

**Official Record Series 5****United Kingdom  
Civil Aviation Authority****CAA Scheme of Charges****No:** 240**(Airworthiness, Noise Certification and  
Aircraft and Aircraft Engine Emissions)****Publication Date:** 30 January 2009**Commencement Date:** 01 April 2009

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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 for Non-EASA Aircraft) 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 for Non-EASA Aircraft) 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 22 August 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were an enactment and as if the Scheme of 22 August 2008, revoked by paragraph 1.1 above was an enactment thereby repealed.

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## 2 CHARGES INDEX

The following Charges Index sets out the charge headings under this Scheme and refers to the page where each section commences:

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### **3 CHARGES UNDER THE ORDER AND THE AIR NAVIGATION (ENVIRONMENTAL STANDARDS FOR NON-EASA AIRCRAFT) ORDER 2008 AND UNDER REGULATION (EC) No. 216/2008 WHERE THE UK CAA IS THE COMPETENT AUTHORITY RELATING TO 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 4.5 but not exceeding:

- a) in the case of a helicopter or a powered lift (tilt rotor) aircraft, £80,260 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, £29,730 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 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 for Non-EASA Aircraft) Order in respect of:

- a) a non-EASA prototype 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 4.5, but not exceeding £78,100 for any year, or part of the year, during which the investigations are carried out.
- b) noise value investigations carried out on a non-EASA aircraft, the applicant shall pay to the CAA a charge of £440.

#### **3.3 Certificates of airworthiness**

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.

##### **3.3.1 Prototype aircraft**

In respect of an application for the issue of a national certificate of airworthiness, the applicant shall pay:

- a) an application charge as specified in Column 3 of Table 1;
- b) a validity charge as specified in Column 3 of Table 2; and
- c) where the cost of the investigations exceeds the application charge, 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 4.5), but not exceeding the corresponding amount as specified in Column 4 of Table 1, for any year or part of the year during which the investigations are carried out.

**Table 1 Prototype investigatory charges**

Ref.	Prototype non-EASA aircraft	Application charge	Maximum liability per year or part year
Col. 1	Column 2	Column 3	Column 4
A	A glider or a balloon	N/A	£17,350
B	A helicopter or a powered lift (tilt rotor) aircraft	£496 per 500 kg or part thereof	£80,250 per 500 kg or part thereof
C	Any other aircraft	£124 per 500 kg or part thereof	£29,730 per 500 kg or part thereof

**Table 2 Prototype validity charges**

Ref.	Prototype non-EASA aircraft	Validity charge
Col. 1	Column 2	Column 3
A	A glider or a balloon	£104 per annum
B	A helicopter or a powered lift (tilt rotor) aircraft, of maximum weight not exceeding 2,730 kg	£52 per 500 kg or part thereof per annum
C	An aircraft of maximum weight not exceeding 2,730 kg other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£26 per 500 kg or part thereof per annum
D	An aircraft of 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, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£149 per 500 kg or part thereof per annum (subject to Note 1 below)
E	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	£57 per 500 kg or part thereof per annum (subject to Note 1 below)

**NOTE 1:** Where the period of validity applied for in respect of the certificate equals three years, the charge shall be reduced by 15%.

**NOTE 2:** 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 3:** 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.

3.3.2 **Series aircraft**3.3.2.1 **Non-EASA aircraft**a) **Gliders and Balloons**

Upon making an application in respect of a series aircraft for the first issue of a national certificate of airworthiness pursuant to the Order, the applicant shall pay charges as specified in Table 3.

**Table 3 Non-EASA aircraft**

<b>Series – Gliders and Balloons</b>	<b>Application Charge</b>	<b>Validity Charge</b>
Column 1	Column 2	Column 3
Glider	£124	£104 per annum
Balloon – non expiring certificate	£306	N/A

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

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

**Table 4 Non-EASA aircraft**

<b>Ref.</b>	<b>Series – Aircraft other than Gliders and Balloons</b>	<b>Application charge</b>	<b>Validity charge</b>
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	£496	£52 per annum
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£124	£26 per annum
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	£496	£149 per annum
D	An 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, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£124	£57 per annum
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	£496	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£124	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 application charge payable under subparagraphs 3.3.2.1 a) and b), 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 4.5, but not exceeding £40,300 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.

### 3.3.2.2 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 specified in Table 5.

**Table 5 EASA aircraft**

<b>EASA Gliders and Balloons</b>	<b>Application charge</b>	<b>Validity charge</b>
Column 1	Column 2	Column 3
Glider	£124	£104
Balloon	£124	£104

#### 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 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft, the application charge as specified in Column 3 of Table 6 and the validity charge as specified in Column 4 of Table 6.

**Table 6 EASA aircraft**

<b>Ref.</b>	<b>EASA aircraft other than Gliders and Balloons</b>	<b>Application charge</b>	<b>Validity charge</b>
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.	£496	£52
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£124	£26
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.	£496	£149

**Table 6 EASA aircraft (continued)**

<b>Ref.</b>	<b>EASA aircraft other than Gliders and Balloons</b>	<b>Application charge</b>	<b>Validity charge</b>
Col. 1	Column 2	Column 3	Column 4
D	An 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, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£124	£57
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	£496	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£124	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 application charge payable under sub-paragraphs 3.3.2.2 a) and b), 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 4.5 but not exceeding £40,300 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.

### 3.3.3 Certificate of airworthiness renewals or ARC issues or extensions

#### 3.3.3.1 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 specified in Table 7.

**Table 7 Non-EASA aircraft**

<b>Renewals – Gliders and Balloons</b>	<b>Charge</b>
Column 1	Column 2
Glider	£104 per annum
Balloon – non expiring certificate	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 specified 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	Charge per 500 kg or part thereof	
		Recommended by AMO	Direct application to the CAA
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.	£52 per annum	£75 per annum plus an additional investigatory charge (see Note 8)
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£26 per annum	£50 per annum plus an additional investigatory charge (see Note 8)
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.	£149 per annum	£185 per annum plus an additional investigatory charge (see Note 8)
D	An 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, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£57 per annum	£80 per annum plus an additional investigatory charge (see Note 8)

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 validity element of the charge shall be reduced by 15%.

**NOTE 8:** In the case of an application for the issue of a certificate of airworthiness where an aircraft survey is to be carried out by a CAA staff member, the applicant shall pay an additional charge to that specified in Column 4 of Table 8, of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £40,300 for any year, or part of the year, during which the investigations are carried out.

**NOTE 9:** 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 10:** 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.



### 3.3.3.2 ARC issues or extensions for EASA aircraft

#### a) Gliders and Balloons

Upon issue or extension of an existing ARC for a further period of validity, the applicant shall pay the charge specified in Table 9.

**Table 9 EASA aircraft**

Ref.	ARC – Gliders and Balloons	Charge
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 airworthiness review itself, the applicant shall pay:	£104 plus an additional investigatory charge (see Note 11)
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 for a further period, the applicant shall pay:	£50
C	Notification to the CAA from the approved CAMO that the CAMO has issued or extended an ARC of a glider or balloon for a further period, the CAMO shall pay:	£21

**NOTE 11:** 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 specified for Ref. A in Table 9, of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £40,300 for any year, or part of the year, during which the investigations are carried out.

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

Where a CAMO has been approved to issue or extend an existing ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an ARC, the CAMO shall pay a charge specified in Column 3 of Table 10 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, the applicant shall pay the charge specified in Column 4 of Table 10 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft.

**Table 10 EASA aircraft**

Ref.	ARC – aircraft not exceeding 2,730 kg MTWA other than Gliders and Balloons	Charge per 500 kg or part thereof	
		Issued/extended or recommended by CAMO	Airworthiness review by CAA
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, the CAMO / applicant shall pay:	£52	£75 plus an additional investigatory charge (see Note 12)
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, the CAMO / applicant shall pay:	£26	£50 plus an additional investigatory charge (see Note 12)

**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 or Ref. B in Table 10, of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £40,300 for any year, or part of the year, during which the investigations are carried out.

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

Where a CAMO has been approved to issue or extend an existing ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an ARC, the CAMO shall pay a charge specified in Column 3 of Table 11 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, the applicant shall pay the charge specified in Column 4 of Table 11 for **each 500 kg, or part thereof**, of the maximum weight of the aircraft.

**Table 11 EASA aircraft**

Ref.	ARC issue – aircraft exceeding 2,730 kg MTWA other than Gliders and Balloons	Charge per 500 kg or part thereof	
		Issued/extended or recommended by CAMO	Airworthiness review by CAA
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 CAMO / applicant shall pay:	£149	£185 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 CAMO / applicant shall pay:	£57	£80 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 specified in Column 4 of 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 4.5, but not exceeding £40,300 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 through payment of the annual charge within the air operator's certification scheme of charges.

### 3.3.4 **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 3.3.2, 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 3.3.2 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 4.5, but not exceeding £40,300 for any year or part of the year, during which the investigations are carried out.

### 3.3.5 **Export certificates of airworthiness**

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 £124 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 4.5, but not exceeding £17,300 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 £203 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 4.5, but not exceeding £643 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 £124 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 4.5, but not exceeding £392 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.

### 3.3.6 **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 £321.

### 3.3.7 **Foreign registered aircraft – exemption to fly without a certificate of airworthiness**

3.3.7.1 Subject to paragraph 3.3.7.2, 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 £379; or
- b) where the CAA deems an aircraft survey is not required, a charge of £61.

3.3.7.2 Where the costs of the investigation in connection with an application exceed the amount specified in paragraph 3.3.7.1, 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 4.5, but not exceeding £112,000 for any year, or part of the year, during which the investigations are carried out.

### 3.4 **Permits to fly**

#### 3.4.1 **National permits to fly issued under the Order**

##### 3.4.1.1 **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 £246 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 4.5, but not exceeding £39,600 for any year, or part of the year, during which the investigations are carried out, plus a charge of £246 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 £455 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 4.5, but not exceeding £79,600 for any year, or part of the year, during which the investigations are carried out, plus a charge of £455 for each year of validity applied for; or
- c) in the case of any other aircraft, a charge of £604 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 4.5, but not exceeding £119,000 for any year, or part of the year, during which the investigations are carried out, plus a charge of £604 for each year of validity applied for.

##### 3.4.1.2 **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 3.4.1.1 a) hereof, a charge of £246 for each complete year of validity applied for; or
- b) in respect of a permit specified in sub-paragraph 3.4.1.1 b) hereof, a charge of £455 for each complete year of validity applied for; or
- c) in respect of a permit specified in sub-paragraph 3.4.1.1 c) hereof, a charge of £604 for each complete year of validity applied for.

#### 3.4.2 **EASA permits to fly issued under Part-21**

##### 3.4.2.1 **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 3.4.1 with a 10% reduction<sup>1</sup> applying to both initial issue and renewal charges.

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(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.

### 3.4.2.2 **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 £24; or
- b) Where a CAMO recommends a permit to fly to be issued by the CAA, the CAMO shall pay a charge of £78; 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 £132; or
- d) Where the aircraft owner or operator makes a direct application for an exemption 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 £900.

## 3.5 **Approvals in respect of modifications and repairs to non-EASA aircraft and non-EASA aircraft equipment (excluding engines)**

### 3.5.1 **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 £83;
  - 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 £382 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 4.5, but not exceeding £40,300 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 £567 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 4.5, but not exceeding £40,300 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.

### 3.5.2 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 £749 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 4.5, but not exceeding £40,300 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 £519 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 4.5, but not exceeding £40,300 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 £184 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 4.5, but not exceeding £40,300 for any year, or part of the year, during which the investigations are carried out.

## 3.6 Approvals and authorisations of persons and organisations

### 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 or organisation for the purposes of any provision of Part 3 of the Order (other than Article 18) or 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 specified in Column 2 of Table 12:<sup>2</sup>

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(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.

**Table 12**

<b>Approval Groups</b>	<b>Charge</b>
Column 1	Column 2
Part-21 Subpart G or Part 145 - A1 or B1 ratings	£12,984
Part-21 Subpart F	£1,608
Part-145 – A2, A3, A4, B2, B3, C or D ratings	£3,246
Part-M Subpart G <sup>3</sup> for aircraft >5,700 kg	£6,492
Part-M Subpart G <sup>3</sup> for aircraft not exceeding 5,700 kg	£3,246
Part M Subpart G <sup>3</sup> regardless of aircraft weight, where the applicant already holds a CAA maintenance approval or a BCAR E3 design approval	£1,608
Part-M Subpart F	£1,812
Part-M Subpart F, where the applicant already holds a CAA maintenance approval	£1,608
Part-M Subpart F and a Part-M Subpart G applied for concurrently	£3,246
BCAR approval A1 (BCAR Chapters A8-1 or A8-21)	£6,492
BCAR approvals A2 (A8-2 or A8-21), E1 (A8-8 or A8-21), E2 (A8-8 or A8-21), E5 (A8-22)	£6,492
BCAR approvals B1 (A8-3), F1 (A8-9), G1 (A8-9)	£3,246
BCAR approvals M3 (A8-15), M5 (A8-20), E3 (A8-8), E4 (A8-20)	£1,812
BCAR approval F3 (A8-9)	£835
Single application for both a BCAR approval M5 (A8-20) and BCAR approval E4 (A8-20)	£3,246
Any other approval	£3,246

Provided that where the cost of the investigations exceeds the charge specified above, 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 4.5, but not exceeding £112,000 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 £1,608 or the charge specified in sub-paragraph iii);
  - ii) if the application is solely in respect of one or more BCAR approval M3, M5, E3 or E4 a charge of £835 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

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(This Note is not part of the Scheme)

3. 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/extend airworthiness review certificates.

decided by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £112,000 for any year, or part of a year, during which the investigations are carried out.

**NOTE 16:** 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**

In respect of an application to the CAA for the variation of an approval of a person or organisation for the purposes of any provision of Part 3 of the Order (other than Article (18) or Part-21 (Subparts F or G), or Part-145 or Part M (Subpart F or G), for the investigations required by the CAA, the applicant shall pay:

- a) subject to sub-paragraphs b) to g) below, a charge of £1,608 or the charge specified in sub-paragraph h); or
- b) if the application is solely in respect of one or more BCAR approvals M3, M5, E3 or E4, a charge of £835; or
- c) in the case of a Part-21 Subpart G, Part-145 or Part-M (Subpart F or Subpart G), a charge of £1,608; or
- d) where an application is made to add Part-M Subpart I privileges to an existing Part-M Subpart G approval, a charge of £1,608; or
- e) 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 £1,608; or
- f) in the case of a Part-21 Subpart F approval, a charge of £804; or
- g) in the case of a Part-M Subpart F approval, a charge of £835; or
- h) if the total cost of the investigations exceeds the charge specified in sub-paragraphs a) to g) 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 4.5 but not exceeding £112,000 for any year, or part of the year, during which the investigations are carried out.

### 3.6.3 **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 13 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 13 appropriate to that main site charge for each additional site approved in respect of any approval.



**Table 13**

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
Part 21 Subpart G	£12,984	£6,492	£3,246	£3,246
Part 145 A1, B1 ratings or A2, A3, A4, B2, B3, C or D ratings	£12,984 £3,246	£6,492 £3,246	£3,246 £3,246	£3,246 £3,246
Part-M Subpart G Aircraft >5,700 kg Aircraft not exceeding 5,700 kg	£6,492 £3,246	£6,492 £3,246	£3,246 £3,246	£3,246 £3,246
Part-M Subpart F	£1,813	£1,813	£1,813	£1,277
BCAR A1	£6,492	£6,492	£3,246	£3,246
BCAR A2, E1, E2, E5	£6,492	£6,492	£3,246	£3,246
BCAR B1, F1, G1, combined M5 and E4	£3,246	£3,246	£3,246	£3,246
BCAR M3, M5, E3, E4	£1,813	£1,813	£1,813	£1,277
Any other approval	£3,246	£3,246	£3,246	£3,246

- ii) aa) The charge payable in respect of any approval shall be that specified in Column 2 of Table 13 unless the approval holder satisfies the CAA by 31 March 2009 that the value of the activities undertaken pursuant to that approval during the 12 months to 31 March 2008 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 13, 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 13 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 13 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 BCAR approval B1 or a BCAR approval M3 is liable where the holder also maintains a valid Part-145, or a Part-M, Subpart G or a Part-M Subpart F approval.
- dd) Where a Part-M Subpart G approval holder, for aircraft not exceeding 5,700 kg, also holds a valid Part-M Subpart F approval, then only the higher of the Subpart G and Subpart F annual approval charges held under Part-M will be levied in determining the total annual charge for the organisation.

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 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 hours exceeded 150 in each of the two years but did not exceed 250 hours in both years, a charge of £7,500; or
- ii) where the number of hours exceeded 250 in each of the two years but did not exceed 350 hours in both years, a charge of £26,750; or
- iii) where the number of hours exceeded 350 in each of the two years but did not exceed 450 hours in both years, a charge of £45,475; or
- iv) where the number of hours exceeded 450 in each of the two years but did not exceed 550 hours in both years, a charge of £64,200; or
- v) where the number of hours exceeded 550 in each of the two years, a charge of £83,475.

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 4.5, but not exceeding £112,000 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 £100;
- 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 charge under paragraphs 3.6.1, 3.6.2 or 3.6.3, as applicable, will be payable;

provided that where a charge is payable under paragraphs 3.6.1 or 3.6.2 hereof, excepting sub-paragraph 3.6.3 c) iii), no charge shall be payable under this sub-paragraph.

3.7 **Approval of aircraft maintenance schedules or programmes**

- a) Subject to sub-paragraph 3.7 c), upon making an application for the approval of an aircraft maintenance schedule or programme different to the aircraft manufacturer's recommended schedule or programme, the applicant shall pay a charge of £690.

- b) Subject to sub-paragraph 3.7 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 £552.
- c) No charge shall be payable if the application made under sub-paragraphs 3.7 a) or b) 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 or concerning amendments made in accordance with Part-M M.A.302(e).

### 3.8 **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 £107 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.

## **4 OTHER CHARGES AND RELATED ITEMS**

### 4.1 **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 £15;
  - ii) to receive one copy of each monthly Occurrence Digest for a period of 12 months, a charge of £150.
- 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 £82 per hour.

### 4.2 **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 £167;
  - 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 £334;
  - iii) for a document applicable to an aircraft, having a maximum weight exceeding 5,700 kg, a charge of £501;
- 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 £44;

- 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 £44;
- d) in the case of a copy or replacement of any other document a charge of £21.

#### 4.3 **Additional charge where functions to be performed abroad**

- a) **In respect of charges for non-EASA aircraft:** 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, £12,650 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.
- b) **In respect of charges for EASA aircraft:** 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 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, £12,650 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.

#### 4.4 **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.

#### 4.5 **Calculation of the cost of investigations**

For the purposes of paragraphs 3.1, 3.2, 3.3.1-3.3.5, 3.3.7, 3.4.1, 3.5 and 3.6 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 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 £127;

- 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 £127;
- c) in the case of investigations relating to any other aircraft or any other equipment, by £189;
- d) in the case of investigations relating to the approval of persons, by £189.

## **5 DEFINITIONS**

### **5.1 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) 'Chapter' means the relevant Chapter of the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- e) 'BCAR' means the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- f) '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;
- g) 'Part-21' means Annex I so entitled to Commission Regulation (EC) No. 1702/2003;
- h) 'Part-145' means Annex II so entitled to Commission Regulation (EC) No. 2042/2003;
- i) '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;
- j) '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;
- k) '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;
- l) 'The Air Navigation (Environmental Standards for non-EASA Aircraft) Order' means the Air Navigation (Environmental Standards for non-EASA Aircraft) Order 2008 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;
- m) 'Prototype aircraft' means an aircraft (including a variant) which is not a series aircraft;

- n) '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 the Order;
- o) 'Minor modification' means a modification which, in the opinion of the CAA, will not require an investigation exceeding one hour;
- p) 'Special Circumstances' means an application referred to in paragraph 3.6.1 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 paragraph 3.6.1;
- q) 'ARC' means an airworthiness review certificate issued in accordance with Part-21 or Part-M;
- r) 'CAMO' means a Continuing Airworthiness Management Organisation approved under Part-M;
- s) 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;
- t) 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;
- u) A 'temporary EASA permit to fly' is a fixed-term airworthiness certificate which allows an EASA type aircraft to legally fly when the Certificate of Airworthiness has been temporarily invalidated.

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.

## **6 COMMENCEMENT**

This Scheme shall come into operation on 01 April 2009.