



**CAA Scheme of Charges
(Airworthiness, Noise Certification and
Aircraft and Aircraft Engine Emissions)**

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The Civil Aviation Authority, 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 performance by the CAA of the following functions:

- i) those conferred on it by or under the Order, Part-21, Part-145 and Part-M with respect to the airworthiness and maintenance of aircraft;
- ii) those conferred on it by or under the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order 2008 and Part-21 with respect to the noise certification of aircraft;
- iii) those conferred on it by or under the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order 2008 and Part-21 with respect to the emissions certification of types of aircraft and engines;
- iv) those of issuing aircraft type certificates, engine type certificates and certificates of airworthiness for export with respect to aircraft;
- v) making available information received by it pursuant to its function of receiving in pursuance of the Order reports of incidents and of defects in or malfunctioning of an aircraft or any part of the aircraft or of its equipment.

Excess Hour Charges

The CAA has identified within this Scheme those charges which are subject to excess hour charges at the point that the initial charge no longer covers the costs incurred in the carrying out the specified activity. In order to determine the equivalent number of hours of CAA time for which the initial charge covers, and where not already otherwise stated, the charge should be divided by the appropriate hourly rate quoted.

1 REVOCATION

- 1.1 The Scheme of Charges published by the CAA on 16 March 2018, 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Scheme were an enactment and as if the Scheme of 16 March 2018, revoked by paragraph 1.1 above was an enactment thereby repealed.

2 CHARGES INDEX

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3 CHARGES FOR CERTIFICATION UNDER THE AIR NAVIGATION ORDER AND THE AIR NAVIGATION (ENVIRONMENTAL STANDARDS FOR NON-EASA AIRCRAFT) ORDER 2008 AND UNDER PARTS M, 21 OR 145 WHERE THE UK CAA IS THE COMPETENT AUTHORITY RELATING TO AIRWORTHINESS

3.1 Aircraft type certificates / approvals

3.1.1 On making an application for the issue or variation of an aircraft type certificate or approval for an aircraft, the applicant shall pay to the CAA for the investigations required by the CAA or in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge of £3,330 per 500 kg, or part thereof, of the maximum weight of the aircraft.

3.1.2 If the total cost of the investigations made by the CAA exceeds the above initial application charge, then excess hourly charges will be levied on the applicant, in accordance with paragraph 4.5 below, but not exceeding £33,280 per 500 kg or part thereof of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

3.2 Noise type certificate investigations

3.2.1 On making an application or relevant application for the issue or variation of a noise type certificate in respect of:

- a) a prototype aircraft, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £86,300 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge;
- b) noise value investigations carried out on an aircraft, the applicant shall pay to the CAA a charge of £486.

3.2.2 Where application is made for the issue of an individual noise certificate for an aircraft under Part-21 independently of the certificate of airworthiness, then the applicant shall pay to the CAA a charge of £112.

3.3 Approval of engines and auxiliary power units (APUs)

On making an application to the CAA for the approval of an engine or an auxiliary power unit, pursuant to Part-21 or the Order, which would include investigations concerning defects in or modifications to an approved engine or an approved auxiliary power unit, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations, but not exceeding:

- in the case of gas turbine engines, £378,000;
- in the case of any other engines of 300 kW or less, £34,000;
- in the case of any other engines or auxiliary power units, £64,000;

for any year, or part of the year, during which the investigations are carried out.

3.4 Aircraft and aircraft engine emissions

On making an application to the CAA for:

- a) the certification under the Air Navigation (Environmental Standards) Order or Part-21 of a type of aircraft or a type of engine as complying with requirements relating to fuel venting, or
- b) the certification under the Air Navigation (Environmental Standards) Order or Part-21, of a type of turbojet or turbofan engine as complying with requirements relating to smoke emission,

the applicant shall pay to the CAA in each case, for the investigations required by the CAA, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it in making the investigations but not exceeding £86,500 for any year, or part of the year, during which the investigations are carried out.

3.5 Certificates of airworthiness and airworthiness review certificates (ARC)

For the purpose of this Scheme, reference to a 'certificate of airworthiness' under Part-21 shall also include a 'restricted certificate of airworthiness' under that Part.

3.5.1 Prototype aircraft

On making an application for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order or to Part-21 that shall be non-expiring plus the issue of an ARC, the applicant shall pay to the CAA:

- a) an application charge as specified in Column 3 of Table 1;
- b) a charge as specified in Column 3 of Table 2 for the issue of an ARC; and
- c) where the cost of the investigations exceeds the application charge, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations (see paragraph 4.5), but not exceeding the corresponding amount as specified in Column 4 of Table 1, for any year or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

Table 1 Prototype investigatory charges

| Ref | Prototype aircraft | Application charge | Maximum liability per year or part year |
|--------|--|------------------------------------|---|
| Col. 1 | Column 2 | Column 3 | Column 4 |
| A | A glider or a balloon | N/A | £19,120 |
| B | A helicopter or a powered lift (tilt rotor) aircraft | £549 per 500 kg or part thereof | £88,700 per 500 kg or part thereof |
| C | Any other aircraft | £137 per 500 kg or part thereof | £32,840 per 500 kg or part thereof |

Table 2 Prototype ARC charges

| Ref | Prototype non-EASA aircraft | National ARC charge |
|--------|---|---------------------------------|
| Col. 1 | Column 2 | Column 3 |
| A | A glider or a balloon | £116 |
| B | A helicopter or a powered lift (tilt rotor) aircraft, of maximum weight not exceeding 2,730 kg | £58 per 500 kg or part thereof |
| C | An aircraft of maximum weight not exceeding 2,730 kg other than a glider, a helicopter or a powered lift (tilt rotor) aircraft | £29 per 500 kg or part thereof |
| D | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate | £164 per 500 kg or part thereof |
| E | An aircraft of maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft | £63 per 500 kg or part thereof |

NOTE 1: Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of its maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the national ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 2: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the national ARC issue through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

3.5.2 Series aircraft

a) Gliders and Balloons

On making an application in respect of a series aircraft for the issue of a national certificate of airworthiness pursuant to the Order or to Part-21, that shall be non-expiring plus the issue of an ARC, the applicant shall pay to the CAA charges as specified in Column 2 of Table 3 and the validity charge as specified in Column 3 of Table 3.

Table 3

| Series – Gliders and Balloons Application | Application charge | Validity charge |
|---|--------------------|-----------------|
| Column 1 | Column 2 | Column 3 |
| Glider | £137 | £116 |
| Balloon | £137 | £116 |

b) Aircraft other than Gliders and Balloons

On making an application in respect of a series aircraft for the issue of a certificate of airworthiness pursuant to the Air Navigation Order or to Part-21, that shall be non-expiring plus the issue of an ARC, the applicant shall pay to the CAA, for each 500 kg, or part thereof, of the maximum weight of the aircraft, the application charge specified in Column 3 of Table 4 and the validity charge as specified in Column 4 of Table 4.

Table 4

| Ref | Series – Aircraft other than Gliders and Balloons | Application charge | Validity charge |
|------------|--|---------------------------|------------------------|
| Col. 1 | Column 2 | Column 3 | Column 4 |
| A | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg | £549 | £58 |
| B | An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft | £137 | £29 |
| C | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate | £549 | £164 |
| D | An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft | £137 | £63 |
| E | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate | £549 | N/A |
| F | Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate | £137 | N/A |

In the case of an application for the issue of a certificate of airworthiness and an initial ARC for an aircraft, where the cost of the CAA's investigations exceeds the application charge payable under sub-paragraphs 3.3.2 a) and b), the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 3 Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the ARC for the aircraft, the operator shall pay the CAA a charge for the unexpired portion of the air operator's certificate, calculated in accordance with the charges specified in Table 4 above.

NOTE 4: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the ARC issue through payment of the annual charge within the CAA Air Operator and Police Air Operator Certification Scheme of Charges.

NOTE 5: Where an applicant requests the CAA to issue a temporary Permit to Fly for an aircraft that has never held a Certificate of Airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the Certificate of Airworthiness investigation charge and applicable portion of the ARC charge.

3.5.3 **ARC issues or extensions**

3.5.3.1 **ARC issues or extensions for non-EASA aircraft**

a) **Gliders and Balloons**

On making an application for the issue or extension of an ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in Table 5.

Table 5 Non-EASA aircraft

| ARC – Gliders and Balloons | Charge |
|----------------------------|----------|
| Column 1 | Column 2 |
| Glider | £116 |
| Balloon | £116 |

b) Aircraft other than Gliders and Balloons

On making an application for the issue or extension of an ARC for a further period of validity, the applicant shall pay to the CAA the charge as specified in Table 6 for each 500 kg, or part thereof, of the maximum weight of the aircraft for each complete year of validity in respect of the certificate of airworthiness.

Table 6 Non-EASA aircraft

| Ref | ARC – Aircraft other than Gliders and Balloons | Charge per 500 kg or part thereof | |
|--------|---|---|---|
| | | Recommended by an appropriately CAA-approved organisation | Direct application to the CAA |
| Col. 1 | Column 2 | Column 3 | Column 4 |
| A | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg. | £58 | £83 plus an additional investigatory charge (see Note 6) |
| B | An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft. | £29 | £55 plus an additional investigatory charge (see Note 6) |
| C | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate. | £164 | £205 plus an additional investigatory charge (see Note 6) |
| D | An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft. | £63 | £88 plus an additional investigatory charge (see Note 6) |

NOTE 6: In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in Column 4 of Table 6, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 7: Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 8: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

3.5.3.2 ARC issues or extensions for EASA aircraft

a) Gliders and Balloons

On making an application for the issue or extension of an ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in Table 7.

Table 7 EASA aircraft

| Ref | ARC – Gliders and Balloons | Charge |
|-------|---|---|
| Col.1 | Column 2 | Column 3 |
| A | Direct application received by the CAA from the owner or operator of a glider or balloon where the applicant requests that the CAA carries out the airworthiness review itself, the applicant shall pay: | £116 plus an additional investigatory charge (see Note 9) |
| B | An application received by the CAA from the owner or operator of a glider or balloon where the approved CAMO recommends that the CAA issues an ARC for a further period, the applicant shall pay: | £55 |
| C | Notification to the CAA from the approved CAMO that the CAMO has issued or extended an ARC of a glider or balloon for a further period, or where the approved AMO has issued an ARC in respect of an ELA 1 aircraft not involved in commercial operations, the CAMO/AMO/owner shall pay: i) if the CAMO or AMO (see Note 10 below) uses the CAA ARC on-line system; or ii) if the CAMO or AMO (see Note 10 below) does not use the CAA ARC on-line system | £24 £26 |

NOTE 9: In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified for Ref. A in Table 7, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 10: In the case of a Part-145, Part-M Subpart F or Part-CAO maintenance organisation performing an annual inspection contained in the maintenance programme relating to ELA1 aircraft not involved in commercial operations, the approval holder, if appropriately approved by the CAA, may perform the airworthiness review and, subject to this being satisfactory, issue the corresponding ARC and send a copy to the CAA.

b) Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons

Where a CAMO is approved to issue or extend an ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an ARC, the CAMO shall pay to the CAA the appropriate charge specified in Column 3, 4 or 5 of Table 8 for each 500 kg, or part thereof, of the maximum weight of the aircraft.

On making an application to the CAA for the issue of an ARC, the applicant shall pay to the CAA the charge specified in Column 6 of Table 8 for each 500 kg, or part thereof, of the maximum weight of the aircraft as appropriate.

Table 8 EASA aircraft

| Ref | ARC – Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons | Charge per 500 kg or part thereof | | | |
|--------|---|---|-------------|-------------------------|---|
| | | ARC issued/ extended by CAMO or issued by AMO (See Note 12) | | ARC recommended by CAMO | Airworthiness review by CAA |
| | | on-line | Not on-line | | |
| Col. 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 |
| A | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg, the CAMO / applicant shall pay: | £58 | £64 | £64 | £83 plus an additional investigatory charge (see Note 11) |
| B | An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg, the CAMO / applicant shall pay: | £29 | £32 | £32 | £55 plus an additional investigatory charge (see Note 11) |

NOTE 11: In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that shown for Ref. A or Ref. B in Table 8, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 12: In the case of a Part-145, Part-M Subpart F or Part-CAO maintenance organisation performing an annual inspection contained in the maintenance programme relating to ELA1 aircraft not involved in commercial operations, the approval holder, if appropriately approved by the CAA, may perform the airworthiness review and, subject to this being satisfactory, issue the corresponding ARC and send a copy to the CAA.

c) Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons

Where a CAMO is approved to issue or extend an ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an ARC, the CAMO shall pay to the CAA the appropriate charge specified in Column 3, 4 or 5 of Table 9 for each 500 kg, or part thereof, of the maximum weight of the aircraft as appropriate.

On making an application to the CAA for the issue of an ARC, the applicant shall pay to the CAA the charge specified in Column 6 of Table 9 for each 500 kg, or part thereof, of the maximum weight of the aircraft.

Table 9 EASA aircraft

| Ref | ARC – Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons | Charge per 500 kg or part thereof | | | |
|--------|--|-----------------------------------|-------------|-------------------------|--|
| | | ARC issued/extended by CAMO | | ARC recommended by CAMO | Airworthiness review by CAA |
| | | on-line | Not on-line | | |
| Col. 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 |
| A | A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / applicant shall pay: | £164 | £180 | £180 | £205 plus an additional investigatory charge (see Note 13) |
| B | An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / applicant shall pay: | £63 | £70 | £70 | £88 plus an additional investigatory charge (see Note 13) |

NOTE 13: In the case of an application for the issue of an ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in Column 4 of Table 9, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 14: Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 15: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

NOTE 16: Where an EASA aircraft transfers onto the UK G-Register and holds an unexpired ARC that has been issued by an EASA approved or non-UK NAA or an EASA approved or non-UK CAMO, the UK CAA will (on application by the operator or owner) amend the original ARC to reflect the new G- registration mark and re-issue the certificate of airworthiness and noise certificate, if applicable. An associated charge is payable to the CAA for such an application which will relate to the relevant charge as shown under paragraphs 3.5.3.2 a) – c) above but will be reduced to be proportional to the unexpired clear months remaining to the original ARC expiry date.

3.5.4 Subsequent issue

3.5.4.1 On making an application for the issue of a certificate of airworthiness and an ARC in respect of an aircraft when the aircraft has previously held an EASA or national certificate of airworthiness issued by the CAA and the aircraft is returning to the UK register, or where the aircraft has remained on the UK register and the certificate of airworthiness has previously been revoked, the applicant shall pay to the CAA a charge equivalent to the charge or charges which would be due if that application were an application for the first issue of a certificate of airworthiness, as specified in paragraph 3.5.2, except that the element of that charge which does not relate to

validity shall be reduced by 50%.

3.5.4.2 On making an application under paragraph 3.5.4.1 but where the following criteria are met, the charge which does not relate to validity shall be reduced by 65%:

- i) The operator's procedures on updating its aircraft maintenance records, physical survey and records review whilst the aircraft is not on the UK register have been, in the opinion of the CAA, operating without significant error for at least the last two years;
- ii) The aircraft are under migration under a dry lease between trading partner operators and transferring from a third country aircraft register back onto the UK aircraft register;
- iii) The aircraft are to be operated under a UK AOC; and
- iv) The aircraft has not been off the G-register for longer than 12 months.

3.5.5 Export certificates of airworthiness

3.5.5.1 On making an application for a certificate of airworthiness for export in respect of an aircraft, the applicant shall pay to the CAA for the investigations required by the CAA:

- a) in the case of a glider or a balloon, a charge of £137 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £19,180 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft, a charge of £224 per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £711 per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- c) in the case of an aircraft, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, a charge of £137 per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £434 per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 17: Where an applicant requests the CAA to issue a temporary permit to fly for an aircraft that has never held a certificate of airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the certificate of airworthiness investigation charge and applicable portion of the ARC charge.

3.5.5.2 On making an application for a certificate of airworthiness for export in respect of multiple over 40,000 kg MTWA aircraft operated by one UK AOC holder required to be exported at any one time, the applicant, on meeting the following criteria, shall pay to the CAA for the investigation required by the CAA the published charges as shown under paragraph 3.5.5.1 c) reduced by 50%.

- a) All aircraft over 40,000 kg MTWA;

- b) All aircraft operated under the applicant's UK AOC;
- c) Prior to aircraft survey, all required documentation to be provided by the exporting operator to the CAA;
- d) More than 10 aircraft are applied for under one application with specific export dates with new, name operators/owners and destination countries quoted.
- e) The proposed export certificate of airworthiness Issue date applicable to all 10+ aircraft applications must not exceed 12 months from the application date.

3.5.6 **Change of category**

On making an application to change the category of a certificate of airworthiness to enable the aircraft to fly for additional purposes, the applicant shall pay to the CAA a charge of £356.

3.5.7 **Foreign registered aircraft – exemption to fly without a certificate of airworthiness**

3.5.7.1 Subject to paragraph 3.5.7.2, on making an application for the grant of an exemption from Article 16 (1) of the Air Navigation Order in respect of a foreign registered aircraft, where the CAA deems an aircraft survey is not required, the applicant shall pay to the CAA a charge of £68.

3.5.7.2 Where the CAA deems an aircraft survey is required and the costs of the investigation exceed the amount specified in paragraph 3.5.7.1, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £123,000 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

3.6 **Permits to fly**

3.6.1 **National permits to fly and certificates of validity issued under the Air Navigation Order**

3.6.1.1 **Initial issue or variation**

On making an application for the issue of a national permit to fly pursuant to the Air Navigation Order that shall be non-expiring plus the initial issue of a national certificate of validity, the applicant shall pay to the CAA:

- a) in the case of an aircraft having a maximum weight not exceeding 500 kg, a charge of £272 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,800 for any year, or part of the year, during which the investigations are carried out, plus a charge of £272 for issue of the initial national certificate of validity and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- b) in the case of an aircraft having a maximum weight exceeding 500 kg, but not exceeding 2,730 kg, a charge of £503 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £88,000 for any year, or part of the year, during which the investigations are carried out, plus a charge of £503 for issue of the initial national certificate of validity and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- c) in the case of any other aircraft, a charge of £668 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be

decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £130,000 for any year, or part of the year, during which the investigations are carried out, plus a charge of £668 for issue of the initial national certificate of validity and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

3.6.1.2 **Renewal**

On making an application for the annual renewal of a national permit to fly certificate of validity, the applicant shall pay to the CAA:

- a) in respect of a national certificate of validity specified in sub-paragraph 3.6.1.1 a) hereof, a charge of £272; or if the total cost of any investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, see paragraph 4.5 but not exceeding £43,800 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- b) in respect of a national certificate of validity specified in sub-paragraph 3.6.1.1 b) hereof, a charge of £503; or if the total cost of any investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, see paragraph 4.5 but not exceeding £88,000 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- c) in respect of a national certificate of validity specified in sub-paragraph 3.6.1.1 c) hereof, a charge of £668; or if the total cost of any investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, see paragraph 4.5 but not exceeding £130,000 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

3.6.1.3 **Persons or organisations approved by the CAA to issue national permit to fly certificates of validity renewals online**

Where a person or organisation is approved by the CAA to issue national certificate of validity renewals using the CAA online system, then the applicant shall pay on application to the CAA a charge as specified in Table 10 relating to the aircraft MTWA subject to the certificate of validity issued.

Table 10

| Aircraft weight (MTWA) | Charge |
|---|---------------|
| Column 1 | Column 2 |
| Not exceeding 500 kg | £216 |
| Exceeding 500 kg but not exceeding 2,730 kg | £402 |
| Exceeding 2,730 kg | £534 |

3.6.1.4 **Temporary national permits to fly**

On making application for the issue of a temporary national permit to fly where the national certificate of airworthiness or national permit to fly is temporarily invalid, the applicant shall pay £209.

3.6.2 Permits to fly issued under Part-21

3.6.2.1 Permanent permits to fly

On making an application to the CAA, that includes EASA or non-UK NAA approved Flight Conditions if appropriate, for the issue of a permanent permit to fly in circumstances where a certificate of airworthiness is not appropriate, the applicant shall pay to the CAA a charge in accordance with paragraph 3.6.1 with a 10% reduction¹ applying to both initial issue and renewal charges.

3.6.2.2 UK issued Part-21 temporary permits to fly where the certificate of airworthiness is temporarily invalid

On making an application for the issue of a temporary permit to fly where the certificate of airworthiness is temporarily invalid, the following charges shall apply:

- a) Where a CAMO, or UK Part-21 approved organisation, issues the permit to fly under the privileges of their approval and notifies the CAA accordingly, the CAMO, or UK Part-21 approved organisation, shall pay to the CAA a charge of £28 unless the charge under paragraph 3.6.2.2 e) is payable, when this charge under paragraph 3.6.2.2 a) will not be levied in addition; or
- b) Where an application is made for the CAA to issue a permit to fly, enclosing UK or EASA Part-21J (Design Organisation Approval) approved design-related flight conditions where applicable, the applicant shall pay to the CAA a charge of £146; or
- c) Where an application is made to the CAA for the approval of non-design related flight conditions and the issue of a permit to fly concurrently, the applicant shall pay to the CAA a charge of £209; or
- d) Where the aircraft owner or operator makes a direct application for an exemption to the CAA, where unforeseen urgent operational circumstances apply, as defined by Article 71 of Regulation (EU) 2018/1139, and the CAA is required to approve design-related flight conditions, the applicant shall pay to the CAA a charge of £985 – the applicant will be expected to provide evidence that the flight conditions have been accepted by the type certificate holder prior to review by the CAA; or
- e) Where the CAMO, or UK Part-21 approved organisation, holding permit to fly privileges, requests CAA approval of non-design related flight conditions, the applicant shall pay to the CAA a charge of £91;
- f) For the purposes of the above, UK approved flight conditions can also be taken to include flight conditions issued by the NAA of a foreign State where no validation is needed by the UK CAA under the Implementation Procedures agreed with that State under a bilateral aviation safety agreement with the UK.

3.6.2.3 Non-UK NAA temporary permits to fly where the certificate of airworthiness is temporarily invalid

On making an application for the issue of a temporary permit to fly where the certificate of airworthiness is temporarily invalid, the following charges shall apply:

- a) Where an application is made for the CAA to issue a permit to fly, enclosing non-UK NAA or EASA Part-21J (Design Organisation Approval) approved design-related flight conditions where applicable, the applicant shall pay to the CAA a charge of £146; or

(This Note is not part of the Scheme)

¹ This reduction reflects the work relinquished by the CAA as a result of EASA or non-UK NAA involvement in the compilation of the design-related Flight Conditions for the aircraft.

- b) Where the aircraft owner or operator makes a direct application for an exemption to the CAA, where unforeseen urgent operational circumstances apply, as defined by Article 71 of Regulation (EU) 2018/1139, and the CAA is required to approve design-related flight conditions, the applicant shall pay to the CAA a charge of £985.

NOTE 18: Where an applicant requests the CAA to issue a temporary permit to fly for an aircraft that does not hold a certificate of airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the certificate of airworthiness investigation charge and applicable portion of the ARC charge.

3.7 **Validation of supplementary type certificates (STCs) and major changes / repairs**

On application made to the CAA for the validation by the CAA of non-UK issued supplementary type certificates or major changes / repairs to aircraft and aircraft engines and equipment, the applicant shall pay to the CAA on application the charges specified in Column 2 of Table 11.

Table 11

| Application type | Charge |
|--|---|
| STC – Fixed Wing and rotorcraft per 500kg MTOM of the aircraft | Charge per 500 kg or part thereof multiplied by £200 payable with application. Plus, any excess charges at £209 per hour up to a maximum of £100,000 |
| STC – Balloons and airships | £500 payable with application. Plus, any excess charges at £209 per hour up to a maximum of £15,000 |
| STC – Aircraft Engines and APUs | £3,500 payable with application. Plus, excess charges at £209 per hour up to a maximum of £15,000 |
| Major changes / repairs | £300 payable with application. Plus excess charges at £209 per hour up to a maximum of £75,000 |

NOTE 19: All the charges in Table 11 are subject to the maximum value being in respect of a year, or part of a year, in which the CAA investigation is carried out.

NOTE 20: Excess hour charges will be invoiced in arrears by the CAA to the applicant, payable on demand.

NOTE 21: Excess charges are calculated by taking the number of hours incurred multiplied by £209 less the appropriate application charge specified in Table 11.

3.8 **Approvals in respect of modifications and repairs to non-EASA aircraft and non-EASA aircraft equipment (excluding engines)**

3.8.1 **Aircraft (excluding engines)**

On making an application for the approval, pursuant to any provision of Part 4 of the Air Navigation Order or of Part-21, of the modification or repair etc. of aircraft (but excluding applications in respect of engines), the applicant shall pay to the CAA in respect of the expense incurred by it in carrying out investigations in connection with the application:

- a) i) subject to sub-paragraph ii), for the approval of a minor modification, a charge of £91;
ii) no charge shall be payable where the minor modification has been undertaken by an organisation holding an appropriate design approval.
- b) For approval of any other modification, repair etc, subject to sub-paragraph c):

- i) in the case of an aircraft having a maximum weight not exceeding 2,730 kg, a charge of £420 or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
 - ii) in the case of any other aircraft, a charge of £627 or, if the total cost of the investigations exceeds that amount a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- c) Where a number of related modifications are being investigated under a single application, the maximum charge for any year, or part of the year, shall be increased in proportion to the number of individual modifications included in the application.

3.8.2 Aircraft equipment (excluding engines)

- a) On making an application for the approval, pursuant to any provision of Part 5 of the Air Navigation Order or Part-21, of equipment for non-EASA aircraft, including radio apparatus or the manner of its installation and/or carriage (but excluding applications in respect of engines), the applicant shall pay to the CAA:
 - i) in the case of an approval granted by reference to a joint technical standards order (e.g. European Technical Standard Order (ETSO), UK Technical Standard Order (UKTSO) or an approval in respect of equipment, including radio apparatus, installed or carried, or in the opinion of the CAA primarily intended to be installed or carried, in aircraft having a maximum weight of more than 2,730 kg, a charge of £817 or, if the total cost of the investigation exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
 - ii) in the case of an approval in respect of any other equipment, including any other radio apparatus, a charge of £574 or, if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- b) On making an application for the approval, pursuant to any provision of Part 5 of the Air Navigation Order or of Part-21, of the modification, repair etc. of equipment for aircraft, including radio apparatus or the manner of its installation (but excluding applications in respect of engines), the applicant shall pay to the CAA in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge of £204 or if the total cost of the investigations exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £44,550 for any year, or part

of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

- c) Where a number of related modifications are being investigated under a single application, the maximum charge for any year, or part of the year, shall be increased in proportion to the number of individual modifications included in the application.

3.9 Approvals and authorisations of persons and organisations

3.9.1 Initial approval application charges

- a) On making an application to the CAA, other than an application in Special Circumstances, for the approval or authorisation of a person or organisation for the purposes of any provision of Part 4 of the Air Navigation Order (other than Article 33) or of Part-21 (Subparts J, F or G) or of Part-145 or of Part-M (Subparts F or G or Part-CAMO or Part-CAO), for the investigations required by the CAA, the applicant shall pay to the CAA on application the charges specified in Column 2 of Table 12.

Table 12

| Approval Groups | Charge |
|--|---------------|
| Column 1 | Column 2 |
| Part-21 Subpart G – including A and/or B ratings | £14,356 |
| Part-21 Subpart G – C and/or D ratings only | £3,589 |
| Part-21 Subpart F | £1,778 |
| Part 145 - A1 or B1 ratings | £14,356 |
| Part-145 – A2, A3, A4, B2, B3, C or D ratings | £3,589 |
| Part-M Subpart G conversion to a Part-CAMO or Part-CAO | £70 |
| Part-M Subpart G ² for aircraft >5,700 kg or Part-CAMO | £7,178 |
| Part-M Subpart G ² for aircraft not exceeding 5,700 kg | £3,589 |
| Part M Subpart G2 regardless of aircraft weight, where the applicant already holds a maintenance approval or a BCAR C5 (A8-25) approval | £1,778 |
| Part-M Subpart F conversion to Part CAO (certificate only) | £70 |
| Part-M Subpart F full conversion to Part-CAO – CAA assessment of meeting CAO privileges | £836 |
| Part-M Subpart F or Part-CAO | £2,003 |
| Part-M Subpart F, where the applicant already holds a maintenance approval | £1,778 |
| Part-M Subpart F and a Part-M Subpart G applied for concurrently | £3,589 |
| BCAR A1 (BCAR Chapter A8-1) or A2 (A8-2) approval | £3,589 |
| BCAR A2 (A8-2) approval where applicant already holds a BCAR M1 (A8-23) or BCAR M2 (A8-24) approval or a Part-145 or Part-M Subpart F or Part-CAO approval | £615 |
| BCAR A6 (A8-21), E6 (A8-21) approval | £3,589 |

² If applied for, and without extra charge, the grant of a Part-M Subpart G approval may include a Subpart I privilege that would permit the applicant to issue/extend airworthiness review certificates.

Table 12 (continued)

| Approval Groups | Charge |
|---|---------------|
| Column 1 | Column 2 |
| BCAR A6 (A8-21) approval where applicant already holds a Part 21 Subpart G or Part-CAMO approval | £1,412 |
| BCAR E5 (A8-22) approval | £7,178 |
| BCAR F1 (A8-9) approval | £3,589 |
| BCAR M1 (A8-23) approval | £3,589 |
| BCAR M1 (A8-23) approval where applicant already holds a Part-145 approval | £615 |
| BCAR M1 (A8-23) and BCAR C5 (A8-25) applied for concurrently | £3,589 |
| BCAR M1 (A8-23) and BCAR C5 (A8-25) applied for concurrently and the applicant already holds a valid Part-145 and a Part-M Subpart G or Part-CAMO approval | £924 |
| BCAR M2 (A8-24) approval | £2,003 |
| BCAR M2 (A8-24) and BCAR C5 (A8-25) approvals applied for concurrently | £3,589 |
| BCAR M2 (A8-24) and BCAR C5 (A8-25) approvals applied for concurrently and the applicant already holds a Part-M Subpart G and a Part-M Subpart F or Part-CAO approval | £924 |
| BCAR M2 (A8-24) approval where applicant already holds a Part-M Subpart F or Part-CAO approval | £615 |
| BCAR M3 (A8-15) approval | £2,003 |
| BCAR C5 A8-25 CAMO) approval | £3,589 |
| BCAR C5 (A8-25 CAMO) approval where applicant already holds a Part-M Subpart G or Part-CAMO approval | £615 |
| BCAR F3 (A8-9) approval | £924 |
| BCAR S1 (A8-26) approval | £3,589 |
| Any other approval | £3,589 |

Provided that where the cost of the investigations exceeds the charge specified above, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £123,000 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

- b) In respect of an application mentioned under paragraph 3.9.1 a) which is made in Special Circumstances, for the investigations required by the CAA, the applicant shall pay to the CAA:
- i) subject to sub-paragraph ii), a charge of £1,778 or the charge specified in subparagraph iii);
 - ii) if the application is solely in respect of a BCAR approval M3, a charge of £924 or the charge specified in sub-paragraph iii);
 - iii) if the total cost of the investigations exceeds the charge specified in subparagraph i) or ii) as the case may be, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £123,000 for any year, or part of a year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 22: BCAR Approval rating F4 will be issued at no charge as any associated costs will be subsumed by the charges for the associated tasks.

NOTE 23: No additions to an initial application can be made by the applicant once the CAA investigation has commenced. Initial applications are valid for 12 months from application date. Accordingly, where it has not been possible for the applicant to provide the CAA with the required information to complete the initial application within 12 months from the application date, then the CAA will cancel that initial application and request a new initial application and charge to be provided when the applicant is ready to proceed. Any refund due as a result of a lapsed initial application will be subject to the CAA Refund Policy.

3.9.2 **Part-21J Design Organisations - transition or initial approval application charges**

3.9.2.1 **Transition application charges**

On making an application to the CAA for a UK issued Part-21J Design Organisation Approval (DOA) based upon the applicant holding a valid EASA Part-21J DOA or a UK issued Part-21J Alternative Procedure to DOA (ADOA) based upon the applicant holding a valid EASA Part-21J ADOA, the applicant shall pay to the CAA on application a charge computed as follows in respect of grant and oversight during the period to 31 March 2020:

- a) For a Part-21J DOA, the charge shall be based upon the latest 12-month surveillance charge levied by EASA on the EASA Part-21J DOA holder, uplifted by 202%.
- b) For a Part 21J ADOA, the charge shall be £3,589.
- c) During 2019/20, there will be no additional site charge.
- d) The CAA will require a copy of the latest 12-month surveillance charge invoice levied by EASA on the applicant EASA Part-21J DOA holder to be submitted with the application to the CAA.

3.9.2.2 **Initial approval application charges**

On making application to the CAA for a UK issued Part-21J approval for the investigations required by the CAA where the applicant does not also hold a valid EASA Part-21J DOA or ADOA approval, the applicant shall pay to the CAA on application the charge specified in Column 2 of Table 13.

Table 13

| Approval Groups | Charge |
|---|---------|
| Part-21J DOA (categories): | |
| i) Type certificates | £14,356 |
| ii) Supplementary type certificates (STC) / major repairs | £14,356 |
| iii) Minor changes / minor repairs | £7,178 |
| Part-21J ADOA Equipment approval | £7,178 |

All Table 13 charges are subject to excess charges at £209 per hour up to a maximum of £123,000 per year, or part of the year, in which the investigations are carried out. Excess charges are calculated by taking the number of hours incurred multiplied by £209 less the appropriate application charge specified in Table 13. Excess hour charges will be invoiced in arrears by the CAA to the applicant and payable on demand.

3.9.3 **BCAR approval transition charges**

- a) When an application is made by a BCAR approval holder to transition an existing BCAR approval to a new approval type in accordance with the CAA notifications following its structural review of the British Civil Airworthiness Requirements, the applicant shall pay to the CAA a charge of £48 per BCAR approval excluding the following transition specified in Table 14 where the charge shall be £615 subject

to b) below:

Table 14

| From BCAR Chapter | To BCAR Chapter | EASA equivalent approval held |
|-------------------|-----------------|-------------------------------|
| M3 (A8-15) | C5 (A8-25) | Part-M Subpart G |

- b) Where the BCAR approval holder also holds a valid EASA equivalent approval issued by the UK CAA as shown in Table 14, then the transition charge shall reduce to £48.

NOTE 24: The CAA shall advise industry of the duration of the transition periods through issue of periodic CAA Information Notices.

3.9.4 Approval variation charges

In respect of an application to the CAA for the variation of an approval of a person or organisation for the purposes of any provision of Part 4 of the Air Navigation Order (other than Article 33) or Part-21 (Subparts J, F or G), or Part-145 or Part M (Subpart F or G) or Part-CAMO or Part-CAO, for the investigations required by the CAA, the applicant shall pay to the CAA:

- a) subject to sub-paragraphs b) to j) below, a charge of £1,778 or the charge specified in sub-paragraph n); or
- b) if the application is solely in respect of a BCAR M3 approval, a charge of £924; or
- c) in the case of a Part-M Subpart F and Subpart G applied for concurrently, a charge of £1,778; or
- d) where an application is made to add Part-M Subpart I privileges to an existing Part-M Subpart G approval, a charge of £1,778; or
- e) where an application is made for a Part-M Subpart G approval holder to be given privileges to issue EASA permits to fly under Part-21, a charge of £1,778; or
- f) Where an application is made for a Part-M Subpart G approval to add an aircraft not exceeding 5,700kg, a charge of £924; or
- g) in the case of a Part-21 Subpart F approval, a charge of £890; or
- h) in the case of a Part-M Subpart F or Part-CAO approval, a charge of £924; or
- i) In the case of a Part-145 approval to add an A2, A3 or A4 aircraft rating group and/or to add a single aircraft type relating to an A2, A3 or A4 aircraft rating group which the organisation does not already hold, a charge of £924; or
- j) In the case of a Part-145 approval, or a combined Part-145 and Part-M Subpart F or Part-CAO approval, to add a privilege to carry out the airworthiness review and issue the corresponding ARC in respect of ELA1 aircraft not involved in commercial operations, a charge of £924; or
- k) In the case of a Part-145 or a Part-M Subpart F or Part-CAO approval to approve amendments made to maintenance programmes in respect of ELA2 aircraft not involved in commercial operations, a charge of £924; or
- l) in the case of a BCAR M2 approval (A8-24) or BCAR C5 approval (A8-25 CAMO), or BCAR M1 approval (A8-23) (where the A8-23 approval is held with a Part-145 approval), a charge of £924; or
- m) in the case where a person or organisation that holds more than one approval applies to change its address at where the work relating to those approvals are carried out and where no other changes in respect of the approvals are made, the applicant shall pay to the CAA a single charge that relates to the approval

type held attracting the highest variation application charge.

- n) if the total cost of the investigations exceeds the charge specified in subparagraphs a) to j) above, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5 but not exceeding £123,000 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 25: No additions to a variation application can be made by the applicant once the CAA investigation has commenced. Variation applications are valid for 12 months from application date. Accordingly, where it has not been possible for the CAA investigation to commence, including additions or changes shown in an application within 12 months from receipt, a further application and fee shall be required for those additions or changes. Any refund due as a result of a lapsed variation application will be subject to the CAA Refund Policy.

3.9.5 Annual approval charges (including premium charges)

- a) i) Subject to sub-paragraphs ii) and iii) and paragraph b) below, the approval holder shall pay an annual continuation charge on 1 April of each year. The annual continuation charge shall be the highest annual charge shown in columns 3 – 5 of Table 15 per approval group in which an approval is held plus a charge shown in column 6 relating to each additional approved site held.

The CAA will raise an invoice in respect of the annual continuation charge which shall be payable by the approval holder on demand. The annual continuation charge shall be calculated and invoiced according to the number of separate approvals held by the same approval holder name and shall be payable whether the approval is in force or under suspension.

Table 15

| Approval groups | Approval rating/aircraft weight subcategories | Primary site charge according to the value of activities pursuant to the approval | | | Additional site charge per site |
|-------------------------------|---|---|--------------------------|----------------------|---------------------------------|
| | | More than £2,250,000 | £1,125,000 to £2,250,000 | Less than £1,125,000 | |
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 |
| Part 21 Subpart G | Including A and/or B | £14,356 | £7,178 | £3,589 | £3,589 |
| | C and/or D only | £10,767 | £3,589 | £3,589 | £3,589 |
| Part 145 | A1, B1 | £14,356 | £7,178 | £3,589 | £3,589 |
| | A2, A3, A4, B2, B3, C or D | £3,589 | £3,589 | £3,589 | £3,589 |
| Part-M Subpart G or Part-CAMO | Aircraft exceeding 5,700 kg MTWA | £7,178 | £7,178 | £3,589 | £3,589 |
| Part-M Subpart G | Aircraft not exceeding 5,700 kg | £3,589 | £3,589 | £3,589 | £3,589 |
| Part-M Subpart F or Part-CAO | All ratings | £2,003 | £2,003 | £2,003 | £1,412 |

Table 15 (continued)

| Approval groups | Approval rating/aircraft weight subcategories | Primary site charge according to the value of activities pursuant to the approval | | | Additional site charge per site |
|--------------------|---|---|--------------------------|----------------------|---------------------------------|
| | | More than £2,250,000 | £1,125,000 to £2,250,000 | Less than £1,125,000 | |
| Column 1 | Column 2 | Column 3 | Column 4 | Column 5 | Column 6 |
| BCAR | A6 and E6 combined or E5 | £7,178 | £7,178 | £3,589 | £3,589 |
| | A1, A2 | £3,589 | £3,589 | £3,589 | £3,589 |
| | A6, B1, C5, E6, F1, M1, S1 | £3,589 | £3,589 | £3,589 | £3,589 |
| | M2, M3 | £2,003 | £2,003 | £2,003 | £1,412 |
| Any other approval | | £3,589 | £3,589 | £3,589 | £3,589 |

- ii) aa) The charge payable in respect of any approval shall be that specified in Column 3 for Table 15 unless the approval holder, by submitting a completed Certificate of Turnover Declaration (on CAA form FCS1501), satisfies the CAA on or before 28 February prior to the 1 April on which the charge is due that the value of activities undertaken in the relevant 12-month period is between £1,125,000 and £2,250,000 (inclusive) in which case the charge shall be that specified in Column 4 or value is less than £1,125,000 in which case the charge shall be that specified in Column 5.
- bb) For the purposes of sub paragraph 3.9.4 a) ii) aa) ‘the relevant 12-month period’ is defined as the 12 months ended on 31 March in the previous calendar year to when the charge applies. For example, where the charge arises on 1 April 2019 the relevant 12-month period is the 12 months ended 31 March 2018.
- cc) For the purpose of sub-paragraph 3.9.4, ‘value of the activities undertaken pursuant to the approval’ means the total consideration paid in respect of the sale, lease or rental or other disposal of any goods or the provision of any services which are the subject of reports made pursuant to the approval, but not including any value added tax payable thereon and not including the consideration paid in respect of the sale, lease or rental or other disposal of any aircraft where there is in force in respect of that aircraft a certificate of airworthiness granted under the Order and/or Part-21 and/or Part-145 and/or Part-M and/or Part-CAMO and/or Part-CAO.
- iii) Where a person holds an approval in more than one of the Groups specified in Table 15, the holder of the approval shall pay to the CAA:
- aa) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 15 in respect of the Group which attracts the highest primary site charge; and
- bb) 100% of the total charge (including any applicable charge in respect of additional sites) specified in Table 15 in respect of each other Group within which an approval is held, except that if the value of activities in respect of the approvals falling within any such Group is less than £1,125,000 the charge for that Group shall be 25% of that total charge.

- cc) No annual charge will be liable for the following BCAR approvals held under the following specific circumstances:
 - A) BCAR approval B1 or M1 or M2 or M3 if the approval holder also maintains a valid Part-145, or a Part-M Subpart F or Part-M Subpart G or Part-CAMO or Part-CAO approval;
 - B) BCAR approval A6 if the approval holder also maintains a valid Part-21 Subpart G approval;
 - C) BCAR approval C5 if the approval holder also maintains a valid Part-M Subpart G or Part-CAMO approval.
- dd) Where a Part-M Subpart G approval holder, for aircraft not exceeding 5,700 kg, also holds a valid Part-M Subpart F approval, then only the higher of the Subpart G and Subpart F annual approval charges held under Part-M will be levied in determining the total annual charge for the organisation.
- ee) Where a person has already held a BCAR approval E4 and/or M5 and transitioned to a BCAR M1 and/or C5, or has already held a BCAR approval M3 and transitioned to a BCAR C5, the approval holder shall pay to the CAA an annual charge of £2,003 for the main site and £1,412 for each additional site held.

b) Approval premium charges

In respect of an approval for which a charge is payable under sub-paragraphs 3.9.4 a) i) – iii) above (whether or not that charge has been waived) and where the number of hours required by the CAA to oversee such an approval has exceeded 150 in each of the two years immediately prior to the year to which the charge relates, the holder of the approval shall pay to the CAA when invoiced by the CAA, in addition to the charge specified in sub-paragraphs 3.9.4 a) i) – iii) above:

- i) where the number of hours exceeded 150 in each of the two years but did not exceed 250 hours in both years, a charge of £8,294; or
- ii) where the number of hours exceeded 250 in each of the two years but did not exceed 350 hours in both years, a charge of £29,576; or
- iii) where the number of hours exceeded 350 in each of the two years but did not exceed 450 hours in both years, a charge of £50,284; or
- iv) where the number of hours exceeded 450 in each of the two years but did not exceed 550 hours in both years, a charge of £71,003; or
- v) where the number of hours exceeded 550 in each of the two years, a charge of £92,328.

c) Other approval charges

- i) In respect of the investigations required or performed by the CAA for the purposes of satisfying itself that such an approval or approvals should remain in force following a major structural and/or managerial change, the holder of the approval or approvals shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £123,000 for any year, or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge;
- ii) In respect of an application for the issue of revised documents of approval or approvals following a change of name of the approved

person, the holder of the approval or authorisation or approvals or authorisations shall pay to the CAA a charge of £112;

- iii) In respect of a person or organisation that applies for its approvals to be transferred to a new legal entity where all procedures, postholders, etc. remain unchanged and the business continues uninterrupted through the transition, the applicant shall pay to the CAA a charge being two-thirds of the full application charge, as per paragraph 3.9.1, for each approval that is required to be transferred. Where the associated costs exceed the determined application charge, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £123,000 for any year, or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.
- iv) In respect of the investigation performed by the CAA in conjunction with the competent authority of an EU Member State for an approval of a facility located in the UK administered by that EU Member State, the charge under paragraphs 3.9.1, 3.9.3 or 3.9.4, as applicable, will be payable;

provided that where a charge is payable under paragraphs 3.9.1, 3.9.3 or 3.9.4 c) i), c) ii) or c) (iv), no charge shall be payable under this subparagraph. No charge shall be levied where the applicant applies for the removal of sites or aircraft types where no CAA investigation is required.

3.9.6 **USA, Canadian, and Brazilian Bilateral Agreements – Approved Maintenance Organisations**

The Bilateral Safety Agreements between the EU or UK and the USA (Federal Aviation Administration (FAA)) and Canada (the Transport Canada Civil Aviation (TCCA)) and Brazil (the National Civil Aviation Agency (Agência Nacional de Aviação Civil), also known as ANAC) requires the transfer of oversight of FAR 145, CAR 571 and 573 and RBAC 145 Repair Station Certificates held by Part 145 approved organisations from the FAA and/or TCCA and/or ANAC to the National Aviation Authority in the state where the organisation is located. A transfer or initial Federal Aviation Regulations (FAR) 145 approval and/or a Canadian Aviation Regulations (CAR) 571 (Maintenance) and 573 (Approved Maintenance Organisation) and/or Brazilian Aeronautical Certification Regulation (RBAC) 145 approval will only be transferred/granted when the applicant also holds a UK CAA issued Part 145 approval.

The following charges shall be payable in such cases by the applicant:

- a) On making application to transfer the oversight activities of a Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) 145 Repair Station Certificate or a Transport Canada Civil Aviation (TCCA) Canadian Aviation Regulations (CAR) Subparts 571 (Maintenance) and 573 (Approved Maintenance Organisation) approval or a National Civil Aviation Agency (Agência Nacional de Aviação Civil) RBAC 145 approval to the CAA, the applicant shall pay to the CAA the relevant charge as specified in Column 3 of Tables 16 or 17.
- b) On making application for an initial FAR-145 or CAR 571 and 573 or RBAC 145 approval, the applicant shall pay to the CAA the relevant charge as specified in Column 4 of Tables 16 or 17.
- c) On making application for a variation to a FAR-145 or CAR 571 and 573 or RBAC 145 approval, the applicant shall pay the relevant charge to the CAA as specified in Column 6 of Tables 16 or 17.

- d) The approval holder shall pay an annual continuation charge on 1 April, relating to the charge as specified in Columns 8 and 9 of Tables 16 or 17. The CAA will raise an invoice in respect of the annual continuation charge payable by the approval holder on demand by the approval holder.
- e) Any application for an initial, or variation to a FAR-145 or to a CAR 571/573 or to a RBAC 145 approval will require an update to the Part-145 approval held by the applicant. The appropriate charge as specified in Columns 4 or 6 of Tables 16 or 17 is in addition to the initial or variation charge payable in respect of the Part-145 approval.
- f) If the number of hours taken by the CAA to carry out its investigations in relation to either b) or c) above where the application exceeds the specific cost as derived from Columns 4 or 6 of Tables 16 and 17, the applicant must pay an excess hourly charge. The CAA shall determine the excess hourly charge by taking the total number of hours taken by the CAA to complete the required investigations in relation to the application and deducting, relating to the application made, the relevant hours as quoted in Tables 16 and 17 and multiplying the resultant number of hours by the appropriate hourly charge, see paragraph 4.5, but not exceeding £43,800 for any year or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge. The balance for the excess hourly charge (total hourly charge less initial charge already paid) is payable by the applicant on demand by the CAA by invoice to the applicant.

Table 16 – Approvals where Part-145 includes A1 / B1 ratings

| Line | Approval type combination | Transition of oversight | Initial application | | Variation application | | Annual charge | |
|-------|-------------------------------------|-------------------------|---------------------|-------|-----------------------|-------|---------------|---------------------|
| | | | | | | | Primary site | Additional per site |
| Col 1 | Column 2 | Col 3 | Col 4 | Col 5 | Col 6 | Col 7 | Col 8 | Col 9 |
| | | £ | £ | Hrs | £ | Hrs | £ | £ |
| 1 | FAR 145 | £3,344 | £3,344 | 16.0 | £1,150 | 5.5 | £836 | £836 |
| 2 | CAR 571 / 573 | £1,672 | £1,672 | 8.0 | £523 | 2.5 | £523 | £418 |
| 3 | RBAC 145 | £1,672 | £1,672 | 8.0 | £523 | 2.5 | £523 | £418 |
| 4 | FAR 145 & CAR 571 / 573 | £3,762 | £3,762 | 18.0 | £1,254 | 6.0 | £1,019 | £940 |
| 5 | FAR 145 & RBAC 145 | £3,762 | £3,762 | 18.0 | £1,254 | 6.0 | £1,019 | £940 |
| 6 | CAR 571 / 573 & RCAB 145 | £2,508 | £2,508 | 12.0 | £784 | 3.75 | £784 | £627 |
| 7 | FAR 145, CAR 571 / 573 and RBAC 145 | £4,458 | £4,458 | 21.34 | £1,463 | 7.0 | £1,254 | £1,114 |

Table 17 – Approvals where Part-145 does not include A1 / B1 ratings

| Line | Approval type combination | Transition of oversight | Initial application | | Variation application | | Annual charge | |
|-------|-------------------------------------|-------------------------|---------------------|-------|-----------------------|-------|---------------|---------------------|
| | | | | | | | Primary site | Additional per site |
| Col 1 | Column 2 | Col 3 | Col 4 | Col 5 | Col 6 | Col 7 | Col 8 | Col 9 |
| | | £ | £ | Hrs | £ | Hrs | £ | £ |
| 1 | FAR 145 | £2,508 | £2,508 | 12.0 | £523 | 2.5 | £836 | £627 |
| 2 | CAR 571 / 573 | £1,254 | £1,254 | 6.0 | £523 | 2.5 | £523 | £314 |
| 3 | RBAC 145 | £1,254 | £1,254 | 6.0 | £523 | 2.5 | £523 | £314 |
| 4 | FAR 145 & CAR 571 / 573 | £2,822 | £2,822 | 13.5 | £784 | 3.75 | £1,045 | £705 |
| 5 | FAR 145 & RBAC 145 | £2,822 | £2,822 | 13.5 | £784 | 3.75 | £1,045 | £705 |
| 6 | CAR 571 / 573 & RCAB 145 | £1,881 | £1,881 | 9.0 | £784 | 3.75 | £784 | £470 |
| 7 | FAR 145, CAR 571 / 573 and RBAC 145 | £3,344 | £3,344 | 16.0 | £1,045 | 5.0 | £1,254 | £836 |

NOTE 26: Based on whether an approval under the FAA/TCCA/ANAC Bilateral Safety Agreement with EASA or UK is held by the organisation.

NOTE 27: Assessed independently and related to the status of each site. Only the additional sites approved for activity under the FAA and/or TCCA and/or ANAC Bilateral Safety Agreement with EASA or UK are subject to the annual continuation charge.

3.9.7 The European Light Aircraft 1 (ELA1) Approval

3.9.7.1 Where a Part-66 licensed aircraft engineer makes application for approval privileges to be granted under Part-M M.A. 901 g) by derogation, so that an ELA1 aircraft which is not used in commercial air transport, commercial specialized operations or in commercial approved training operator (ATO) operations, may have an ARC issued by the CAA upon the recommendation from the ELA1 approval holder, the applicant shall pay to the CAA a charge of £1,045.

3.9.7.2 Upon an ELA1 approval renewal application being received by the CAA, the applicant shall pay to the CAA a charge of £418.

3.9.8 Where a Part-66 licensed engineer holder makes application to the CAA to be granted under Part-ML the privilege to carry out airworthiness reviews and to issue airworthiness review certificates relating to ELA1 and/or ELA2 aircraft, the applicant shall pay to the CAA a charge of £924.

3.9.9 Welder's Approval Certificate

Where an application is made to the CAA for the initial issue or renewal of a Welder's Approval Certificate under BCAR A8-10, the applicant shall pay to the CAA a charge of £117 per certificate.

3.9.10 Flight Release Authorisation

Where an application is made from a person to be granted a Flight Release Authorisation that will allow the applicant to issue Permit Flight Release Certificates and/ or Permit Maintenance Releases under paragraphs 7.4 b) and 12.5 b) of BCAR Chapter A3-7, the applicant shall pay to the CAA the relevant charge as specified in Table 18.

Table 18

| Application type | Charge |
|--|---------------|
| Initial grant of a Flight Release Authorisation where the applicant is: | |
| i) a holder of an appropriate category Part-66 or BCAR aircraft maintenance engineer's licence, which is current, valid and has been granted in the UK | £418 |
| ii) a permit aircraft pilot/owner who has demonstrated to the CAA their competence to carry out such maintenance on the aircraft under application (see Notes below) | £418 |
| iii) any other person. | £1,045 |
| Variation of authorisation to add new aircraft types, in respect of applications from permit aircraft pilot/owners or from UK-issued aircraft maintenance engineer's licence holders | £140 |
| Variation of authorisation for a minor one-off task on a new aircraft type not previously authorised | £140 |
| Variation of authorisation to add new aircraft types, excluding applications from permit aircraft pilot/owners or from UK-issued aircraft maintenance engineer's licence holders | £418 |
| Renewal of pilot/owner, Part-66 or BCAR aircraft maintenance engineer's licence authorisation | £209 |
| Renewal of authorisation other than from permit aircraft pilot/owners or from UK-issued aircraft maintenance engineer's licence holders | £418 |

NOTE 28: The Flight Release Authorisation is only required for tasks that are outside the scope of Pilot / Owner maintenance as detailed in Appendix 2 to BCAR A3-7.

NOTE 29: The pilot / owner is responsible for demonstrating their competence to carry out such maintenance at the time of application.

NOTE 30: The authorisation is limited to aircraft for which the applicant is the Registered Owner.

3.11 **Approval of aircraft maintenance schedules or programmes**

- a) Subject to sub-paragraph 3.11 d), on making an application for the approval of an aircraft maintenance schedule or programme directly to the CAA which is based on, or different to, the aircraft manufacturer's recommended schedule or programme, the applicant shall pay to the CAA a charge of £764.
- b) Subject to sub-paragraph 3.11 d), on making an application directly to the CAA for the approval of an amendment to the technical content of a maintenance schedule or programme, the applicant shall pay to the CAA a charge of £610.
- c) Where an amendment is made to a maintenance schedule or programme to only add or remove aircraft registration marks and no other change to the technical content of the schedule or programme is made, the applicant shall pay to the CAA a charge of £71.
- d) No charge shall be payable if the application made under sub-paragraphs 3.11 a) or b) or c) is supported by an organisation holding a BCAR A8-25 or UK CAA issued Part M Subpart G or Part-CAMO approval or concerning amendments made in accordance with A6-1 paragraph 5.3 or Part-M M.A.302(c).
- e) If the total cost of the investigations exceeds the charge specified in paragraph 3.11 a) or b) above, the applicant shall pay a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,800 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

3.12 **Flight manual – change to maximum take-off weight (MTOW)**

On making an application to notify the CAA of a change in the operational maximum weight of an EASA or non-EASA aircraft of 15,000 kg or above, the applicant shall pay to the CAA an annual charge and renewable annually thereafter of £119 per aircraft. This charge shall permit the applicant to notify the CAA, and for subsequent publication of this data on the CAA web site for aircraft registrations, of any amendments to the specific aircraft maximum weight required throughout the 12-month period to which the annual charge relates.

3.13 **Exemptions under Article 71 Regulation (EU) 2018/1139 or under the Air Navigation Order**

Where the aircraft owner or operator makes an application to the CAA for an exemption, in accordance with the provisions of Article 71 of Regulation (EU) 2018/1139 or article 266 of the Order, the applicant shall pay to the CAA a charge of £834.

4 OTHER CHARGES AND RELATED ITEMS

4.1 **Information relating to occurrence reports**

On making a request for the CAA to provide an ad hoc report relating to reports of reportable occurrences, or a summary thereof, the requestor shall pay to the CAA a charge agreed on the basis of the CAA's estimated number of hours to complete the report at a rate of £90 per hour.

4.2 **Copies of documents**

On applying to the CAA for a copy or replacement document the applicant shall pay to the CAA:

- a) in the case of a copy or replacement of a flight manual or performance schedule in respect of aircraft types for which the CAA has accepted type design responsibility:
 - i) for a document applicable to an aircraft, having a maximum weight not exceeding 2,730 kg, a charge of £185;
 - ii) for a document applicable to an aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 5,700 kg, a charge of £368;
 - iii) for a document applicable to an aircraft, having a maximum weight exceeding 5,700 kg, a charge of £553;
- b) in the case of a copy or replacement of a permit to fly, or a certificate of airworthiness, or a certificate of approval of a person, or a certificate of approval of aircraft radio installation, or a noise certificate, a charge of £48;
- c) in the case of a copy or replacement of a document issued under Part-21 Subpart G, Part-145, Part-M Subpart F or G, Part-CAMO, Part-CAO or Part-ML, a charge of £48;
- d) in the case of a copy or replacement of any other document a charge of £30.

4.3 **Alternative means of compliance**

When making an application for the CAA to review an alternative means of compliance (AltMOC) for an organisation or individual that would still allow the establishment of compliance with Parts M, 21 or 145, the applicant shall pay to the CAA a charge of £506. Should the CAA review exceed three hours, the applicant shall pay to the CAA additional charges of £181 per hour for each of the excess hours expended by the CAA in dealing with the application or part thereof. These additional charges shall be determined and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £10,530 in any year or part of a year in which the investigations are carried out and the CAA may require a deposit

to be paid under paragraph 4.6 a) pending the calculation of the final charge. The charge is payable on demand.

4.4 **Additional charge where functions are performed outside of 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 £53,300 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 31: 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](#).

4.5 **Calculation of the cost of investigations**

4.5.1 For the purposes of paragraphs 3.1, 3.2, 3.5.1 – 3.5.5, 3.5.7, 3.6.1.1, 3.6.1.2, 3.6.2.1, 3.8, 3.9.1, 3.9.4, 3.9.5 c), 3.9.6 and 3.11 a) and b) of this Scheme, the CAA shall determine the expense incurred by it in making any of the investigations there referred to by taking the total number of hours required to complete the investigations and multiplying that number:

- a) in the case of investigations relating to an aircraft, the maximum weight of which does not exceed 2,730 kg, by £140;
- b) in the case of investigations relating to equipment installed or carried, or in the opinion of the CAA primarily intended to be installed, in aircraft the maximum weight of which does not exceed 2,730 kg, by £140;
- c) in the case of investigations relating to aircraft maintenance schedules or programmes, by £140;
- d) in the case of investigations relating to any other aircraft or any other equipment, by £209;
- e) in the case of investigations relating to the approval of persons and organisations, by £209.

4.5.2 In the case of investigations where part of an hour has been spent, the hourly charge shall be apportioned pro rata for that part hour.

4.5.3 A reference to a year or part of a year in this Scheme means the period of 12 months from when the relevant application was received by the CAA.

4.6 **Time at which charges are to be paid and deposits**

Except as otherwise provided in this Scheme, all charges specified shall be payable upon application being made for the certificate, licence, other document or approval, as the case may be, provided that where there is provision for an additional charge if the costs incurred by the CAA in investigating the application exceed the initial charge and the amount of the charge depends on the time spent or total cost or expense incurred by the CAA:

- a) the CAA may require that the application be accompanied by payment of an amount up to 10% of the maximum of the additional investigation charge; and
- b) the charge in respect of investigations made during any month shall be payable and invoiced in arrears, and any amount paid on application shall be deducted from the final charge payable after the conclusion of the CAA's investigations;
- c) the charge shall be payable on demand; and.

All CAA invoices raised under this Scheme shall be payable on demand.

5 DEFINITIONS

5.1 For the purposes of this Scheme:

- a) 'The Air Navigation (Environmental Standards for non-EASA Aircraft) Order' means the Air Navigation (Environmental Standards for non-EASA Aircraft) Order 2008 and any reference to that Order shall, if that Order be amended or revoked, be taken to be a reference to any amended Order and any replacement legislation of that Order for the time being in force;
- b) 'Aircraft Type Certificate' means a certificate issued by the CAA indicating that the type of aircraft to which the certificate refers is acceptable for airworthiness certification;
- c) An 'appropriately CAA-approved organisation' means an organisation that is CAA approved to recommend to the CAA for the issue of a national certificate of airworthiness and/or, when the CAA so directs, the issue of, or to recommend to CAA the issue of, a national ARC;
- d) 'ARC' means an airworthiness review certificate issued in accordance with Part-21 or Part-M (see also definition 5.1 r));
- e) 'BCAR' means the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- f) 'CAA' means the Civil Aviation Authority;
- g) 'CAMO' means a Continuing Airworthiness Management Organisation approved under Part-M or under the Order;
- h) 'Certificate of airworthiness for export' means a certificate issued by the CAA certifying that the aircraft to which the certificate refers has been examined and is considered airworthy in accordance with any special requirements notified by the importing country;
- i) 'Certificate of turnover declaration' means a declaration made on CAA form FCS1501 by the holder of an approval within a group mentioned in column 1 of Table 15 ("approval holder") to the CAA to claim a reduction in the associated annual charge under Table 15 above which may be applicable due to low turnover;
- j) 'Chapter' means the relevant Chapter of the British Civil Airworthiness Requirements published by the CAA and for the time being in force;
- k) 'The European Aviation Safety Agency' means the Agency established pursuant to Regulation (EU) 2018/1139 of 4 July 2018, as 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) 'EASA' means the European Aviation Safety Agency;
- m) An 'EASA aircraft' is an aircraft subject to regulation of airworthiness under

Regulation (EU) 2018/1139, as 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. See CAP 747 – Mandatory Requirements for Airworthiness, Section 1 for details and listings of these aircraft;

- n) An 'ELA1' aircraft is as defined in article 2 of Commission Regulation (EU) No 1321/2014 of 26 November 2014, as 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;
- o) An 'ELA2' aircraft is as defined in article 2 of Commission Regulation (EU) No 1321/2014 of 26 November 2014, as 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;
- p) 'Maximum weight' in relation to an aircraft means:

In relation to an application for a certificate of airworthiness for an aircraft, the maximum take-off mass (MTOM) of the aircraft is the maximum total mass and its contents at which the aircraft may take-off anywhere in the world in the most favourable circumstances in accordance with the CAA approved or accepted Type Certificate Data Sheet in force in respect of the aircraft type, or

In relation to an application for a permit to fly for an aircraft not qualifying for a certificate of airworthiness, the maximum take-off mass means the maximum design weight or mass specified in the application for the permit to fly for which the aircraft has or will be certified, as the case may be;
- q) 'Minor modification' means a modification which, in the opinion of the CAA, will not require an investigation exceeding one hour;
- r) 'NAA' means National Aviation Authority;
- s) 'National ARC' means an airworthiness review certificate issued under the Order;
- t) 'Noise type certificate' means a certificate issued by the CAA indicating that the type of aircraft to which the certificate refers is acceptable for noise certification;
- u) 'The Order' means the Air Navigation Order 2016 (as amended) 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;
- v) 'Part-21' means Annex I so entitled to Commission Regulation (EU) No. 748/2012 of 3 August 2012 (as amended), as 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;
- w) 'Part-145' means Annex II so entitled to Commission Regulation (EU) No. 1321/2014 of 26 November 2014 (as amended), as 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;
- x) 'Part-CAMO' means the Annex (so entitled) to Commission Regulation (EU) No 1321/2014 of 26 November 2014, as 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;

'Part-CAO' means the Annex (so entitled) to Commission Regulation (EU) No 1321/2014 of 26 November 2014, as 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;

'Part-ML' means the Annex (so entitled) to Commission Regulation (EU) No 1321/2014 of 26 November 2014, as 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;

- y) A 'permanent EASA permit to fly' is one where a certificate of airworthiness or restricted category certificate of airworthiness may not be appropriate for an individual aircraft or aircraft type when EASA or the CAA agrees that it is not practicable to comply with the normal continued airworthiness requirements and that the aircraft is to a design standard that is demonstrated to be capable of safe flight under defined conditions;
- z) 'Prototype aircraft' means an aircraft (including a variant) which is not a series aircraft;
- aa) 'Series aircraft' means an aircraft which, in the opinion of the CAA, is identical in all matters affecting airworthiness to another aircraft in respect of which a certificate of airworthiness has been issued under the Order;
- ab) 'Special Circumstances' means an application referred to in paragraph 3.6.1 which is made in circumstances where the CAA considers that it has sufficient prior knowledge and experience of the applicant to be satisfied with the applicant's competence, without carrying out in full the investigations contemplated by paragraph 3.6.1;
- ac) A 'temporary EASA permit to fly' is a fixed-term airworthiness certificate which allows an EASA type aircraft to legally fly when the Certificate of Airworthiness has been temporarily invalidated.
- ad) 'Part M' means Annex I so entitled to Commission Regulation (EU) No. 1321/2014 of 26 November 2014 (as amended), as 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.

All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order, Part-21, Part-145, Part-M, Part-CAMO, Part-CAO or Part-ML as appropriate.

6 COMMENCEMENT

This Scheme will come into operation on 1 April 2019.

(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.