



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 **Regulation of Airports Scheme UK Official Record Series 5 No. 369 (UKORS5 No. 369)**. 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. 369.

2 CHARGES PAYABLE

- 2.1 The operator of an airport in the United Kingdom shall, on the last day of each month, and when invoiced by the CAA, pay to the CAA a charge of:
- a) in the case of an airport in respect of which a licence has been granted in accordance with Chapter 1 of the Civil Aviation Act 2012, 5.34 pence for each arriving passenger at the airport during that month for which a licence is in force; or
 - b) in the case of an airport, other than an airport mentioned in paragraph 2.1 a), which in the twelve months ended 31 March immediately preceding the month to which the charge relates reported more than 500,000 arriving passengers, 1.58 pence for each arriving passenger at the airport during that month.
- 2.2 The managing body of an airport shall on each occasion it makes an application to the CAA for a determination under regulations 9, 10, 11, 14 or 15 of the Airports (Groundhandling) Regulations 1997 (as amended by the Groundhandling (Amendment) Regulations 1998) pay to the CAA a charge of £1,066 followed by a further £15,996 upon notification by, and an invoice from, the CAA payable on demand, that an oral hearing is to take place.

3 OTHER CAA COSTS

3.1 London Heathrow Airport Ltd – Price Control Conditions (H7) and Additional Runway Capacity (R3)

In seeking advice from internal and external advisers on and subsequently developing:

- a) the price control conditions which shall apply to Heathrow Airport Ltd from 1 January 2019 (referred to by the CAA as the 'H7' Review),
- b) a new regulatory approach and policy in respect of the regulation of additional runway capacity in South East England,

the following charges will be applied to Heathrow Airport Ltd. For the 12 -month period ended 31 March 2021, the CAA will invoice the internal costs on a quarterly basis up to a maximum cost of £803,000 and also invoice quarterly in arrears for recovery of the external adviser costs up to a maximum value of £4,246,000, payable in both cases on invoice and payable on demand to the CAA.

3.2 Heathrow West Ltd

Should Heathrow West Ltd be granted permission to build an independent terminal and associated infrastructure at London Heathrow Airport as part of capacity expansion, such an approach would be subject to economic regulation under the Civil Aviation Act 2012 (CAA12). This work would include the possible conduct of market power and operator determinations under CAA12 and considering the grant of a licence in respect of Heathrow West Ltd in due course.

For the 12-month period ended 31 March 2021, for the CAA work in preparing to develop a potential regulatory framework for Heathrow West Ltd, the Heathrow West Ltd must pay the CAA's internal costs on a quarterly basis in arrears up to a maximum amount of £200,000 and must also pay quarterly in arrears the CAA's external advisers' costs up to a maximum amount of £900,000, payable in both cases on invoice payable on demand to the CAA.

3.3 London Gatwick Airport Ltd – Future Regulation (G7 Review)

In seeking advice from internal and external advisers on the future regulation of Gatwick Airport as from 1 April 2021, the following charges will be applied to Gatwick Airport Ltd.

For the 12-month period ended 31 March 2021, the CAA will invoice the internal costs on a quarterly basis up to a maximum cost of £108,000 and also invoice quarterly in arrears for the recovery of the external adviser costs up to a maximum of £240,000, payable in both cases on invoice payable on demand to the CAA.

3.4 **Development Consent Order**

Under the Planning Act 2008 (as amended), in order to develop a Nationally Significant Infrastructure Project (NSIP), an applicant is required to make an application to the Planning Inspectorate (PINS) to obtain a Development Consent Order (DCO). The CAA is a prescribed consultee to any DCO application which relates to airport development. In particular, any DCO application made in accordance with the Airports National Policy Statement (ANPS) will require the CAA to consider, on the information available to it at the time the DCO application is made, whether there are any impediments to the applicant's development proposals that relate to the areas where the CAA is the regulator. If there are any impediments in those areas the CAA must be assured that they are capable of being properly managed by the DCO applicant. The CAA is also required to be consulted on the likely significant environmental impacts of an applicant's proposals.

The DCO application process is front-loaded and, generally, requires significant engagement by the applicant with prescribed consultees well in advance of any formal application for development consent. This engagement is necessary whether or not the potential applicant ultimately proceeds to apply for a DCO. As a result, charges will be payable for any work carried out by the CAA both during the pre-application stage and once any DCO application has been made.

On the CAA receiving confirmation from a party of their intention to prepare and submit a DCO application, the CAA will invoice the proposed DCO applicant to pay to the CAA, payable on demand, a charge of £50,000 before any work is undertaken. Thereafter, the CAA will invoice quarterly in arrears up to a maximum of £500,000 for any year, or part of the year, during which the CAA's work associated with a DCO application is carried out.

4 **CAA INVOICE PAYMENT TERMS**

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

5 **DEFINITIONS**

- a) For the purpose of this Scheme 'arriving passenger' means a passenger arriving at an airport on a flight for the purpose of commercial air transport or public transport of passengers but not including a passenger who arrives at and departs from an airport on the same aircraft as part of the same journey.
- b) 'CAA' means the Civil Aviation Authority

(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.