

Official Record Series 5**United Kingdom
Civil Aviation Authority****CAA Scheme of Charges****No:** 239**(Air Operator and Police Air Operator
Certification)****Publication Date:** 30 January 2009**Commencement Date:** 01 April 2009

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 Order and EU-OPS with respect to the certification of operators of aircraft;
- ii) the granting of permissions, approvals and exemptions required under the Order, EU-OPS, Regulation (EC) 1008/2008, or under the Operation of Air Services in the Community Regulations 2009 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 2008 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were an enactment and as if the Scheme of 30 January 2008 revoked by paragraph 1.1 above was an enactment thereby repealed.

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2 CHARGES INDEX

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3 AOC/PAOC APPLICATION CHARGES**3.1 Grant of an AOC or PAOC****3.1.1 Application**

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, 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 specified in Column 1 of Table 1, which determines the appropriate charges specified 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	£6,342	£1,268
Aeroplanes not above 5,700 kg	£9,385	£1,774
Aeroplanes between 5,700 kg and 40 tonnes	£16,998	£4,440
Aeroplanes above 40 tonnes	£21,057	£6,342
Single engine helicopters	£6,851	£1,774
Multi-engine helicopters operating onshore	£8,625	£2,027
Multi-engine helicopters operating offshore	£13,699	£3,044
Airships	£8,625	£2,027
Any aircraft type where grant of a PAOC is sought	£5,831*	£507*

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

3.1.3 **Additional charge**

- 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.
- Each aircraft type fits within a category specified in Column 1 of Table 2, which determines the standard hours for that application specified in Columns 2 and 3 of Table 2.
- The charge payable for each hour in excess of the standard hours is £164 and will be invoiced monthly in arrears to the AOC or PAOC applicant.
- 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 £164

and

$$\text{Total standard hours} = d + (e_1 + e_2 + e_n) \text{ hours}$$

where

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 (Standard hours)	Additional type (Standard 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:

- a) £257; or
- b) £85 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:

- a) £577; or
- b) £192 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**

Applicants for a variation to their AOC or PAOC must pay for the investigations required by the CAA. Except for certain applications described in paragraphs 3.2.4 to 3.2.9 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 specified in Column 1 of Table 3, which determines the appropriate charges specified 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 aircraft type	New region/substantive region or route	Temporary region or route
Column 1	Column 2	Column 3	Column 4
Single engine aeroplanes	£3,553	£1,268	£422
Aeroplanes not above 5,700 kg	£5,453	£1,522	£507
Aeroplanes between 5,700 kg and 40 tonnes	£10,147	£2,028	£676
Aeroplanes above 40 tonnes	£11,672	£2,028	£676
Single engine helicopters	£3,044	£2,028	£676
Multi-engine helicopters operating onshore	£3,553	£2,281	£761
Multi-engine helicopters operating offshore	£5,075	£3,042	£1,014
Airships	£4,821	n/a	n/a
Any aircraft type operated under a PAOC	£3,044*	(Refer to paragraph 3.2.8)	

* This charge will be reduced by 50% if:

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

3.2.3 Additional charge

- 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.
- 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 specified in Column 1 of Table 4, which determines the appropriate standard hours specified in Columns 2, 3 and/or 4 of Table 4 for the following types of variation:
 - Column 2: Specification of additional aircraft types on an AOC;
 - Column 3: Change of substantive operating region(s) or any substantive route;
 - Column 4: Addition or amendment of a temporary operating region or route.
- The charge payable for each hour in excess of the standard hours is £164 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 £164

and

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

where

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 aircraft types (Standard hours)	New region/ substantive region or route (Standard hours)	Temporary region or route (Standard 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 3.2.8)	

3.2.4 **AOC/PAOC operators under merger/takeover**

Where an AOC/PAOC holder applies to merge / takeover the operations of another AOC/PAOC holder, the applicant shall pay an initial charge of £1,148 plus payment for each hour in excess of 7 hours per application at the rate of £164 per hour. Where existing variation charges would apply then these shall be charged as normal under paragraphs 3.2.1, 3.2.2, 3.2.3 or 3.2.8.

3.2.5 **Change / extension of an AOC / PAOC operation to include cargo or passenger services**

Where an applicant from an existing AOC/PAOC holder applies to extend or change its operations from:

- a) passenger to cargo, or passenger to include cargo, then the applicant shall pay a charge equivalent to 25% of the additional aircraft type variation charge specified in Column 2 of Table 3 according to the heaviest aircraft type in the combined fleet; or

- b) cargo to passenger, or cargo to include passenger, then the applicant shall pay a charge equivalent to 50% of the additional aircraft type variation charge specified in Column 2 of Table 3 according to the heaviest aircraft type in the combined fleet.

The charges under sub-paragraphs 3.2.5 a) or b) will also be subject to an additional charge based upon any excess hours incurred as explained under paragraph 3.2.3 and referring to the hours in excess of the standard hours specified in Column 2 of Table 4, adjusted by 25% to relate to the charge under sub-paragraph 3.2.5 a), or by 50% to relate to the charge under sub-paragraph 3.2.5 b).

3.2.6 **Search and Rescue operations**

Where an application is received from an operator wishing to vary its AOC/PAOC to include non-compliances with JAR-OPS 3 sub-section E of the operations specification to allow Search and Rescue operations to be conducted in accordance with General AOC Condition A1, the applicant shall pay an initial charge of £3,280 plus payment for each hour in excess of 20 hours per application at the rate of £164 per hour.

3.2.7 **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.

3.2.8 **Charge for PAOC operators**

- a) When an application is made for the variation of a PAOC, the type of variation determines the appropriate charge specified in Column 3 of Table 5, to be paid by the applicant.

Table 5

Type of variation	Standard hours	Charge
Column 1	Column 2	Column 3
Variation of operating region or regions	9	£1,520
Application to operate on a specified route outside the operating region or regions	3	£507

- b) An additional charge calculated in accordance with paragraph 3.2.3 is payable where the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application specified in Column 2 of Table 5.

3.2.9 **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 £156.

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 2009 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 2008 for an operator with a Type A Operating Licence and on 31 May and 31 October 2008 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 2009 (the assessment year).

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 2008 for an operator with a Type A Operating Licence and on 31 May and 31 October 2008 for an operator with a Type B Operating Licence. Where the average total of aircraft fleet numbers determines a $\frac{1}{2}$, 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) Should the AOC/PAOC not be in existence until after the appropriate second assessment date, the annual charge for the following year shall be based upon a special declaration of aircraft used under the AOC/PAOC as at 31 March 2009 or, if no aircraft are operating on that date, on the heaviest aircraft type on the AOC, in order to determine the appropriate operator charge element of the annual charge to levy.
- g) Where an AOC/PAOC holder merges with or takes over one or more other AOC/PAOC holders during the assessment year, such that one or more of the AOC/PAOC holders will not be subjected to an annual charge, the annual charge for the continuing AOC/PAOC holder shall be based upon the following:
 - i) Merged/taken over before the first appropriate assessment date – average of returns submitted for both assessment dates;
 - ii) Merged/taken over between the first and the second appropriate assessment date – the return received for only the second assessment date;

- iii) Merged/taken over after the second appropriate assessment date – a special declaration of aircraft operated under the AOC/PAOC provided by the operator as at 31 March prior to the year the annual charge relates to.
- h) If an aircraft is normally operated under an AOC/PAOC but on the date of assessment the aircraft is under maintenance or is otherwise taken out of service then this aircraft will be deemed to be operating under the AOC/PAOC as at the assessment date.
- i) 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	0-4 aircraft	£43,100	£6,570*
	A2	5-19 aircraft	£55,800	£6,570*
	A3	20-44 aircraft	£101,500	£6,570*
	A4	45-149 aircraft	£176,400	£6,570*
	A5	150 or more aircraft	£295,600	£6,570*
Aeroplanes between 5,700 kg and 40 tonnes	B1	0-4 aircraft	£21,600	£2,200
	B2	5-9 aircraft	£37,300	£2,200
	B3	10-24 aircraft	£46,200	£2,200
	B4	25 or more aircraft	£88,500	£2,200
Aeroplanes not above 5,700 kg	C2	0-4 aircraft	£12,200	£740
	C3	5 or more aircraft	£17,400	£740
Multi-engine helicopters operating offshore	D1	0-19 aircraft	£26,700	£5,540
	D2	20 or more aircraft	£69,300	£5,540
Multi-engine helicopters operating onshore	E1	0-4 aircraft	£8,200	£1,670
	E2	5-14 aircraft	£16,000	£1,670
	E3	15 or more aircraft	£22,600	£1,670
Single engine helicopters or airships	F1	0-4 aircraft	£9,000	£1,050
	F2	5 or more aircraft	£14,900	£1,050

* 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 £1,240 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 Where an AOC or PAOC holder is not liable for the full annual target charge specified in Columns 4 and 5 of Table 6, the annual charge payable shall be limited to the greater of:

- a) 60% of the annual target charge calculated in accordance with paragraph 4.1.2; or
- b) 125% of the annual charge for the year ended 31 March 2009 up to the maximum of the annual target charge calculated in accordance with paragraph 4.1.2.

- 4.1.3.2 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 as declared in calculating the 2008/09 annual charge.

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 OPS 1.246 of EU-OPS, the applicant shall pay in respect of each aircraft type applied for, a charge specified in 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	£17,245	£8,622

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 specified in Table 8 are payable for applications for UK registered aircraft to be operated by a foreign operator for public transport or commercial air 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 or commercial air transport	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£3,219	–
	Exceeding 15 tonnes and operated pursuant to an AOC	£3,219	£7 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	£805	–
	Exceeding 15 tonnes and operated pursuant to an AOC	£805	£7 per 500 kg (or part thereof) of MTWA
Extension of existing leasing arrangements	Not exceeding 15 tonnes	£805	–
	Exceeding 15 tonnes and operated pursuant to an AOC	£805	£7 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 or commercial air transport, the applicant shall pay a charge specified in Column 3 of Table 9, for the investigations required by the CAA, in order to issue an approval under OPS 1.165 of EU-OPS and Regulation 17 of the Operation of Air Services in the Community Regulations 2009.

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 £42,300 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 or commercial air transport	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£3,219
	Exceeding 15 tonnes and operated pursuant to an AOC	£3,219
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	£805
	Exceeding 15 tonnes and operated pursuant to an AOC	£805
Extension of existing leasing arrangements	All aircraft excepting those exceeding 15 tonnes and operated pursuant to an AOC	£805
	Exceeding 15 tonnes and operated pursuant to an AOC	£805

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 or commercial air transport, where the CAA deems it necessary to investigate the lessor in order to make a recommendation to the Department for Transport (DfT) for the DfT to issue an approval under Article 13(3) of Regulation (EC) 1008/2008, the applicant shall pay a charge of £29,700.
- 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 £4,409.

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 £593.

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 specified in Tables 10, 11 and 12.

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	£1,805	£1,805
Permission, approval or exemption	Dangerous goods in other than normal circumstances	£114 per hour of CAA investigation (minimum 1 hour)	£114
Non-expiring permission or approval	Munitions of war	£625	£625
Specific expiring permission, approval or exemption	Munitions of war	£62	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	£1,092	£781
Training of acceptance staff only	£1,092	£781
Training of both shippers and cargo agents and acceptance staff	£1,562	£1,252
Training in connection with radioactive materials	£390	£194
Other	Charge	
Examination pass certificate number	£6.69 per number	

(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 12

Training instructor approvals (non-expiring)	Application charge
Column 1	Column 2
Training instructor approval – technical knowledge – examination (part 1)	£119
Training instructor approval – competence in implementing training examination (part 2)	£390

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 £81,000.

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 £21.

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, £12,650 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	£1,548
11 to 20 passengers	£1,770
21 to 30 passengers	£1,991
31 to 40 passengers	£2,212
41 to 50 passengers	£2,455
Exceeding 50 passengers	£2,696

(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.

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	£157
Variation of operating region or regions	£157

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.

Table 15

Total passenger capacity	Charge
Column 1	Column 2
Not exceeding 10 passengers	£1,030
11 to 20 passengers	£1,182
21 to 30 passengers	£1,326
31 to 40 passengers	£1,474
41 to 50 passengers	£1,636
Exceeding 50 passengers	£1,797

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 or 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. 859/2008.
- 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 or commercial air 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 or commercial air 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 that 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 that 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 2009.