



CAA Scheme of Charges (Airspace)	No:	327
	Publication Date:	17 March 2017
	Commencement Date:	01 April 2017

The Civil Aviation Authority (the CAA), pursuant to Section 11 of the Civil Aviation Act 1982 and after consulting the persons who, in its opinion, are likely to be affected by the Scheme or such of those persons as it thinks fit, 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 costs associated with the Airspace Change Process (ACP), the grant of Instrument Flight Procedure (IFP) Designer / Organisational approvals, specific IFP design approvals and IFP trainers and training courses.

1 REVOCATION

- 1.1 The Scheme of Charges published by the CAA on 17 May 2016 determining the charges to be paid to the CAA in connection with the performance by the CAA of the functions concerning Instrument Flight Procedures 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 it were an Act of Parliament and as if the Scheme of 17 May 2016 revoked by sub-paragraph 1.1 above was an Act of Parliament thereby repealed.

2 CHARGES

Charges are payable to the CAA as follows:

2.1 Airspace Change Process

The CAA is responsible for regulating the airspace over the UK under sections 66, 68 and 70 of the Transport Act 2000 and under Directions to the CAA made by the Secretary of State under section 66. As part of that regulation the CAA requires changes to airspace to be made through its Airspace Change Process (ACP). The costs associated with the ACP are recovered equally from i) the holders of an aerodrome licence or certificate and ii) NATS (En Route) plc (NERL).

- i) The holder of an aerodrome licence or certificate, on the last day of each month during which the licence or certificate remains in force, shall pay the CAA a charge of 0.17 pence for each Work Load Unit at the aerodrome during that month. The CAA will raise monthly invoices payable on demand.

The calculation of the chargeable Work Load Units at each aerodrome will be established by the application of the monthly arriving and departing passengers and cargo statistics provided by aerodromes to Aviation Intelligence, CAA.

The CAA may require an aerodrome licence or certificate 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 aerodrome licence or certificate holder had worked the same number of Work Load Units as operated in the corresponding month of the previous year.

- ii) NATS (En Route) plc (NERL), shall pay the CAA a charge of £457,500, invoiced by the CAA and payable on demand on 1 April 2017.

2.2 Grant of an approval for instrument flight procedure design

Upon making an application for the grant of an approval with respect to the design of instrument flight procedures, the applicant or organisation shall pay the charge specified in Table 1. The hourly charge referred to in Table 1, line Code D shall be payable by the applicant on demand by the CAA. If the applicant is an individual, the charge is charge A and Charge C; if the applicant is an organisation, the charge is charge B plus charge C.

Table 1: Designer/Organisational Approval Charges

Designer/Organisational Approval Charges		Charge
Code	Element	
A	Designer Approval (Individual)	£4,860
B	Organisation Approval plus C (below)	£4,050
C	Additional charge for each Designer included in an Organisation's application	£810
D	Periodic audit of the organisation, plus hourly charge for excess hours incurred over 7 hours on the audit up to a maximum of £10,000, payable on demand	£1,134 £162 per hour

2.2.1 IFP design approval charges

For the granting of an approval of an Instrument Flight Procedure, the applicant shall pay on application the charge specified in Table 2, which will accompany the Design submission.

Table 2: Design Approval Charges

Design Approval from CAA for IFPs (payable per IFP)		Charge
Code	Element	
A	Preparation and Checking for New or Revised Designs	£446
B	Precision Approach	£648
C	APV BaroVNAV/SBAS	£648
D	Non-Precision Approach	£527
E	Holds	£81
F	Direct Arrivals	£122
G	Omni-Directional Departures	£324
H	A Standard Instrument Departure or Arrival (SID/STAR)	£567
I	Air Traffic Control Surveillance Minimum Altitude Charts (ATCSMAC)	£324

2.2.2 Approval of IFP Training Courses and Trainers by CAA

For the purposes of this Scheme, the CAA shall determine any expense incurred by it in visiting any training course and/or PANS-OPS trainer by taking the number of man hours required to complete an assessment of a given course and multiplying that number by £162, up to a maximum of £10,150.

The applicant will also be required to meet overseas travel and subsistence expenses incurred by CAA staff, payable by the applicant on demand by the CAA.

3 ADDITIONAL CHARGE WHERE FUNCTIONS ARE PERFORMED OUTSIDE THE UNITED KINGDOM

An additional charge will be payable 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 the country in which such person is normally stationed.

The applicant or holder shall pay the CAA on demand, in addition to the appropriate charge specified in this Scheme, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred by it.

The additional charge shall not exceed, for each employee of the CAA or each person appointed to act on behalf of the CAA, a maximum of £50,750 per function in respect of which a charge is specified in this Scheme, 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. The charge is payable on demand.

For the purpose of this section the United Kingdom, the Isle of Man and the Channel Islands shall be treated as one country.

NOTE 1: The additional charge shall include overseas travel time for which the appropriate rates can be found on the [CAA UK Official Record Series 5 web page](#).

4 CAA INVOICE PAYMENT TERMS

All CAA invoices raised under this Scheme are payable on demand with the exception of the monthly deposit invoices (see paragraph 2.1 i) above) which are payable by the end of the month to which the charge relates.

5 DEFINITIONS

5.1 For the purposes of this Scheme:

- a) 'Airspace Control Process' means the process by which changes to UK airspace is considered by the CAA. The procedure is as contained within CAA CAP725 supplemented by CAA CAP1465.
- b) Approved Procedure Designer (APD) – An APD is a flight procedure designer who has met the competency requirements laid down by the CAA for the design of instrument flight procedures for aerodromes or heliports, which are under the jurisdiction of the CAA.
- c) Instrument Flight Procedure (IFP) – A standard instrument arrival, an instrument approach procedure, or a standard instrument departure.
- d) 'Air Traffic Control Surveillance Minimum Altitude Charts (ATCSMAC)' – Charts designed to ensure the appropriate minimum safe levels, in the vicinity of a defined area around the aerodrome (Surveillance Minimum Altitude Area) are promulgated in order to relieve controllers of the responsibility for determining the heights where the sequencing and separation of arriving IFR flights with Primary and/or Secondary Surveillance RADAR is taking place. They also provide pilots with an indication of the minimum altitudes which ATC will allocate when vectoring an aircraft below the published Minimum Sector Altitude (MSA). (Refer to CAA CAP 777).
- e) 'The Order' means the Air Navigation Order 2016 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 Order for the time being in force.
- f) PANS-OPS – ICAO Doc 8168 Procedures for Air Navigation Services, Volume II, Construction of Visual and Instrument Flight Procedures.
- g) APV Baro/VNAV – An instrument approach procedure, which utilises lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. (ICAO DOC 8168)
- h) SBAS – Satellite-based augmentation system. A wide coverage augmentation system in which the user receives augmentation information from a satellite-based transmitter.
- i) 'Work Load Unit' means any of:
 - i) one passenger movement – (see definition 5.1 j));
 - 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;
- j) 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 5.1 k) below;
- k) 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.

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

6 COMMENCEMENT

This Scheme will come into operation on 1 April 2017.

(This note is not part of the Scheme.)

Reference to the CAA Refund Policy may be made at www.caa.co.uk/ors5

The latest version of this document is available in electronic format at www.caa.co.uk/ors5, where you may also register for e-mail notification of amendments. Details for purchasing paper copy can be found at the same web address.