

Official Record Series 5**United Kingdom
Civil Aviation Authority****CAA Scheme of Charges****No:** 242**(Aerodrome Licensing and Aerodrome
Air Traffic Services Regulation)****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 the functions conferred on it by or under the Order and the Single European Sky (Functions of the National Supervisory Authority) Regulations 2006 with respect to:

- i) the licensing of aerodromes;
- ii) the approval of air traffic control service providers;
- iii) the certification and designation of air navigation service providers under Regulation (EC) No 550/2004;
- iv) monitoring the provision of an air traffic control service at an aerodrome, including the performance of the holder of an air traffic controller's licence engaged in the provision of such a service; and
- v) approving of persons to carry out flight checks of aeronautical radio stations.

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 the aforesaid functions is hereby revoked.
- 1.2 Section 16(1) of the Interpretation Act 1978 (which relates to the effect of repeals) shall apply to this Scheme as if this Scheme were an enactment and as if the Scheme of 30 January 2008 revoked by paragraph 1.1 above was an enactment thereby repealed.

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2 CHARGES INDEX

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3 CHARGES FOR AERODROME LICENCES

3.1 Grant or renewal of an aerodrome licence

For the grant or renewal of an aerodrome licence, the applicant shall pay on application the charge specified in Table 1, according to the type of licence, the maximum weight of the aircraft which the applicant expects to use at the aerodrome and the number of air transport movements which the applicant expects at the aerodrome, provided that in the case for an application for:

- a) the grant of a Day Licence for a period not exceeding twelve consecutive days, the applicant shall pay a charge of £310;
- b) the grant of a Day and Night Licence for a period not exceeding twelve consecutive days, the applicant shall pay a charge of £619;
- c) a 'seasonal' licence (the combination of declared single events over the period into one temporary aerodrome licence) exceeding twelve consecutive days but for less than a year, the applicant shall pay the charge specified in Table 1, according to the type of licence, the maximum weight of the aircraft which the applicant expects to use the aerodrome and the number of air transport movements which the applicant expects at the aerodrome over this period; and
- d) the grant or renewal of an aerodrome licence notwithstanding that the applicant does not expect aircraft to use the aerodrome for the purpose of public transport of passengers or for flying instruction, the applicant shall pay a charge of £696.

In addition, for applications other than under a) – d) above, a further charge of £167 per hour is payable for the grant of an aerodrome licence where the number of hours expended by the CAA in dealing with the application exceeds the threshold number of hours (as specified in Column 5 of Table 1) for that application which corresponds with the appropriate charge category under Table 1.

3.2 Variation of an aerodrome licence

- a) When an application is made for the variation of an aerodrome licence to extend the operation of an aerodrome from a 'day use' to a 'day and night use', the applicant shall pay a charge of £1,170.
- b) When an application is made for the variation of an aerodrome licence to change the company name or trading name specified in the licence where the legal entity is unchanged, the applicant shall pay a charge of £154.

3.3 Aerodrome development project approval¹

When an application is made to obtain approval from the CAA of a major development project at an aerodrome, the applicant shall pay a charge of £1,002. Where the time taken to process the application for approval exceeds 6 hours then the applicant shall be invoiced monthly in arrears on the basis of an hourly rate of £167 for each hour in excess of 6 hours prior to the approval being granted.

3.4 Aerodrome licence annual charge

Where an aerodrome licence is granted or renewed for longer than a year, the licence holder shall pay on 1 April in each year thereafter during which the licence remains in force or under suspension, the charge specified in Table 1, according to the type of licence, the maximum weight of the aircraft which the applicant expects to use the aerodrome and the number of air transport movements which the applicant expects at the aerodrome.

(This Note is not part of the Scheme)

1. One of the aerodrome licensing conditions states that changes in the physical characteristics of an aerodrome, including the erection of new buildings and alterations to existing buildings or to visual aids, shall not be made without prior approval of the CAA.

Table 1

The weight certified (see Note at end of document) in the application for the grant or renewal of that licence as being the maximum total weight authorised of the heaviest aircraft which the applicant expects to use the aerodrome, while the licence is in force, for the purpose of public transport of passengers or of instruction in flying	The maximum annual number of aircraft movements which the applicant expects at the aerodrome, while the licence is in force, for the purpose of public transport of passengers or of instruction in flying (Note 1)	Charge ref.	Charge for Day or for Day and Night Licence	Threshold hours
Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
Not exceeding 2,730 kg	Not applicable	A	£2,025	13
Exceeding 2,730 kg but not exceeding 6 tonnes	Not exceeding 2,000 per annum	B	£3,036	19
Exceeding 2,730 kg but not exceeding 6 tonnes	Exceeding 2,000 per annum	C	£6,471	39
Exceeding 6 tonnes but not exceeding 35 tonnes	Not exceeding 10,000 per annum	D	£9,458	57
Exceeding 6 tonnes but not exceeding 35 tonnes	Exceeding 10,000 per annum	E	£10,948	66
Exceeding 35 tonnes but not exceeding 140 tonnes	Not exceeding 10,000 per annum	F	£13,936	84
Exceeding 35 tonnes but not exceeding 140 tonnes	Exceeding 10,000 but not exceeding 150,000 per annum	G	£17,421	105
Exceeding 35 tonnes but not exceeding 140 tonnes	Exceeding 150,000 per annum	H	£24,884	150
Exceeding 140 tonnes	Not exceeding 10,000 per annum	J	£17,421	105
Exceeding 140 tonnes	Exceeding 10,000 but not exceeding 150,000 per annum	K	£29,877	179
Exceeding 140 tonnes	Exceeding 150,000 per annum	L	£34,840	209

NOTE 1: The total number of aircraft movements declared by an aerodrome must relate to the total number of aircraft movements (as shown under column 2 above) expected to be operated at the aerodrome, irrespective of aircraft weight, engaged in public transport and instruction in flying including 'touch and go' movements. A 'touch and go' movement is to be classed as one take-off plus one landing.

3.5 Aerodrome licence variable charge

The holder of an aerodrome licence, on the last day of each month during which the licence remains in force, shall pay a charge of 1.07 pence for each Work Load Unit at the aerodrome during that month.

3.6 **Licence category change**

Upon application by any person, not being the licence holder, to substitute a public use aerodrome licence for an ordinary aerodrome licence, or to substitute an ordinary aerodrome licence for a public use aerodrome licence, the applicant shall pay a charge of £2,810.

4 **CHARGES FOR AERODROME AIR TRAFFIC SERVICES REGULATION**

4.1 **Grant of the certification of air navigation service providers (ANSPs)**

For the grant of the certification under Article 7 of Regulation (EC) No 550/2004 in respect of the provision of air navigation services, the applicant shall pay on application the charge specified in Table 2.

Table 2

ANSP Services	Charge
Air traffic control service	£10,450
Flight information service	£5,225
Communication, navigation or surveillance service	£1,045
Meteorological service	£1,045
Commercial aeronautical information service	£2,500

NOTE 2: Where an application is made that incorporates more than one ANSP service then the total charge for that application shall relate to the ANSP service that attracts the highest charge quoted in Table 2 above. For example, an ANSP applying to provide both ATC and FIS, the total certification charge shall be that relating to ATC, being £10,450.

4.2 **Grant of the designation and/or approval of an ANSP by location**

For the grant of an approval under Article 100 of the Order and/or for the designation under Article 8 of Regulation (EC) No 550/2004 in respect of the provision of Air Traffic Control Services (ATCS) ANSP services at each location, the applicant shall pay on application the charge specified in Table 3 according to the number of air traffic controllers engaged in the provision of the air traffic control service at the aerodrome.

For the grant of a designation under Article 8 of Regulation (EC) No 550/2004 in respect of the provision of Flight Information Services at each location, the applicant shall pay on application the charge specified in Table 4.

4.3 **Variation of the ANSP approval, certification and/or designation documentation**

- a) When an application is made for the variation to the ANSP certification or designation granted under Regulation (EC) No 550/2004 to change the company name or trading name specified in the certification and/or designation documentation where the legal entity remains unchanged, the applicant shall pay a charge of £350.
- b) When an application is made for the variation of an approval granted under Article 100 of the Order to change the company name or trading name specified in the approval documentation where the legal entity is unchanged, the applicant shall pay a charge of £154.

4.4 ANSP annual charge

- 4.4.1 The holder of an approval issued under Article 100 of the Order and an ANSP certification and/or designation issued under Regulation (EC) No 550/2004 in respect of the provision of an air traffic control service at either a licensed or unlicensed aerodrome, shall pay on 1 April in each year during which the approval, certification and/or designation remains in force or under suspension, the charge specified in Table 3, according to the number of air traffic controllers engaged in the provision of the air traffic control service at each location.

Table 3

The number of air traffic controllers engaged in the provision of the air traffic control service at the aerodrome	Charge ref.	Charge
0 to 5	7	£3,635
Exceeding 5 but not exceeding 10	6	£9,689
Exceeding 10 but not exceeding 15	5	£15,748
Exceeding 15 but not exceeding 22	4	£23,013
Exceeding 22 but not exceeding 35	3	£35,129
Exceeding 35 but not exceeding 54	2	£66,622
55 or more	1	£90,847

- 4.4.2 The holder of an ANSP certification and/or designation issued under Regulation (EC) No 550/2004 in respect of the provision of a Flight Information Service (FIS) at either a licensed or unlicensed aerodrome, shall pay on 1 April in each year during which the certification and/or designation remains in force or under suspension, the charge specified in Table 4 at each location.
- 4.4.3 The holder of an ANSP certification issued under Regulation (EC) No 550/2004 in respect of the provision of a communication, navigation or surveillance (CNS) service or a commercial aeronautical information service (AIS), shall pay on 1 April in each year during which the certification remains in force or under suspension, the charge specified in Table 4. The charge for a CNS service is at each location.

Table 4

ANSP Type	Charge
Flight information service	£418
Communication, navigation or surveillance service	£209
Commercial aeronautical information service	£2,500

NOTE 3: For a certified ANSP, the annual oversight charge per site that incorporates more than one ANSP service, the total annual charge for that site shall relate to the ANSP service that attracts the highest charge quoted in Tables 3 and 4 above. For example, an ANSP providing both FIS and CNS service at a specific site the total annual charge shall be that relating to FIS, being £418.

4.5 ANSP (ATS) variable charge

On the last day of each month during which an approval under Article 100 of the Order and designation under Article 8 of Regulation (EC) No 550/2004 for the provision of an air traffic control service at the aerodrome remains in force, the holder shall pay a charge of 1.07 pence for each Work Load Unit at the aerodrome during that month.

5 OTHER CHARGES

5.1 Organisations that provide services for the flight inspection of ATS equipment

5.1.1 Grant of an Article 124(6) approval

For the approval of a person under Article 124 (6) of the Order, the applicant shall pay, for the investigations required by the CAA, a charge of £16,532 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 in making the investigations but not exceeding £65,150 for any year, or part of the year, during which the investigations are carried out.

5.1.2 Variation of an Article 124(6) approval

Upon making an application to vary the terms of an approval granted under Article 124 (6) of the Order, the applicant shall pay a charge of £652 or, if the total cost of the investigations required by the CAA exceeds that amount, a charge of such amount as may be decided by the CAA having regard to the expense incurred in making the investigations but not exceeding £39,500 for any year, or part of the year, during which the investigations are carried out.

5.1.3 Annual charge for an Article 124(6) approval

In respect of the investigations required by the CAA for the purpose of satisfying itself that an approval referred to in paragraph 5.1.1 should remain in force for a year commencing on 1 April, the holder of the approval shall pay on 1 April, a charge of £4,023.

5.2 Copies of documents

For the issue of a copy or replacement of a document issued under Part 12 or 13 of the Order, the applicant shall pay a charge of £21.

5.3 Additional charge where functions 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.

6 DEFINITIONS

6.1 For the purpose of this Scheme:

- a) 'Aerodrome Licence' means a licence granted pursuant to Article 128 of the Order;
- b) 'ANSP' means air navigation service provider;
- c) 'Cargo' includes freight and mail;
- d) 'Day and Night Licence' means an aerodrome licence authorising the use of the aerodrome to which it relates by aircraft for the purpose of public transport of passengers or for the purpose of instruction in flying at any time;

- e) 'Day Licence' means an aerodrome licence authorising the use of the aerodrome to which it relates by aircraft flying for the purpose of public transport of passengers or for the purpose of instruction in flying during the period from ½ an hour before sunrise until ½ an hour after sunset in any day;
- f) 'Licensed Air Traffic Controller' means the holder of an air traffic controller licence granted by the CAA pursuant to Article 108 of the Order;
- g) A passenger or cargo is 'in transit' if it arrives at and departs from an aerodrome on the same aircraft as part of the same journey;
- h) A 'passenger movement' means either:
 - i) a passenger arriving at an aerodrome on a flight for the purpose of public transport of passengers; or
 - ii) a passenger departing from an aerodrome on a flight for the purpose of public transport of passengers;but does not include a passenger 'in transit' (see definition 6.1 g));
- i) References to periods during which an aerodrome licence or an approval for the provision of an air traffic control service at an aerodrome, is under suspension means periods during which the licence or approval is provisionally suspended or suspended pursuant to Article 92 of the Order;
- j) '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;
- k) 'Work Load Unit' means any of:
 - i) one passenger movement - (see definition 6.1 h));
 - ii) 200 kg of cargo arriving at an aerodrome but which is not in transit; or
 - iii) 200 kg of cargo departing from an aerodrome but which is not in transit;
- l) A 'major development project' is a project which the CAA reasonably considers to be a major development project².

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

NOTE: (This NOTE does not form part of the Scheme.)

When, in applying for the grant or renewal of a licence or prior to 1 April in each year in the case of a licence valid for more than a year, the applicant or the holder of the licence, as the case may be, states that he does not expect either, aircraft of the weight certified in the application or aircraft of a weight exceeding the maximum for the next lowest category, to use the aerodrome on more than 25 occasions in the following year, the CAA may be prepared to waive part of the charge for that year so as to permit the applicant or the holder of the licence to pay the charge which would be payable if the maximum weight of the aircraft which he expected to use the aerodrome fell into the next lower category.

7 COMMENCEMENT

This Scheme shall come into operation on 01 April 2009.

(This Note is not part of the Scheme)

2. See CAP 729.