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## IMPORTANT INFORMATION ABOUT 2020/21 CHARGES

On 20 March 2020 the CAA published details of the charges applicable on and from 6 April 2020. The charges schemes can be found here: [CAA Schemes of Charges](#).

The CAA recognises the enormous impact that the COVID-19 pandemic is having on the aviation and aerospace industries. For this reason, we delayed the increase to our scheme of charges until 30 September 2020.

Due to the ongoing challenges faced by the sector, the CAA Board reviewed the decision at the end of September and agreed to a further delay to any increase in charges until 31 December 2020. This has now been extended for the final three months of FY20/21 ending on 31 March 2021.

This announcement was sent to all stakeholders by SkyWise alert:

### ***CAA charge proposal delay***

The CAA recognises the enormous impact that the COVID-19 pandemic is having on the aviation and aerospace industries. For this reason, we delayed the increase to our scheme of charges until 30 September 2020. Due to the ongoing challenges faced by the sector, the CAA Board reviewed the decision at the end of September and agreed to a further delay to any increase in charges until 31 December 2020. This has now been extended for the final three months of FY20/21 ending on 31 March 2021.

*For [more information on finances](#) please see the CAA website.*

This document provides detailed information about how the reduction affects those activities under the **Aerial Application Certificates UK Official Record Series 5 No. 364 (UKORS5 No. 364)**. In the period 6 April 2020 to 31 March 2021, the amounts set out in this document will be used by the CAA to calculate charges payable in respect of such certificates. The following section/paragraph numbering follows the same as contained within UKORS5 No. 364.

## **2 CHARGES**

Charges are payable to the CAA as follows:

### **2.1 Grant or renewal of an aerial application certificate**

Upon making application for the grant or renewal of an aerial application certificate, the applicant shall pay:

- a) a charge of £2,311; and
- b) a charge of £325 in respect of each aircraft specified in the certificate.

### **2.2 Variation application charges**

Upon making an application for the variation of an aerial application certificate to specify an additional aircraft in the certificate, the applicant shall pay a charge of £325 in respect of each additional aircraft to be specified.

### **2.3 Alternative means of compliance**

When making an application for the CAA to review an alternative means of compliance (AltMOC) for an organisation or person under ARO.GEN.120 (d) of Annex II and ORO.GEN.120 of Annex III of the EASA Air Operations Regulation that would allow the establishment of compliance with implementing rules made under the Basic EASA Regulation, 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 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. The charge is payable on demand.

### **2.4 Copies of documents**

Upon making an application for the issue by the CAA of a copy or replacement of any document referred to in this Scheme of Charges, the applicant shall pay a charge of £30.

### **2.5 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 1:** This 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](#).

### **2.6 CAA invoice payment terms**

All CAA invoices raised under this Scheme are payable on demand.

### 3 DEFINITIONS

3.1 For the purposes of this Scheme:

- a) 'Aerial application certificate' means a certificate granted pursuant to Article 131 of the Order.
- b) 'CAA' means the Civil Aviation Authority.
- c) 'Complex motor-powered aircraft' has the same meaning as in Article 140(2)(b) of the Basic EASA Regulation<sup>i1</sup> 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.
- d) 'EASA Air Operations Regulation' means Commission Regulation (EU) No. 2018/1139 on common rules in the field of civil aviation as amended from time to time 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.
- e) 'The Basic EASA Regulation' means Regulation (EU) 2018/1139 as amended from time to time and 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.
- f) 'The Order' means the Air Navigation Order 2016 as amended from time to time 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.

3.2 All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order or the EASA Air Operations Regulation, as appropriate and 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.

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<sup>i1</sup> Article 140(2)(b) provides that "'complex motor-powered aircraft' shall be understood as a reference to point (i) of Article 3 of Regulation (EC) No 216/2008".

(This note is not part of the Scheme.)

Reference to the CAA Refund Policy may be made at [www.caa.co.uk/ors5](http://www.caa.co.uk/ors5)

The latest version of this document is available in electronic format at [www.caa.co.uk/ors5](http://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.