

Official Record Series 5

**United Kingdom
Civil Aviation Authority**



**CAA Scheme of Charges
(General Aviation)**

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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 conferred on it by or under the Order and under the UK (EU) Air Operations Regulation, with respect to declarations for non-commercial operations with complex motor-powered aircraft and for specialised operations:

- i) the granting of permissions and exemptions for the organisation of flying displays;
- ii) the granting of display authorisations;
- iii) the granting of exemptions relating to the dropping of articles;
- iv) the granting of exemptions and permissions in specified circumstances in relation to low flying;
- v) the granting of exemptions in relation to overtaking and landing whilst the runway is occupied;
- vi) the granting of exemptions and permissions in relation to speed limitation;
- vii) the granting of parachuting permissions;
- viii) the granting of exemptions relating to the conduct of parachuting operations;
- ix) the approval of persons for the purpose of submitting reports in respect of the granting of parachuting permissions;
- x) the submission of a declaration for non-commercial operations with complex motor-powered aircraft (Part-NCC) or specialised operations (Part-SPO);
- xi) the granting of approvals for flight in specified weather conditions and in airspace in which specified navigation or height keeping performance is required;
- xii) the granting of approvals for flights in poor visibility and in specified airspace;
- xiii) the granting of navigation performance authorisations for required approach or performance approvals
- xiv) the approval of operational procedures to conduct steep approaches;

- xv) the granting of safety standards acknowledgement & consent (SSAC) approvals;
- xvi) the granting of helicopter offshore operations (HOFO) (Part-SPA) approvals;
- xvii) the granting or permissions in relation to Minimum Equipment Requirements;
- xviii) the granting of CAP632 Ex-military aircraft approvals
- xix) the granting of ex-military aircraft type rating exemptions;
- xx) the submission and review of an Alternative Means of Compliance (AltMOC).

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 12 March 2025 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 12 March 2025 revoked by paragraph 1.1 above was an enactment thereby repealed.

2 CHARGES INDEX

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3 CHARGES

3.1 Flying displays

On making an application for the grant of a permission to organise a flying display under Article 86 of the Order (“Flying Display Permission”) or permission to fly in accordance with SERA.5005(f)(2), the applicant shall pay to the CAA, a basic application charge of the amount specified in column 3 of table 1 according to the number of display items applied for as set out in column 1 of table 1. Following the conclusion of the event, which may be over more than one consecutive days, the applicant for the permission shall pay the CAA a post event charge, as set out in table 2, where the number of display items at the flying display event that took place on any display day exceeds 6 display items.

Table 1 – Basic application charge:

Number of Display Items	TDA Pilot additional slots	Full Charge	Discounted Charge (1 – 15 Days)	Discounted Charge (16 – 30 Days)
Column 1	Column 2	Column 3	Column 4	Column 5
1	0	£128	£32	£64
2	0	£201	£51	£101
3	0	£313	£78	£157
4 – 6	1	£1,251	£312	£626
7 – 12	2	£1,884	£471	£943
13 – 18	2	£2,824	£706	£1,412
19 – 24	2	£4,178	£1,043	£2,088
25 – 30	0	£5,638	£1,408	£2,818
31 or more	0	£7,521	£1,880	£3,761

Provided that:

- a) Where an application is made by the same event organiser for a permission or permissions in respect of more than one flying display event in a flying display season which is to take place at the same location, the applicant shall pay to the CAA:
 - i) in respect of each application, the charge specified in table 1 column 3 will relate to the display date, within that application, that attracts the highest number of display items in column 1. Where there is more than one display date attracting the same highest number of display items, then the charge specified in table 1 column 3 will apply to the earliest display date – this will be referred to as the ‘first full charge date’;
 - ii) in respect of the other display dates for which a permission is applied for on the same or a related application, the applicant shall pay a charge which will be subject to discount charges. Firstly, and for charging purposes only, the number of display items for the ‘first full charge date’ will be swapped with the number of display items quoted for the first date on the application.
 - iii) thereafter, the charge specified in column 4 of table 1 will apply if the display date is to take place within fifteen days of the previous display date; or
 - iv) the charge specified in column 5 of table 1 will apply if the display date is to take place within thirty days of the previous display date; or
 - v) if the display date is to take place more than 30 days after the previous display date quoted in the application, then the display date will attract a column 3 charge.

- b) All subsequent applications received for the same display season from the same event organiser for the same location will be assessed and charged on the basis of a) above.
- c) In addition, a further 10% discount will apply to all display charges determined in a) above with the exception of the 'first full charge date' per application which will not attract any discounts.
- d) **TDA slots:** A display pilot operating within the first 25 months from initial evaluation for the grant of a Display Authorisation is called a Tyro Display Authorised (TDA) pilot. To help facilitate the opportunity for newly qualified TDAs to gain experience and exposure within the flying display community, Flying Display Directors (FDDs) may offer TDA slots (see table 1 column 2) per flying display day to TDAs. For the date where a display has already reached the maximum number of display items for a particular charge band as shown in table 1 column 1, then table 1 column 2 may be used for the additional number of TDA slots quoted relating to that specific charge band without extra charge. However, should the total number of display items (including the number of TDA slots) applied for exceed the number specified for that charge band, then the charge for the next highest charge band will be applied.

The event organiser shall pay to the CAA a charge in accordance with table 2 as invoiced by the CAA and payable on demand.

Table 2 – Post event charge per day:

Number of display Items	Charge
Column 1	Column 2
1 – 3	N/A
4 – 6	N/A
7 – 12	£689
13 – 18	£1,241
19 – 24	£5,514
25 – 30	£13,786
31 or more	£20,678

Provided that:

- e) In respect of each day that a flying display took place under a Flying Display, the event organiser must declare to the CAA within 10 days of that event the actual number of flying display items that took place.
- f) If a declaration has not been received within 10 working days of the event taking place, the CAA will invoice the event organiser the appropriate post event charge on the basis of the details contained within the Flying Display permission that relates to that event date.
- g) Where an air display is held for charitable purposes that meets the following criteria, the event organiser will pay one Post Event Charge, regardless of the number of other display dates held for charitable purposes quoted on the application form, based on the display date held for charitable purposes which attracted the highest number of display items. The charity event criteria are:
- i) the event organiser has declared on the application form that the air display event will be held in respect of a charity or charities – the charity name(s) to be quoted on the application form together with the UK Registered Charity number(s);
 - ii) the event organiser has declared on the application form that at least 50% of the income derived from ticket sales and/or from Council funding, plus at

least 80% of donations received, will be given to the named charity or charities;

- iii) proof of such donations given to the named charity or charities must be independently audited by a qualified auditor and given to the CAA within three months of the date of the charitable event;
- iv) if the audited proof of monies given to the named charity or charities does not satisfy the criteria g) i) – iii) above, then the Post Event Charge will immediately revert to become liable for each display date stated in the application provided the number of actual display items in respect of a display date exceeded 6.
- h) Where a UK Registered Charity submits an air display application, the event organiser will pay to the CAA one Post Event Charge which is based on the display date quoted within that application that attracted the highest number of display items.

3.2 Pilot display authorisations

On making an application for:

- a) the grant of a pilot display authorisation issued under Article 86 of the Order, the applicant shall pay to the CAA a charge of £414.
- b) the grant of a variation to an existing pilot display authorisation, the applicant shall pay to the CAA a charge of £180;
- c) the renewal to an existing pilot display authorisation, the applicant shall pay to the CAA a charge of £46; and
- d) the grant of an exemption from the need to hold a pilot display authorisation, the applicant shall pay to the CAA a charge of £312.
- e) the replacement or copy of a pilot display authorisation or exemption, the applicant shall pay to the CAA a charge of £33.

NOTE 1: Sub-paragraphs 3.2 a) – e) above are applicable to an individual pilot.

3.3 Exemptions in relation to dropping of articles

- a) Subject to sub-paragraph b), on making an application for an exemption from Article 89 of the Order, the charges referred to in table 3 shall be payable to the CAA.

Table 3:

Ref	Type of Exemption		Charge
1	Dropping of articles as part of an aircraft race or contest	In respect of each application for a single event (regardless of the number of aircraft involved)	£158
		In respect of each application for a single flight attending more than one event	£318
2	Dropping of balloon competition markers		£158
3	Towing, picking up, raising and lowering or dropping of articles by helicopters in an aircraft race or contest, a flying display or other special event.		£158

- b) Where application is made for an exemption for the purpose of dropping flower petals at a remembrance ceremony only, or for the scattering of ashes, no charge shall be payable to the CAA by virtue of this sub-paragraph

3.4 Exemptions and permissions in relation to low flying

- a) On making an application for a permission in respect of any flight specified to in column 2 of table 4, the applicant shall pay to the CAA the charge specified in column 5 (according to the number of required locations in column 4, where relevant).

Table 4 :

Ref.	Type of Exemption	Circumstances of Flight	Number of required locations / display items	Charge
Col. 1	Column 2	Column 3	Column 4	Col. 5
1	For a permission under SERA.5005(f)(1) (flight below 1,000 feet above the highest fixed object within 600 metres of the aircraft) in respect of any flight which is [see Column 4]	N/A	In respect of applications where the number of locations is: 3 or less 4 or more	£316 £634
2	For a permission under SERA in respect of a commercial operations flight or specialised operation where the aircraft is operated other than by the holder of an air operator certificate or aerial application certificate	N/A	N/A	£316

3.5 Exemptions in relation to overtaking

On making an application for an exemption from SERA.3210(c)(3) (the overtaking rule) in respect of an aircraft race or contest, the applicant shall pay to the CAA a charge of £158.

3.6 Exemptions in relation to landing whilst the runway is occupied

On making an application for an exemption from Rule 10 of the Rules of the Air Regulations 2015 (landing and take-off) to allow landings when the runway is not clear of aircraft, the applicant shall pay to the CAA a charge of £158.

NOTE 2: Paragraphs 3.4, 3.5 and 3.6 are applicable to individual aircraft or to a number of aircraft at a specific event.

3.7 Exemptions and permissions in relation to flight rules and speed limitations

On making an application for an exemption from Rule 22 of the Rules of the Air Regulations 2015 or permission under SERA.6001 in respect of a flight in excess of 250 knots below 10,000 feet, the applicant shall pay to the CAA:

- a) in the case of an application in respect of a single aircraft, a charge of £159 or
 b) in the case of an application in respect of two or more aircraft, a charge of £318.

3.8 Parachuting – grant, renewal and variation charges

3.8.1 Subject to notes 19, 20 and 21, on making an application for the grant, renewal or variation of a parachuting permission and any related exemption being an application which does not relate to unusual parachuting activity, the applicant shall pay to the CAA the charge referred to in column 3 of table 5 depending on the nature of the applicant referred to in Column 1 of table 5.

Table 5:

Approval to be granted	Application Type	Charge
Column 1	Column 2	Column 3
For a club, centre, school or other organisation permission, not related to unusual parachuting activity	Grant	£11,913
	Renewal	£11,911
	Where the CAA determines that a full investigation is not necessary for the purpose of satisfying the CAA of the applicant's competency	£3,970
For a display team or a trials team permission, not related to unusual parachuting activity	Grant	£681
	Renewal	£681
For any applicant	Variation of a permission	£65
	Variation of an Exemption	£65

NOTE 3: Where the CAA determines that a full investigation is not necessary for the purpose of satisfying itself of the applicant's competency, a charge of £3,894.

NOTE 4: Permissions and/or exemptions will normally be valid for a period not exceeding 12 months, until and including 31 March in any year, with the exception that special parachuting permissions and/or exemptions will normally be valid for a period not exceeding 28 days.

NOTE 5: No charge is payable to the CAA in respect of an application described in table 5 above which is supported by a recommendation by an approved person.

3.9 Parachuting – grant, renewal and variation charges for a special permission or exemption

3.9.1 Subject to paragraphs 3.9.2 and 3.9.3 on making an application for the grant or renewal of a special parachuting permission and/ or related exemption, the applicant shall pay to the CAA an initial charge of £681.

3.9.2 Subject to paragraph 3.9.4, in addition to the charge payable under paragraph 3.9.1, the applicant shall pay to the CAA (for the investigations required by the CAA in connection with an application for a special parachuting permission) a charge of such amount as may be decided and invoiced by the CAA having regard, in accordance with paragraph 3.9.3, to the expense incurred by it in making the investigations but not exceeding £26,027 for any year, or part of the year, during which the investigations are carried out. The charge is payable on demand.

3.9.3 For the purpose of paragraph 3.9.2, the CAA shall determine the expense incurred by it in making the investigations therein referred to by taking the number of hours required to complete the investigation and multiplying that number by £130.

3.9.4 On making an application for the variation of a parachuting permission and/or exemption, being an application, which relates to unusual parachuting activity, the applicant shall pay to the CAA the charge specified in paragraph 3.9.1 in respect of an application for a special parachuting permission.

3.10 Parachuting – approval of persons

- 3.10.1 On making an application for the grant of an approval of a person authorised to make recommendations to the CAA in respect of applications for the grant or renewal of parachuting permissions, the applicant shall pay to the CAA a charge of £38,703.
- 3.10.2 In respect of the investigations required by the CAA for the purposes of satisfying itself that such an approval should remain in force for a period of 12 months commencing 1 April in any year, the holder of the approval shall pay to the CAA on 1 April in that year, a charge of £38,703.

3.11 Declaration – non-commercial operations with complex motor-powered aircraft and commercial specialised activity specialised operations

Operators of complex motor-powered aircraft, involved in non-commercial operations, submitting an initial declaration of their capability and means to discharge their responsibilities for the operation of such aircraft in accordance with Part-NCC, or where commercial specialised operations, including high risk authorization (HRA), in accordance with Part-SPO, are being conducted pursuant to UK (EU) Air Operations Regulation, or a change to the initial or to a subsequent declaration, shall pay to the CAA upon submission of the change or declaration, as appropriate, to the CAA a charge per aircraft within an initial Part-NCC and within an initial Part-SPO declaration and one charge for all changes requested within a change declaration regardless of whether Part-NCC or Part-SPO included, as specified in table 6.

An annual continuation charge will be payable by a Part-NCC or Part-SPO declared operator as specified in table 6.

Table 6:

Charge Type	Charge
Initial declaration per aircraft	£153
Initial Part-SPO HRA	£4,956
Variation / change to declaration per application	£112
A basic annual continuation charge, as specified below, will be payable by a declared Part-NCC / Part-SPO operator to the CAA on 1 April under CAA invoice, payable on demand:	
i) Operators of >40,000 kg complex motor-powered aircraft	£1,652
ii) All other complex motor-powered aircraft	£472

3.12 Approval for flights in poor visibility and in specified airspace

3.12.1 All weather operations (AWOPS) or enhanced visual systems (EVS) operations

On making an application for the grant or variation of an approval under Part-SPA.LVO.100 for operators to undertake operations to Category II and III minima, the applicant shall pay to the CAA a charge as specified in table 7.

Table 7:

Application Type	Charge
Initial grant – AWOPS (take-off and landing)	£8,732
Initial grant – AWOPS (take-off only)	£944
Variation – Addition of EVS to AWOPS approval	£944
Variation – AWOPS Cat II upgrade to CAT III minima	£944

3.12.2 North Atlantic High-Level Airspace (NAT-HLA)

On making an application for the grant or renewal of an approval under Article 81 of the Order or under Part-SPA.MNPS.100 of the equipment required by UK-registered aircraft flying otherwise than under and in accordance with an air operator's certificate granted by the CAA to the operator, to fly in North Atlantic High Level Airspace, its installation, maintenance and related operating procedures, the applicant shall pay to the CAA a charge of £974.

3.12.3 Reduced Vertical Separation Minimum (RVSM)

On making an application for the grant of an approval under Article 82 of the Order or under Part-SPA.RVSM.100 of the equipment required by UK-registered aircraft flying otherwise than under and in accordance with an air operator's certificate granted by the CAA to the operator, to fly in notified Reduced Vertical Separation Minimum airspace, its installation, maintenance and related operating procedures, the applicant shall pay to the CAA a charge as specified in table 8.

Table 8:

Application Type	Charge
Initial grant – Aircraft with non-compliant RVSM equipment	£3,776
Initial grant – Aircraft with RVSM compliant equipment	£944

3.12.4 Required navigation performance authorisation required approach (RNP-AR APCH) or required navigation performance (RNP 0.3)

On making an application for the grant or variation of an approval under Part-SPA.PBN.100 for operators to undertake RNP-AR APCH or RNP 0.3 operations, the applicant shall pay to the CAA a charge as specified in table 9.

Table 9:

Ref	Application Type - Initial	RNP-AR Charge	RNP 0.3 Charge
a)	Generic specific approval	£3,540	£2,360
b)	Procedure specific approval:		
	i) Without already holding a Generic specific approval	£3,540	£2,360
	ii) Already holding a Generic specific approval	£590	£472

3.13 Approval of steep approach procedures

On making an application specified in table 10 for an approval of operational procedures to conduct steep approaches at an aerodrome where an approval for such approaches is required from the CAA by the aerodrome licence or aerodrome certificate, the applicant shall pay to the CAA a charge in accordance with that table.

Table 10:

Application Type	Charge
Initial grant	£8,732

3.14 Part-SPA helicopter offshore operations (HOFO) specific approval

On making an application for an initial approval or for a variation to an approval for Part-SPA helicopter offshore operations, as specified in table 11, the applicant shall pay to the CAA a charge in accordance with that table.

Table 11:

Application type	Charge
Initial application	£3,304 plus excess hour charges at £236 per hour up to a maximum charge of £16,367
Variation application	£1,652 plus excess hour charges at £236 per hour up to a maximum charge of £5,235

NOTE 6: Excess hour invoices will be raised by the CAA in arrears and payable on demand. Excess hours means hours worked on the application in excess of 14 hours.

NOTE 7: HOFO applicants or HOFO approval holders that already hold a valid AOC will be charged under AOC charges and not under table 11.

3.15 Safety standards acknowledgement & consent (SSAC) operations

3.15.1 On making an application under CAP1395 and CAP1396 to grant an approval to undertake SSAC operations and to exempt those SSAC operations from Article 266 of the Order to allow passengers to undertake experience flights, the applicant shall pay to the CAA a charge of £5,428.

3.15.2 On making an application to renew an existing SSAC approval, the applicant shall pay to the CAA a charge of £4,720.

3.16 Permissions in relation to minimum equipment requirements

On making an application for a permission to commence a flight notwithstanding that any specified item of equipment required in the circumstances of the intended flight is not carried or is not in a fit condition for use, the applicant shall pay to the CAA a charge specified in table 12.

Table 12:

Application Type	Charge
Initial basic application: Article 78A of the Order, Part-NCC, Part-SPO (complex declaration)	£2,478
Part-SPO (non-complex declaration)	£708
Part-NCO notification	£157
Initial application where an aircraft is already approved under an AOC and operated without change by another operator for non-AOC operations (Note 8) (If a change is requested then the full initial basic application charge is payable)	£708
Variation application – excepting to a Part-NCO notification	£236 plus excess hour charges at £236 per hour up to the respective initial basic application charge
Variation to a Part-NCO notification	£112

NOTE 8: It is required that the operational (O) and maintenance (M) procedures and non-essential airworthiness item controls of the AOC operator will align at all times with the new applicant operator's O&M procedures for the non-AOC operations.

3.17 CAP632 Ex-military aircraft approval

3.17.1 On making application to be granted or renew a CAP632 approval of an Organisational Control Manual (OCM) to operate a CAP632 ex-military aircraft, the applicant shall pay to the CAA a charge as specified in table 13.

Table 13:

Application Type	Charge
Initial grant	£1,416
Annual Continuation Fee	£1,416

3.17.2 Should the CAA investigations exceed the initial or annual continuation charge amounts, the applicant shall pay to the CAA additional charges of £236 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 £2,361 in any year or part of a year in which the investigations are carried out. All charges (other than the charge payable on application) are payable on demand.

3.18 Ex-military aircraft type rating exemption (ATRE)

On making application to be granted or renew a licence type rating exemption under Article 71 of the Basic UK (EU) Regulation or under Article 266 of the Order, to train or to fly as Pilot in Command (PIC) of an ex-military aircraft (under CAP 632) on the UK aircraft register, the applicant shall pay to the CAA a charge as specified in table 14.

Table 14:

Application Type	Charge
Initial grant	£190
Renewal	£93
36-month renewal	£204

3.19 Aircraft leasing

3.19.1 Subject to paragraph c) and excluding those applications charged under 3.19.2, when making an application for a foreign registered aircraft to be operated by a UK operator declared to the CAA in accordance with ORO.DEC.100 of the UK (EU) Air Operations Regulation, for the purposes of commercial specialised operations, the applicant shall pay to the CAA a charge of £4,527 (for a validity of up to a maximum of 7 months).

3.19.2 Subject to paragraph c) when making an application for a foreign registered aircraft to be operated under a wet lease on behalf of a UK operator declared to the CAA in accordance with ORO.DEC.100 of the UK (EU) Air Operations Regulation, for the purposes of commercial specialised operations, the applicant shall pay to the CAA a charge of £1,131 (for a validity of up to a maximum of 7 months).

3.19.3 If the total cost of the investigations by the CAA under sub-paragraphs 3.19 a) or b) exceeds the application charge, at £236 per hour, then 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 but not exceeding £61,362 for any year, or part of the year, during which the investigations are carried out. Any excess hour charges will be invoiced by the CAA in arrears to the applicant and will be payable on demand.

3.20 **Alternative means of compliance Exemptions under Article 71 Regulation UK (EU) Regulation 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 UK (EU) Regulation 2018/1139 or article 266 of the Order, the applicant shall pay to the CAA a charge of £1,092.

3.21 **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 the UK (EU) Air Operations Regulation that would allow the establishment of compliance with implementing rules made under the Basic UK (EU) Regulation, the applicant shall pay to the CAA a charge of £663. Should the CAA review exceed three hours, the applicant shall pay to the CAA additional charges of £236 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 £13,789 in any year or part of a year in which the investigations are carried out. All charges (other than the charge payable on application) are payable on demand.

3.22 **Copies of documents**

On making an application for the issue by the CAA of a copy or replacement of any document mentioned in this Scheme and issued under the Order, SERA (or the Basic UK (EU) Regulation relating to SERA) or the Rules of the Air Regulations 2015, the applicant shall pay to the CAA a charge of £40.

3.23 **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 £69,801 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 9: 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](#).

3.24 **CAA invoice payment terms**

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

4 DEFINITIONS

4.1 For the purposes of this Scheme: 4.1 For the purposes of this Scheme:

- a) 'Basic UK (EU) Regulation' means Commission Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulations (EEC) No 3922.91, 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.
- b) 'CAA' means the Civil Aviation Authority.
- c) 'CAP1395' means Civil Aviation Publication – Safety Standards Acknowledgement and Consent (SSAC)
- d) 'CAP1396' means Civil Aviation Publication – Framework for the evaluation of aviation activities for payment based on Safety Standards and Consent.
- e) 'Complex motor-powered aircraft' has the same meaning as in Article 140(2)(b) of the Basic UK (EU) Regulation.
- f) 'Display item' means a single aircraft, or formation of aircraft, flying as one display 'act'.
- g) 'UK (EU) Air Operations Regulation' means Commission Regulation UK (EU) No 965/2015 of 5 October 2012 laying down technical requirements and administrative procedures relating to air operations pursuant to Regulation UK (EC) No 216/2008 of the European Parliament and of the Council 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.
- h) 'Event' means a flying display taking place at a single location on a single day.
- i) 'The Order' means the Air Navigation Order 2016 and any reference to an Article or Part of that Order shall, if that order be amended or revoked, be taken to be a reference to the corresponding provisions of the Order for the time being in force.
- j) 'A special parachuting permission' means a parachuting permission which relates to unusual parachuting activity.
- k) 'Unusual parachuting activity' means parachuting NOT conducted in accordance with the British Parachute Association's manual and procedures. This includes high altitude jumps, stand-off and any other activity which the CAA considers in the particular case to be an unusual parachuting activity.
- l) 'Part-SPA' means Annex V of the UK (EU) Air Operations Regulation, 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.
- m) 'Part-NCC' means Annex VI of the UK (EU) Air Operations Regulation, 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.

- n) 'Part-NCO' means Annex VII of the UK (EU) Air Operations Regulation, 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) 'Part-SPO' means Annex VIII of the UK (EU) Air Operations Regulations, 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) 'SERA' means the Annex to Commission Implementing UK (EU) Reg No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing UK (EU) Reg No 1035/2011 and UK (EC) Reg No 1265/2007, UK (EC) Reg No 1794/2006, UK (EC) Reg No 730/2006, UK (EC) Reg No 1033/2006 and UK (EU) Reg No 255/2010, 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.
- q) 'MTOM' means maximum take-off mass.

4.2 All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in or under the Order or in the Basic UK (EU) Regulation or in SERA or the UK (EU) Air Operations Regulation, as appropriate. Where terms defined in the Order or in the Basic UK (EU) Regulation and used in this Scheme are amended, they shall have the meaning as so amended.

NOTE 10: Charges for approvals in the circumstances referred to in paragraphs 3.12.2, 3.12.3 and 3.12.4 which are required by aircraft flying under and in accordance with an air operator's certificate granted by the CAA to the operator are included (though not separately identified) in the AOC Scheme of Charges.

(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 a paper copy can be found at the same web address.