



Proposed Changes to CAA Scheme of Charges

Aviation Security Scheme Enclosure

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.
- 1.2 All references to European Law contained within this Scheme will be retained in UK domestic law by section 3 of the European Union (Withdrawal) Act 2018, and as may be amended by regulations made under sections 8(1), 9(1) and 23(1) of, and paragraph 21 of Schedule 7 to, that Act.
- 1.3 References to Brexit no deal in this document means the UK is not a member state of EASA. References to Brexit deal in this document means the UK remains a member state of EASA.

2 CHARGES INDEX

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3 CHARGES FOR AERODROMES (Amended)

3.1 Advice and assistance provided by the CAA in connection with becoming a directed party (Amended)

Where the manager of an aerodrome requests the CAA to provide advice and/or assistance in connection with becoming a directed party under any direction served on the manager by the Secretary of State under Part 2 of the Act a charge of **£170** (£166) per hour **up to a maximum of £70,000**, shall be payable by the aerodrome operator in respect of each hour of work carried out by the CAA pursuant to the request.

The CAA will invoice the aerodrome operator in arrears in respect of any charges payable under this paragraph, payable on demand.

3.2 Variable charge (Amended)

3.2.1 Subject to paragraphs 3.2.2 and 3.2.3, variable charges are payable by each aerodrome operator for each month or part month during which the manager of that aerodrome is directed by the Secretary of State under Part 2 of the Act. The variable charge is calculated by multiplying the total number of departing passengers at that aerodrome, **as reported to the CAA**, by the amount shown in Table 1. The CAA will invoice the aerodrome on a monthly basis one month in arrears in respect of charges payable under this paragraph payable on demand.

Table 1:

Amount per departing passenger
5.9 (5.4) pence

3.2.2 No variable charge is payable where in the twelve-month **period ended 31 March in the previous financial year to which the current variable charge relates**, the total number of departing passengers at an aerodrome did not exceed 100,000.

The CAA will invoice the aerodrome operator on a monthly basis one month in arrears in respect of charges payable under this paragraph.

3.2.3 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 obtained the same number of departing passengers at the aerodrome as operated in the corresponding month of the **immediate preceding** year.

3.3 **Development of an existing aerodrome (Amended)**

Where the CAA provides advice and assistance to an aerodrome in respect of any proposed changes to the security restricted areas of that aerodrome, a charge of **£170** (£166) per hour shall be payable by the aerodrome in respect of each hour of work carried out by the CAA in connection with such advice and/or assistance, **up to a maximum of £70,000**.

The CAA will invoice the aerodrome operator in arrears in respect of any charges payable under this paragraph, payable on demand.

4 **CHARGES FOR REGULATED AGENTS (CARGO OPERATORS) AND KNOWN CONSIGNORS (Amended)**

4.1 **Application to become a Regulated Agent or Known Consignor or for approval of an additional site (Amended)**

Where an application is made:

- a) to become a Regulated Agent,
- b) to become a Known Consignor, or
- c) for approval of an additional site to be operated by a Regulated Agent or Known Consignor (additional to the site or sites approved under the Agent or Consignor's initial application to become a Regulated Agent or Known Consignor),

the applicant shall pay the charge specified in Column 2 of Table 2.

The charges specified in Column 2 for Lines 1 to 4 of Table 2 are calculated at an hourly rate of **£170** (£166) per hour and equal the standard hours in Column 3. Where the time required by the CAA to consider and process an application exceeds the number of standard hours specified in Column 3 of Table 2, excess hourly charges at the rate of **£170** (£166) per hour shall be payable by the **applicant, up to a maximum of £70,000**, and will be invoiced in arrears by the CAA to the applicant, payable on demand.

Table 2:

Line	Category	Charge	Standard hours
	Column 1	Column 2	Column 3
1	Regulated agent – screener of cargo Application	£1,530 (£1,494)	9
2	Regulated agent – screener of cargo Approval of an additional site	£1,530 (£1,494)	9
3	Regulated agent – non-screener of cargo Application	£510 (£498)	3
4	Regulated agent – non-screener of cargo Approval of an additional site	£510 (£498)	3
5	Known Consignor Application	£213 (£208)	N/A
6	Known Consignor Approval of an additional site	£213 (£208)	N/A

4.2 Regulated Agent or Known Consignor annual charge

4.2.1 A Regulated Agent shall pay to the CAA each year the charge specified in Column 2 of Table 3 in respect of each site approved by the CAA for that Agent on 1 April in that year. The Regulated Agent shall pay to the CAA on demand the charge as specified in Table 3 which relates to the status of the organization as at 1 April each year.

4.2.2 A CAA-approved Known Consignor, upon making an application to revalidate the CAA approval as from the anniversary date of the original approval, shall pay to the CAA, for the main site and for each additional site, the charges as specified in Column 2 of Table 3. The Known Consignor must submit the revalidation application to the CAA together with payment of the correct charge on or before the applicable anniversary date.

Table 3:

Category	Per site charge
Column 1	Column 2
Regulated Agent – screener of cargo	£4,457 (£4,353)
Regulated Agent - non-screener of cargo	£948 (£926)
Known Consignor	£213 (£208)

NOTE 1: With regard to Table 3, the annual charge applicable on 1 April each year will relate to the status of the Regulated Agent (screener or non-screener) as at 1 April each year. The annual charge payable will then be applicable for the 12-month period regardless of any subsequent change in Regulated Agent screener / non-screener status that may occur during that 12-month period.

5 CHARGES FOR REGULATED SUPPLIERS OF IN-FLIGHT SUPPLIES (Amended)

5.1 Initial application to become a regulated supplier of in-flight supplies (Amended)

Where an application is made to become a regulated supplier of in-flight supplies or to seek approval for an additional site to be operated by a regulated supplier of in-flight supplies, the applicant shall pay to the CAA a charge of **£1,360** (£1,328).

The charge specified above is calculated at an hourly rate of **£170** (£166) per hour. Where the time required by the CAA to consider and process the application exceeds 8 hours, excess hourly charges at the rate of **£170** (£166) per hour shall be payable by the applicant, **up to a maximum of £70,000**, and will be invoiced in arrears by the CAA to the applicant, payable on demand.

5.2 In-Flight Supplies Provider annual charge

A regulated supplier of in-flight supplies shall pay to the CAA on 1 April each year a charge specified in Column 3 of Table 4 in respect of the charge category determined by the CAA as being appropriate to the in-flight supplies provider.

Table 4

Charge Category	Category Description	Annual Continuation Charge
Col 1	Column 2	Column 3
Super A	Super site	£6,580 (£6,424)
A	Large site	£4,935 (£4,818)
B	Medium site	£3,290 (£3,212)
C	Small site	£1,645 (£1,606)

In respect of the determination of the site size of a regulated supplier of in-flight supplies, the following table will be used by the CAA to assist it in its determination of the appropriate site category for annual charge purposes.

Table 5

Category Description	Sites	Vehicle fleet
Super Large	Major catering organisations employing considerable numbers of staff and supervisors at hub airports. Building formatted in such a way as to have a significant number of despatch bays at truck height commensurate with high capacity airline operations.	26 or more trucks despatching in-flight supplies (IFS) to airports
Large	Major catering organisations employing large numbers of staff and supervisors at hub airports. Building formatted in such a way as to have multiple despatch bays at truck height.	11 to 25 trucks despatching IFS to airports
Medium	Bespoke operations at hub airports or larger catering organisations at regional airports. Limited access points - commensurate with staff numbers and vehicle fleet	5 to 10 trucks despatching IFS to airports
Small	Bespoke operations with minimal staffing levels - Limited access points commensurate with staff numbers and vehicle fleet	Up to 4 trucks despatching IFS to airports

The CAA will notify each in-flight supplies provider of the charge category by 31 December in the previous year to which the annual charge relates, explaining the basis for any change in category and any specific underlining proposed changes. The CAA will invoice each in-flight supplies provider at the beginning of the financial year to which the charge relates in respect of the charge payable under this paragraph. The CAA invoice will be payable on demand.

(New section and charge)

THE CYBER PROGRAMME

The Cyber Programme relates to the discharge of existing statutory responsibilities and new responsibilities that are in force under the Network & Information Systems Regulations 2018 (NIS). To recover costs incurred for 2019/20, the existing 12 UK entities under the NIS Directive will be invoiced by the CAA to pay on demand a charge of £22,833.

(New section and charges)

REGISTERED TRAINING PROVIDERS

On making application to the CAA to be registered or re-registered as a registered training provider of CAA-approved aviation security training courses and for the requirement to be audited by an independent External Quality Assurer (EQA), the applicant shall pay to the CAA a charge as specified in Table X.

Activity type	Charge
Register / re-register on application	£87
Site audit	£485

NOTE X: The Registered Training Provider is required to make application to the CAA to re-register annually.

6 PAYMENT TERMS

All CAA invoices raised under this Scheme are payable on demand with the exception of the monthly variable charge deposit invoices (see paragraph 3.2 above) which are payable by the end of the month to which the charge refers.

7 DEFINITIONS (Amended)

7.1 For the purpose of this Scheme:

- a) 'Act' means the Aviation Security Act 1982 (as amended as at the date of this Scheme).
- b) 'Aerodrome' has the same meaning as in section 38(1) of the Act.
- c) 'CAA' means the Civil Aviation Authority.
- d) 'Cargo' has the same meaning as in Regulation (EC) 300/2008 and means any property intended for carriage on an aircraft, other than baggage, mail, air carrier mail, air carrier materials and in-flight supplies.
- e) 'Departing passenger' means a passenger departing from an airport on a flight but does not include a passenger who arrives at and departs from the airport on the same aircraft as part of the same journey.
- f) 'EU Regulation 2015/1998' means Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015 laying down detailed measures for the implementation of the common basic standards on aviation security, as amended as at the date this Scheme comes into effect. **All references to European Law contained within this Scheme will be retained in UK domestic law by section 3 of the European Union (Withdrawal) Act 2018, and as may be amended by regulations made under sections 8(1), 9(1) and 23(1) of, and paragraph 21 of Schedule 7 to, that Act**
- g) 'Known Consignor' has the same meaning as in Regulation (EC) 300/2008 and means a consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow carriage of cargo or mail on any aircraft.
- h) 'Mail' has the same meaning as in Regulation (EC) 300/2008 and means dispatches of correspondence and other items, other than air carrier mail (as such term defined in Regulation (EC) 300/2008), tendered by and intended for delivery to postal services in accordance with the rules of the Universal Postal Union.
- i) 'Manager' has the same meaning as in section 38(1) of the Act.
- j) 'Regulated Agent', has the same meaning as in Regulation (EC) 300/2008 and refers to an air carrier, agent, freight forwarder or any other entity (as also defined in that Regulation) who ensures security controls in respect of cargo or mail.
- k) 'Regulation (EC) 300/2008' means Regulation (EC) No.300/2008 of the European Parliament and of the Council of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002 as amended as at the date this scheme comes into effect. **All references to European Law contained within this Scheme will be retained in UK domestic law by section 3 of the European Union (Withdrawal) Act 2018, and as may be amended by regulations made under sections 8(1), 9(1) and 23(1) of, and paragraph 21 of Schedule 7 to, that Act.**
- l) A 'Screener' is an entity that conducts any of the following practices in respect of screening cargo by the application of technical or other means which are intended to identify and/or detect prohibited articles using any of the following

- X-ray Detection
- Explosive Trace Detection (ETD)
- Explosive Detection Dogs (EDD) (Remote Exclusive Scent Tracing (REST) and Free Running Dogs (FRD))
- Explosive Detection System (EDS)
- Metal Detection Equipment (MDE)

An entity that does not carry out any of the above detection methods will be classed as a non-screening entity.

- m) 'Regulated supplier of in-flight supplies' has the same meaning as in EU Regulation 2015/1998 and means a supplier whose procedures meet common security rules and standards sufficient to allow delivery of in-flight supplies directly to aircraft.
- n) 'Vetting' is the systematic process of investigation followed in determining a person's security competence.

8 COMMENCEMENT (Amended)

This Scheme will come into operation on 1 April 2019.