



## **Proposed Changes to CAA Scheme of Charges**

### **Airspace Scheme Enclosure**

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#### **1 INTRODUCTION**

- 1.1 Details of revisions proposed to apply from 1 April 2019 are shown in red within this Enclosure. Current charges are shown in brackets where direct comparison is possible. Where no change to a price is proposed then the current charge will only be shown.

## 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 **0.25** (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 **£674,990** (£469,395), invoiced by the CAA and payable on demand on 1 April **2019**.

### 2.2 Grant of an approval for instrument flight procedure design (Amended)

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 to the CAA the charge specified in Table 1. **For an initial organisational approval the cost is Table 1 Code B plus a Table 1 Code C for every individual designer applied for to be named on the organisation's certificate. A Table 1 Code C charge also applies to subsequent applications for the addition of named individuals on an approved organisation's certificate. Table 1 Code D is for periodic audits of approved organisations as arranged by the CAA.** The hourly charge referred to in Table 1 Code D shall be payable by the applicant on demand by the CAA.

**Table 1: Designer/Organisational Approval Charges (Amended)**

Designer/Organisational Approval Charges		Charge
Code	Element	
A	(Deleted)	
B	Initial Designer Organisation Approval (in conjunction with Code C)	<b>£4,250</b> (£4,150)
C	Approval for any individual designer (to operate within an approved designer organization)	<b>£850</b> (£830)
D	Periodic audit of the organisation, plus hourly charge for excess hours incurred over 7 hours on the audit up to a maximum of <b>£10,510</b> (£10,260), payable on demand. <b>The total hours charged includes any time spent in preparation of the audit and on-site/off-site audit activities including report writing post audit.</b>	<b>£1,190</b> (£1,162) <b>£170</b> (£166) 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	E	
A	Preparation and Checking for New or Revised Designs	£468 (£457)
B	Precision Approach	£680 (£664)
C	APV BaroVNAV/SBAS/SBAS LPV 200	£680 (£664)
D	Non-Precision Approach	£553 (£540)
E	Holds	£85 (£83)
F	Direct Arrivals	£128 (£125)
G	Omni-Directional Departures	£340 (£332)
H	A Standard Instrument Departure or Arrival (SID/STAR) or Transition	£595 (£581)
I	Air Traffic Control Surveillance Minimum Altitude Charts (ATCSMAC)	£340 (£332)

### 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 £170 (£166), up to a maximum of £10,660 (£10,410).

## 3 ADDITIONAL CHARGE WHERE FUNCTIONS ARE PERFORMED ABROAD

An additional charge will be payable 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 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 £53,300 (£52,050) per function in respect of which a charge is specified in the 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 at the end of the month to which the charge relates.

#### 5 DEFINITIONS (New definition)

##### 5.1 For the purposes of this Scheme:

- a) 'Airspace Control Process' (ACP) means the process by which changes to UK airspace is considered by the CAA. The procedure is as contained within CAP1616.
- 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.

**'SBAS LPV 200' - Satellite-based augmentation system localizer performance with vertical guidance where it may be possible to achieve approach minimum of 200 feet above ground level on an aRea NAVigation (RNAV) Global Navigation Satellite System (GNSS) approach.**

- i) 'Work Load Unit' means:
  - i) one passenger movement – (see definition 5.1 j)); and
  - ii) 200 kg of cargo arriving at an aerodrome but which is not in transit; and
  - iii) 200 kg of cargo departing from an aerodrome but which is not in transit.
- j) A 'passenger movement' means:
  - i) a passenger arriving at an aerodrome on a flight for the purpose of public transport of passengers; and
  - 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)).

- 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.
  - l) 'CAA' means the Civil Aviation Authority.
  - m) 'CAP' means a Civil Aviation Authority Publication.
- 5.2 All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order.

4 **COMMENCEMENT (Amended)**

This Scheme will come into operation on 1 April 2019.