncontrolled environment, the applicant shall pay the charge as shown in Column 4 of Table 12 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft.

Table 12 EASA aircraft

Ref.	ARC – Aircraft exceeding 2,730 kg MTWA other than Gliders and Balloons	Falling due after 27 September 2008	
		Per 500 kg	Per 500 kg
		Controlled Environment	Uncontrolled Environment
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) 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 applicant shall pay:	£135	£163 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, 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 applicant shall pay:	£51	£62 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 an additional charge to that shown in Column 4 of Table 12, of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out.

NOTE 14: Where the operator of an over 40,000 kg aircraft had stated in the application that the aircraft, regardless of maximum weight, was 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 notify the CAA in writing and shall pay 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 or extension through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

c) Aircraft not exceeding 2,730 kg MTWA other than Gliders and Balloons

Upon the issue or extension of an existing ARC for a further period in relation to aircraft with a maximum weight not exceeding 2,730 kg, the charges shown in Table 13 shall apply.

Table 13 EASA aircraft

Ref.	ARC – Aircraft not exceeding 2,730 kg MTWA other than Gliders and Balloons	Falling due after 27 September 2008
Col. 1	Column 2	Column 3
A	A direct application received by the CAA from the owner or operator of a helicopter or powered lift (tilt rotor) aircraft, where the Airworthiness Review is carried out by the CAA, the applicant shall pay:	£50 per 500 kg or part thereof of the maximum weight of the aircraft plus an additional investigatory charge (See Note 16)
B	A direct application received by the CAA from the owner or operator of an aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, where the Airworthiness Review is carried out by the CAA, the applicant shall pay:	£25 per 500 kg or part thereof of the maximum weight of the aircraft plus an additional investigatory charge (See Note 16)
C	An application received by the CAA from or via the owner or operator of a helicopter or a powered lift (tilt rotor) aircraft where the approved CAMO either: i) recommends that the CAA issues an ARC, the applicant shall pay: or ii) notifies the CAA that the CAMO has issued or extended the existing ARC for a further period, the CAMO shall pay to the CAA within one month after such issue or extension:	£50 per 500 kg or part thereof of the maximum weight of the aircraft
D	An application received by the CAA from or via the owner or operator of an aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft where the approved CAMO either: i) recommends that the CAA issues an ARC, the applicant shall pay: or ii) notifies the CAA that the CAMO has issued or extended the existing ARC for a further period, the CAMO shall pay to the CAA within one month after such issue or extension:	£25 per 500 kg or part thereof of the maximum weight of the aircraft

NOTE 16: 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 an additional charge to that shown for Ref. A or Ref. B in Table 13, of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £38,600 for any year, or part of the year, during which the investigations are carried out.

4.1.4 Change of category

In respect of an application to change the category of a certificate of airworthiness to enable the aircraft to fly for additional purposes, the applicant shall pay a charge of £307.

4.2 **Permits to fly**

4.2.1 **National permits to fly issued under the Order**

4.2.1.1 **Initial issue or variation**

In respect of an application for the grant or variation of a national permit to fly, the applicant shall pay:

- a) in the case of an aircraft having a maximum weight not exceeding 500 kg, a charge of £205 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £37,900 for any year, or part of the year, during which the investigations are carried out, plus a charge of £205 for each year of validity applied for; or
- b) in the case of an aircraft having a maximum weight exceeding 500 kg, but not exceeding 2,730 kg, a charge of £379 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £76,200 for any year, or part of the year, during which the investigations are carried out, plus a charge of £379 for each year of validity applied for; or
- c) in the case of any other aircraft, a charge of £503 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £114,000 for any year, or part of the year, during which the investigations are carried out, plus a charge of £503 for each year of validity applied for.

4.2.1.2 **Renewal**

In respect of an application for the renewal of a national permit to fly, the applicant shall pay:

- a) in respect of a permit specified in sub-paragraph 4.2.1.1 a) hereof, a charge of £205 for each complete year of validity applied for; or
- b) in respect of a permit specified in sub-paragraph 4.2.1.1 b) hereof, a charge of £379 for each complete year of validity applied for; or
- c) in respect of a permit specified in sub-paragraph 4.2.1.1 c) hereof, a charge of £503 for each complete year of validity applied for.

4.2.1.3 **Subsequent issue**

Upon making an application for a national permit to fly in respect of which a permit to fly has previously been issued and has ceased to be in force, the applicant shall pay a charge or charges equivalent to the charge or charges which would be due if that application were an application for the grant of such a permit, as specified in sub-paragraphs 4.2.1.1 a) to c) above.

4.2.2 **EASA permits to fly issued under Part-21**

4.2.2.1 **EASA permanent permits to fly**

Upon making an application to the CAA, that includes EASA approved Flight Conditions if appropriate, for the issue of a permanent EASA permit to fly in circumstances where a certificate of airworthiness is not appropriate, the applicant shall pay a charge in accordance with paragraph 4.2.1 above with a 10% reduction¹ applying to both initial issue and renewal charges.

4.2.2.2 **EASA temporary permits to fly where the certificate of airworthiness is temporarily invalid**

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

- a) Where a CAMO issues the permit to fly and notifies the CAA accordingly, the CAMO shall pay a charge of £20; or
- b) Where a CAMO recommends a permit to fly to be issued by the CAA, the CAMO shall pay a charge of £65; or
- c) Where the aircraft owner or operator makes a direct application to the CAA enclosing an EASA approval of design-related Flight Conditions where applicable, the applicant shall pay a charge of £110; or
- d) Where the aircraft owner or operator makes a direct application to the CAA where unforeseen urgent operational circumstances apply, as defined by Article 14.4 of EC Regulation 216/2008, and the CAA is required to approve design-related Flight Conditions, the applicant shall pay £750.

4.3 **Foreign registered aircraft – Exemption to fly without a certificate of airworthiness**

4.3.1 Subject to paragraph 4.3.2, upon making an application for the grant of an exemption from Article 8(1) of the Order in respect of a foreign registered aircraft, the applicant shall pay:

- a) where the CAA deems an aircraft survey is required, a charge of £316;
- b) where the CAA deems an aircraft survey is not required, a charge of £51.

4.3.2 Where the costs of the investigation in connection with an application exceeds the amount specified in paragraph 4.3.1, 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, see paragraph 6.4, but not exceeding £108,000 for any year, or part of the year, during which the investigations are carried out.

4.4 **Flight Manual – Change to Maximum Take-Off Weight (MTOW)**

Upon making an application to notify the CAA of a change in the operational MTOW of an EASA or non-EASA aircraft of MTOW 15 tonnes or above, the applicant shall pay an annual charge and renewable annually thereafter of £102 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 MTOW required throughout the 12-month period to which the annual charge relates.

(This Note is not part of the Scheme)

1. This reduction reflects the work relinquished by the CAA as a result of EASA involvement in the compilation of the design-related Flight Conditions for the aircraft.

5 CHARGES UNDER PART-21, PART-145 AND PART-M

5.1 Approval or authorisation of persons and organisations

5.1.1 Initial application charges

In respect of an application to the CAA for the approval or authorisation of a person or organisation, for the purposes of Part-21 (Subparts F or G) or Part-145 or Part-M (Subparts F or G), for the investigations required by the CAA, the applicant shall pay on application the charges as shown in Column 2 of Table 14:

Table 14

Approval Groups	Charge
Column 1	Column 2
Part-21 Subpart G or Part 145 - A1 or B1 ratings	£11,146
Part-145 – A2, A3, A4, B2, B3, C or D ratings	£2,786
Part-21 Subpart F	£1,380
Part-M Subpart G ² for aircraft >5,700 kg	£5,572
Part-M Subpart G for aircraft not exceeding 5,700 kg	£2,786
Part M Subpart G regardless of aircraft weight, where the applicant already holds a CAA maintenance approval or a BCAR Group E3 design approval	£1,380
Part-M Subpart F and a Part-M Subpart G applied for concurrently	£2,786
Part-M Subpart F	£2,786
Part-M Subpart F, where the applicant already holds a CAA maintenance approval	£1,380
Any other approval	£2,786

Provided that for the purposes of applications shown in Table 14 above where the cost of the investigations exceeds the charge specified, 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, see paragraph 6.4, but not exceeding £108,000 for any year, or part of the year, during which the investigations are carried out.

5.1.2 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 Part-21 (Subparts F or G), Part-145 or Part M (Subpart F or G), for the investigations required by the CAA, the applicant shall pay:

- a) in the case of a Part-21 Subpart G, Part 145 or Part M (Subpart F or Subpart G), a charge of £1,380; or
- b) where an application is made to add Part-M Subpart I privileges to an existing Part-M Subpart G approval, a charge of £1,380; or
- c) where an application is made for a Part-M Subpart G approval holder to be given privileges to issue EASA permits to fly under Part-21, a charge of £1,380; or
- d) in the case of a Part-21 Subpart F, a charge of £690; or
- e) if the total cost of the investigations exceeds the charge specified in subparagraphs a) to d) above, a charge of the amount determined in accordance with paragraph 6.4 but not exceeding £108,000 for any year, or part of the year, during which the investigations are carried out.

(This Note is not part of the Scheme)

2. If applied for, and without extra charge, the grant of a Part-M Subpart G approval may include a Subpart I privilege that would permit the applicant to issue Airworthiness Review Certificates.

5.1.3 Annual charges (including premium charges)

- a) i) Subject to sub-paragraphs ii) and iii) below, in respect of the investigations required by the CAA for the purposes of satisfying itself that an approval should remain in force for a period of twelve months commencing 1 April in any year, the holder of an approval shall pay to the CAA on 1 April in that year, one main site charge in respect of each Group within which he holds an approval which shall be the highest charge specified in Columns 2, 3 or 4 of Table 15 adjacent to any of the approvals he holds within that Group appropriate to the value of activities pursuant to the approval. He shall also pay the additional site charge specified in Column 5 of Table 2 appropriate to that main site charge for each additional site approved in respect of any approval within that Group.

Table 15

Approval Groups	Main 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
1. Part 21 Subpart G	£11,146	£5,572	£2,786	£2,786
2. Part 145 A1, B1 ratings or A2, A3, A4, B2, B3, C or D ratings	£11,146 £2,786	£5,572 £2,786	£2,786 £2,786	£2,786 £2,786
3. Part-M Subpart G Aircraft >5,700 kg Aircraft not exceeding 5,700 kg	£5,572 £2,786	£5,572 £2,786	£2,786 £2,786	£2,786 £2,786
4. Part-M Subpart F	£2,786	£2,786	£2,786	£2,786

- ii) aa) The charge payable in respect of any approval shall be that specified in Column 2 of Table 15 unless the approval holder satisfies the CAA by 31 March 2008 that the value of the activities undertaken pursuant to that approval during the 12 months to 31 March 2007 is between £1,125,000 and £2,250,000 (inclusive) in which case the charge shall be that specified in Column 3 or that the value is less than £1,125,000 in which case the charge shall be that specified in Column 4.
- bb) For the purpose of this paragraph 5.1.3, 'value' means the consideration paid in respect of the sale or disposal of any goods or the provision of any services which such goods 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 or disposal of any aircraft where there is in force in respect of that aircraft a certificate of airworthiness granted under the Order or Part-21.
- cc) No annual charge for holding a B1 or an M3 BCAR approval is liable where the holder also maintains a valid Part-M Subpart G or a Part-M Subpart F approval.
- iii) Where a person holds an approval in more than one of the Groups specified in Table 2 and Table 15, the holder of the approval shall pay:

- aa) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 2 and Table 15 in respect of the Group which attracts the highest main site charge, and
- bb) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 2 and Table 15 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 for holding a B1 or an M3 BCAR approval is liable where the holder also maintains a valid Part-145, or a Part-M, Subpart G or a Part-M Subpart F approval.

b) **Premium charges**

In respect of an approval for which a charge is payable under sub-paragraphs 5.1.3 a) i) – iii) above and where a JAR approval has been converted to an EASA approval for the purposes of calculating any Premium Charge, the following existing procedure shall apply. Where the number of man 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 on 1 April, in addition to the charge specified in sub-paragraphs 5.1.3 a) i) – iii) above:

- i) where the number of man hours exceeded 150 in each of the two years but did not exceed 250 hours in both years, a charge of £7,170; or
- ii) where the number of man hours exceeded 250 in each of the two years but did not exceed 350 hours in both years, a charge of £25,600; or
- iii) where the number of man hours exceeded 350 in each of the two years but did not exceed 450 hours in both years, a charge of £43,520; or
- iv) where the number of man hours exceeded 450 in each of the two years but did not exceed 550 hours in both years, a charge of £61,440; or
- v) where the number of man hours exceeded 550 in each of the two years, a charge of £79,870.

c) **Other approval charges**

- i) In respect of the investigations performed by the CAA for the purposes of determining 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 by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 6.4, but not exceeding £108,000 for any year, or part of the year during which the investigations are carried out;
- ii) In respect of an application for the issue of revised documents of approval or approvals following a change of name of the approved person, the holder of the approval or approvals shall pay a charge of £86;
- iii) In respect of the investigation performed by the CAA in conjunction with the competent authority of an EU Member State for an approval of a facility located in the UK administered by that EU Member State, the applicable charge under paragraphs 5.1.1., 5.1.2. or 5.1.3, as applicable, will be payable; provided that where a charge is payable under paragraphs 5.1.1 or 5.1.2 hereof, excepting sub-paragraph 5.1.3 c) iii), no charge shall be payable under this sub-paragraph.

5.2 **Approval of aircraft maintenance programmes**

- a) Subject to sub-paragraph 5.2 c), upon making an application for the approval of an aircraft maintenance programme different to the aircraft manufacturer's recommended schedule, the applicant shall pay a charge of £660.
- b) Subject to sub-paragraph 5.2 c), upon making an application for the approval of an amendment to the technical content of a maintenance programme, the applicant shall pay a charge of £528.
- c) No charge shall be payable if the application made under sub-paragraphs 5.2 a) or b) is:
 - i) in respect of an aircraft with a MTWA of 5,700 kg or less or a single-engined helicopter;
 - ii) supported by the type certificate holder;
 - iii) concerning amendments made in accordance with Part-M M.A.302(e).

6 OTHER CHARGES AND RELATED ITEMS

6.1 **Copies of documents**

Upon applying to the CAA for a copy or replacement document issued under Part 3 of the Order the applicant shall pay:

- 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 £160;
 - 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 £320;
 - iii) for a document applicable to an aircraft, having a maximum weight exceeding 5,700 kg, a charge of £480;
- 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 £42;
- c) in the case of a copy or replacement of a document issued under Part-21 Subpart G, Part-145 or Part-M Subpart F or G, a charge of £42;
- d) in the case of a copy or replacement of any other document a charge of £20.

6.2 **Additional charge where functions to be performed abroad**

- a) **In respect of Sections 3 and 4 above:** 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 of 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.

- b) **In respect of Section 5 above:** 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 of the in which he is normally stationed (**for which purpose the Isle of Man and the Channel Islands shall not be treated as part of the United Kingdom**) 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.

6.3 **Time at which charges are to be paid**

Except as otherwise provided in this Scheme, the 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 the amount of the charge depends on the 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 charge;
- b) the charge in respect of investigations made during any month shall be payable at the end of the month, and any amount paid on application shall be deducted from the charge payable at the end of the final month of investigations.

6.4 **Calculation of the cost of investigations**

For the purposes of paragraphs 3.1, 3.2, 3.3, 3.4, 3.6, 4.1.1, 4.1.2, 4.1.3.3, 4.2.1, 4.3 and 5.1 of this Scheme, the CAA shall determine the expense incurred by it in making any of the investigations there referred to by taking the number of man 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 £122;
- b) in the case of investigations relating to equipment installed, 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 £122;
- c) in the case of investigations relating to any other aircraft or any other equipment, by £181;
- d) in the case of investigations relating to the approval of persons, by £181.

7 **DEFINITIONS**

7.1 **For the purposes of this Scheme:**

- a) 'The European Aviation Safety Agency' means the Agency established pursuant to Regulation (EC) No. 216/2008;
- b) 'EASA' means the European Aviation Safety Agency;
- c) '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;
- d) 'The Aeroplane Noise Regulations' means The Aeroplane Noise Regulations 1999 or other replacement legislation for the time being in force;

- e) 'Chapter' means the relevant Chapter of the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- f) 'BCAR' means the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- 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) 'Part-21' means Annex I so entitled to Commission Regulation (EC) No. 1702/2003;
- i) 'Part-145' means Annex II so entitled to Commission Regulation (EC) No. 2042/2003;
- j) 'Maximum weight' in relation to an aircraft means the maximum total weight of the aircraft and its contents at which the aircraft may take-off anywhere in the world in the most favourable circumstances in accordance with the certificate of airworthiness in force in respect of the aircraft or, in relation to an aircraft not having a certificate of airworthiness in force in respect thereof, means the maximum weight specified in the application for a certificate or permit, as the case may be;
- k) '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;
- l) '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;
- m) 'The Air Navigation (Environmental Standards) Order' means the Air Navigation (Environmental Standards) Order 2002 and any reference to that Order shall, if that Order be amended or revoked, be taken to be a reference to any replacement legislation for the time being in force;
- n) 'Prototype Aircraft' means an aircraft (including a variant) which is not a Series Aircraft;
- o) '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 an Air Navigation Order;
- p) 'Minor Modification' means a modification which, in the opinion of the CAA, will not require an investigation exceeding one hour;
- q) 'Special Circumstances' means an application referred to in paragraph 3.6.1 and 5.1.1 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 paragraphs 3.6.1 and 5.1.1;
- r) 'ARC' means an airworthiness review certificate issued in accordance with Part-21 or Part-M;
- s) 'CAMO' means a Continuing Airworthiness Management Organisation approved under Part-M;

- t) An 'EASA aircraft' is an aircraft subject to regulation of airworthiness by EASA under Regulation (EC) No 216/2008. See CAP 747 – Mandatory Requirements for Airworthiness, Section 1 for details and listings of these aircraft;
- u) A 'permanent EASA 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 EASA 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;
- v) An aircraft in a 'controlled environment' is an EASA aircraft, continuously managed by a Part-M Subpart G approved Continuing Airworthiness Management Organisation, which has not changed CAMOs in the previous 12 months, and which is maintained by approved maintenance organisations.

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 or Part-M.

8 COMMENCEMENT

This Scheme shall come into operation on 22 October 2008.