

20/2009

Applicability: All Aeroplane AOC Holders

VARIABLE MAXIMUM TAKE-OFF WEIGHT

1 Introduction

- 1.1 This FODCOM is an update on the services available from the CAA for varying aeroplane Maximum Take-Off Weight (MTOW) to facilitate the economic use of air navigation services where those services are based on aeroplane declared or certificated weight. Services are offered for European Aviation Safety Agency (EASA) aeroplanes over 15 tonnes Maximum Certificated Take-off Weight. EASA aeroplanes are those which are subject to regulation of airworthiness by EASA under Regulation (EC) No. 216/2008. The specific list of EASA and non-EASA aircraft types can be found in **CAP 747 Mandatory Requirements for Airworthiness**.
- 1.2 Since June 2005 design and Flight Manual changes can only be approved after being submitted by Part-21 design organisations for EASA approval. However, this process may not be conducive to frequent change unless operators have Part-21 approval or access to the services of an EASA approved Design Organisation appropriately rated for the aircraft concerned.
- 1.3 Two services are available from the CAA:
- varying the MTOW published on the web version of the UK Aircraft Register (G-INFO); and
 - publishing a declared Operations Manual weight in a separate but public domain CAA web page. Both services are subject to a charge published in the CAA Airworthiness Scheme of Charges.
- 1.4 This FODCOM replaces FODCOM 2/2008 which is now cancelled.

2 Varying the MTOW Authorised in the Aircraft Flight Manual (AFM)

- 2.1 AOC holders can obtain alternative Flight Limitation pages for take-off weights for their particular aircraft from an appropriately approved design organisation and incorporate these pages in their AFM. AOC holders who notify CAA Applications and Approvals by e-mail (vmtow@caa.co.uk) will have the revised weight entered upon that aircraft's Registration Database record. This change will be reflected in the CAA website and G-INFO service, and the MTOW approved will therefore be apparent to Air Navigation Service Providers (ANSPs).
- 2.2 The e-mail to the CAA must include the following information:
- AOC number under which the aeroplane is operated.
 - Aeroplane type, registration and serial number.
 - Revised MTOW.
 - Effective date of the change in weight.
 - Confirmation that this is a weight change controlled by the AFM.
- 2.3 AOC holders should ensure that the CAA is provided with an approved copy of any amended AFM pages or an AFM Supplement and any subsequent revisions to these.

3 Varying the MTOW in the Operations Manual (Declared MTOW)

- 3.1 It is understood that some ANSPs do not base their charges upon certificated MTOW, but can recognise a declared MTOW.

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- 3.2 AOC holders can therefore choose to set, publish in their Operations Manual and adhere to a maximum operational take-off weight that is lower than the certificated MTOW. AOC holders wishing to use this weight as the basis of en-route, airport and other air navigation charges need to be able to show ANSPs that this declared MTOW has been notified to their regulatory authority.
- 3.3 AOC holders should notify CAA Applications and Approvals (vmtow@caa.co.uk) for publication of such weights on a specially provided portion of the CAA website. Use of this option does not change the certificated MTOW and G-INFO will continue to list the certified MTOW for the aeroplane.
- 3.4 The e-mail to the CAA must include the following information:
- AOC number under which the aeroplane is operated.
 - Aeroplane type, registration and serial number.
 - Revised MTOW.
 - Effective date of the change in weight.
 - Confirmation that this is a notified weight change controlled by an Operations Manual amendment.
- 3.5 The [web page](#) will list for each aircraft: the AOC holder, registration, type, MTOW and date when the weight change became effective. ANSPs will be able to independently verify weights and dates via the CAA that are published in the aircraft Operations Manual.

4 Charges

- 4.1 Operators who subscribe to this Declared MTOW scheme (paragraph 3.8 of the Airworthiness [Scheme of Charges](#)) can notify changes to individual aeroplanes without further charge throughout a 12-month period.
- 4.2 There is no CAA charge for alterations to G-INFO to reflect certificated maximum weight; however, EASA charges may apply to approve AFM changes.

5 Recommendation

- 5.1 **AOC holders considering varying the certificated MTOW of their aeroplanes for operational reasons should follow the advice described above.**

6 Queries

- 6.1 Any queries as a result of this FODCOM should be addressed to Applications and Approvals at the following e-mail address: A&A@caa.co.uk. AOC holders can obtain further advice regarding the content of this FODCOM from CAA Applications and Approvals, by calling 01293 768374.

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Recipients of new FODCOMs are asked to ensure that these are copied to their 'in house' or contracted maintenance organisation, to relevant outside contractors, and to all members of their staff who could have an interest in the information or who need to take appropriate action in response to this Communication.

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