



**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 model aircraft public display permissions;
- iv) the registration of all SUA operators under the UK Drone and Model Aircraft Registration and Education Scheme
- v) the granting of exemptions to fly a model aircraft >20 kg ZFW;
- vi) the granting of exemptions relating to the dropping of articles;
- vii) the granting of exemptions and permissions in specified circumstances in relation to low flying;
- viii) the granting of exemptions in relation to overtaking and landing whilst the runway is occupied;
- ix) the granting of exemptions and permissions in relation to speed limitation;
- x) the granting of permissions and exemptions for the commercial operation of small rockets;
- xi) the granting of exemptions and permissions in relation to unmanned aircraft systems (UAS), small unmanned aircraft (SUA) and special UAS projects;
- xii) the granting of appointment of UK National Qualified Entities to undertake pilot competency assessments of operators of small unmanned aircraft;
- xiii) the granting of parachuting permissions;
- xiv) the granting of exemptions relating to the conduct of parachuting operations;
- xv) the approval of persons for the purpose of submitting reports in respect of the granting of parachuting permissions;
- xvi) the submission of a declaration for non-commercial operations with complex motor-powered aircraft (Part-NCC) or specialised operations (Part-SPO);
- xvii) the granting of approvals for flight in specified weather conditions and in airspace in which specified navigation or height keeping performance is required;
- xviii) the granting of approvals for flights in poor visibility and in specified airspace;
- xix) the granting of navigation performance authorisations for required approach or performance approvals
- xx) the approval of operational procedures to conduct steep approaches;

- xxi) the granting of safety standards acknowledgement & consent (SSAC) approvals;
- xxii) the granting of helicopter offshore operations (HOFO) (Part-SPA) approvals;
- xxiii) the granting or permissions in relation to Minimum Equipment Requirements;
- xxiv) the granting of CAP632 Ex-military aircraft approvals
- xxiv) the granting of ex-military aircraft type rating exemptions;
- xxv) 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 20 March 2020 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 20 March 2020 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	£97	£24	£49
2	0	£154	£39	£77
3	0	£240	£60	£120
4 – 6	1	£956	£239	£478
7 – 12	2	£1,440	£360	£720
13 – 18	2	£2,158	£540	£1,079
19 – 24	2	£3,192	£798	£1,596
25 – 30	0	£4,308	£1,077	£2,154
31 or more	0	£5,747	£1,437	£2,874

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	£527
13 – 18	£949
19 – 24	£4,216
25 – 30	£10,540
31 or more	£15,810

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 £317;
- b) the grant of a variation to an existing pilot display authorisation, the applicant shall pay to the CAA a charge of £138;
- c) the renewal to an existing pilot display authorisation, the applicant shall pay to the CAA a charge of £35; 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 £239.
- e) the replacement or copy of a pilot display authorisation or exemption, the applicant shall pay to the CAA a charge of £25.

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

3.3 Model aircraft public display permissions

On making an application for the grant of a permission to organise a flying display of unmanned, model aircraft having a mass greater than 20 kg without its fuel (zero fuel weight (ZFW)) as required under Article 86 of the Order, the applicant shall pay to the CAA a charge as specified in table 3.

Table 3

Ref	Application	Charge
a)	For the first public display date on the application	£120
b)	For all subsequent consecutive dates, per day	£59

3.4 Exemption to fly a model aircraft >20 kg (zero fuel weight) (ZFW)

On making an application for the grant or renewal of an exemption under Article 266 of the Order to fly an unmanned model aircraft having a mass greater than 20 kg ZFW, the applicant shall pay to the CAA a charge of £59.

3.5 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 4 shall be payable to the CAA:

Table 4:

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)	£120
		In respect of each application for a single flight attending more than one event	£240
2	Dropping of balloon competition markers		£120
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.		£120

- 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

3.6 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 5, 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 5 :

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	£240 £480
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	£240

3.7 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 £120.

3.8 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 £120.

NOTE 2: Paragraphs 3.6, 3.7 and 3.8 are applicable to individual aircraft or to a number of aircraft at a specific event.

3.9 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 £120; or
- b) in the case of an application in respect of two or more aircraft, a charge of £240.

3.10 Permissions in relation to the operation of rockets

On making an application for a permission under Article 96 of the Order for commercial operations involving a small rocket or for commercial or non-commercial operations involving a large rocket, the applicant shall pay to the CAA the relevant charge as specified in Table 6:

Table 6

Application Type	Charge
Column 1	Column 2
A fixed application charge for a rocket with a total impulse of the motor or combination of motors is up to 10,240 Newton-seconds (small rocket),	£120
An initial application charge for a rocket with a total impulse of the motor or combination of motors in excess of 10,240 Newton-seconds (large rocket), subject to excess hourly charges up to a maximum of £100,000 per annum or part of a year in which the investigations take place invoiced in arrears by the CAA.	£1,000 (up to a maximum of £100,000)

3.11 Unmanned aircraft systems (UAS) – operational authorisations

3.11.1 On making an initial or renewal application for an authorisation under EU Unmanned Aircraft Systems (UAS) Regulations as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018, the applicant shall pay to the CAA the relevant charge or charges specified in Table 7:

Table 7:

Application Type	Initial Charge	Renewal Charge (Note 3)
Column 1	Column 2	Column 3
Specific category - Operational authorisation with operating safety case / risk assessment Case 1 (Note 4) Case 2 (Note 5)*	£1,771 £1,012	£506 £506
Specific category – Operational authorisation with pre-defined risk assessment (PDRA) (Note 6); Operations defined as PDRA within CAP722	£253	£190
Specific category – Operational authorisation - large model aircraft (25kg or greater) (Note 7); Large model aircraft (3-year authorisation)	£59	N/A
Specific category – Standard scenario declaration (Note 8)	£127	N/A
Specific category – Light UAS certificate (Note 9)	£5,060	£1,771
Special UAS project (Note 10)	£1,771	N/A
Issue of a duplicate operational authorisation	£83	N/A
CAA advice and guidance (Note 11)	£253	N/A

NOTES:

- 3 Renewal of an authorisation, certificate or approval assumes that there are no changes involved. A renewal which involves changes in either documentation or operating requirements will be charged as variation application.
- 4 'Case 1' will be the standard charge where Note 5 below does not apply (7 hours work plus excess charges of £253 per hour up to a maximum of £29,200 per year or part of a year). This charge would also be used for any model aircraft association authorisation conducted under the scope of 'Article 16' of the EU UAS Implementing regulation.
- 5 'Case 2' applications are intended for certain situations, which will be specifically listed in CAP722, where the time required for the CAA to process and authorise the application would be much reduced. The charge is proposed to be the equivalent of 4 hours work, but if the work exceeded this, the application would then become a 'Case 1' and the higher charges would apply. Examples of operations that would fall into this category include:
 - a. Flights above 400ft/120m that are conducted under visual line of sight (VLOS)
 - b. Flights of UAS with a mass of less than 25kg at reduced distances from uninvolved persons down to a minimum of 30m.
 - c. Extended VLOS (EVLOS) flights using a maximum of one observer.
- 6 These applications are simpler and hence require less processing work from the CAA because any required risk assessment work will have already been conducted. Operations that fall into the 'pre-defined risk assessment' (PDRA) category will be defined within CAP722. These cover the types of operation that are covered by the 'Standard' permission (VLOS operations within congested areas) within the 2019/20 scheme of charges. The proposed charges for these activities therefore reflect the 'status quo' and are unchanged from the 2019/20 scheme.
- 7 Other than a change of the aircraft's mass from 'over 20kg' to '25kg and over' to correspond with the Open category, the charges for large model aircraft related authorisations are unchanged.
- 8 This charge will apply to operations that can be covered by a Standard Scenario (STS), where the UAS operator is simply required to 'declare' his/her intent to conform with a particular STS, and the CAA is required to acknowledge receipt of the declaration. Standard Scenarios will be published at a later date, either within Regulation (as an amendment to the IR) or within a specific section in CAP 722 and will be individually numbered (E.g. STS-01). The processing time for a declaration is presently estimated at requiring no more than 30 minutes (receive, check, acknowledge, file).
- 9 The Light UAS Certificate (LUC) is a new certificate that is intended to offer additional privileges to a UAS operator, but the corresponding compliance requirements will be much more extensive. The charge for the LUC is proposed to be the equivalent of 20 hours, but with the ability to charge excess hours at £253 per hour up to a maximum of £29,200 per year or part of a year.
- 10 A Special UAS project is one which involves additional operational support activity from the CAA that is not covered by any other charges. Time in excess of 7 hours would be charged at £253 per hour up to a maximum of £146,000 per year or part of a year in which the CAA investigations take place.
- 11 The CAA provides an initial 90 minutes of regulatory advice free of charge. Thereafter, any additional regulatory advice is charged at £253 for each additional hour or part of an hour incurred up to a maximum of £146,000 per year or part of a year. Any chargeable time will be invoiced in arrears by the CAA to the potential applicant and payable on demand.

3.11.2 On making a variation application for an operational authorization under the new UK (EU) UAS Regulations, the applicant shall pay to the CAA the charge specified in Table 8:

Table 8

Application Type	Charge
Column 1	Column 2
Technical changes / variations to an operational authorisation (<i>Note 12</i>)	£633
Administrative changes (all UAS types)	£83

NOTES:

- 12 Technical changes have been combined into a single fee which covers the equivalent of 2.5 hours work plus any excess hours, if required, which are charged at £253 per hour up to a maximum of £14,600. This is an amalgamation of the current charges, which vary depending on the mass of the UAS and the type of permission/exemption being changed. 'Technical Change' refers to any changes that (in the CAA's opinion) materially affect or change the nature of the operation. Examples include, changes to operational procedures and/or processes, significant organisational changes or amendments to Operating Safety Cases/Risk Assessments.

3.12 **Recognised Assessment Entities (RAE) in relation to small unmanned aircraft**

3.12.1 On making an application for the initial or renewed appointment, or variation of the appointment of a UK NQE to submit reports and/or issue certificates on the CAA's behalf in relation to remote pilot competency, the applicant shall pay to the CAA the specified charge as shown in Table 9:

RAEs are approved by the CAA under the authority of Article 268 of the UK Air Navigation Order 2016 (the Order) and as such the approval is bounded by the limits of UK legislation.

Table 9:

Category	Initial application	Variation	Renewal charge (Note 3)
Column 1	Column 2	Column 3	Column 4
Recognised Assessment Entity (Notes 13 and 14)	£3,536	£759	£2,652

NOTES:

13 RAE is the name given to organisations that are approved by the CAA to submit reports and/or issue certificates on the CAA's behalf in relation to remote pilot competency. RAEs perform a task that is comparable to that of the previously named National Qualified Entities (NQE) and the charging profile is based on that currently set out for a 'Full category' NQE. For the initial application charge, any additional hours incurred above 14 hours will be invoiced in arrears up to a maximum of £14,600. Full details of the RAE scheme are to be found in CAP722B.

14 The variation application charge is intended to cover any changes to the administrative set up of the RAE, and/or any changes to the RAE approval such as an expansion of scope to cover new or upgraded remote pilot competency requirements. Time in excess of 3 hours would be charged at £253 per hour up to a maximum of £2,652 per year or part of a year.

3.13 **UK Drone and Model Aircraft Registration and Education Scheme (DMARES)**

3.13.1 Any SUA operator who applies for an initial registration under article 94D of the ANO and thereafter for an annual re-registration under the Scheme must pay to the CAA a charge of £9, payable upon each application for initial registration and thereafter on each application for annual re-registration to the CAA.

NOTE 15 [CAP1763 - Air Navigation Order 2018 and 2019 Amendments - Guidance for Small Unmanned Aircraft users](#) provides further information.

3.14 **Parachuting – grant, renewal and variation charges**

3.14.1 Subject to notes 16, 17 and 18, 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 10 depending on the nature of the applicant referred to in Column 1 of Table 10.

Table 10

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	£9,102
	Renewal	£9,102
	Where the CAA determines that a full investigation is not necessary for the purpose of satisfying the CAA of the applicant's competency	£3,034
For a display team or a trials team permission, not related to	Grant	£520

unusual parachuting activity	Renewal	£520
For any applicant	Variation of a permission	£50
	Variation of an Exemption	£50

NOTE 16: 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 £2,976.

NOTE 17: 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 18: No charge is payable to the CAA in respect of an application described in table 10 above which is supported by a recommendation by an approved person.

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

3.15.1 Subject to paragraphs 3.17.2 and 3.17.3 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 £520.

3.15.2 Subject to paragraph 3.17.4, in addition to the charge payable under paragraph 3.17.1, 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 3.17.3, to the expense incurred by it in making the investigations but not exceeding £19,890 for any year, or part of the year, during which the investigations are carried out. The charge is payable on demand.

3.15.3 For the purpose of paragraph 3.17.2, the CAA shall determine the expense incurred by it in making the investigations therein referred to by taking the number of man hours required to complete the investigation and multiplying that number by £99.

3.15.4 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 3.17.1 in respect of an application for a special parachuting permission.

3.16 **Parachuting – approval of persons**

3.16.1 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 £29,576.

3.16.2 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 £29,576.

3.17 **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 11.

An annual continuation charge will be payable by a Part-NCC or Part-SPO declared operator as specified in Table 11.

Table 11

Charge Type	Charge
Initial declaration per aircraft	£118
Initial Part-SPO HRA	£3,801
Variation / change to declaration per application	£86
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	£1,267
ii) All other complex motor-powered aircraft	£362

3.18 Approval for flights in poor visibility and in specified airspace

3.18.1 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 12.

Table 12

Application Type	Charge
Initial grant – AWOPS (take off and landing)	£6,694
Initial grant – AWOPS (take off only)	£724
Variation – Addition of EVS to AWOPS approval	£724
Variation – AWOPS Cat II upgrade to CAT III minima	£724

3.18.2 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 £744.

3.18.3 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 13.

Table 13

Application Type	Charge
Initial grant – Aircraft with non-compliant RVSM equipment	£2,896
Initial grant – Aircraft with RVSM compliant equipment	£724

3.18.4 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 14.

Table 14

Ref	Application Type - Initial	RNP-AR Charge	RNP 0.3 Charge
a)	Generic specific approval	£2,715	£1,810
b)	Procedure specific approval:		
	i) Without already holding a Generic specific approval	£2,715	£1,810
	ii) Already holding a Generic specific approval	£453	£362

3.19 Approval of steep approach procedures

On making an application specified in Table 15 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 15

Application Type	Charge
Initial grant	£6,694

3.20 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 16, the applicant shall pay to the CAA a charge in accordance with that table.

Table 16:

Application type	Charge
Initial application	£2,534 plus excess hour charges at £181 per hour up to a maximum charge of £12,500
Variation application	£1,267 plus excess hour charges at £181 per hour up to a maximum charge of £4,000

NOTE 19: 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 20: HOFO applicants or HOFO approval holders that already hold a valid AOC will be charged under existing AOC charges and not under table 16.

3.21 Safety standards acknowledgement & consent (SSAC) operations

3.21.1 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 £3,583.

3.21.2 On making an application to renew an existing SSAC approval, the applicant shall pay to the CAA a charge of £3,583.

3.22 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 17:

Table 17

Application Type	Charge
Initial basic application: Article 78A of the Order, Part-NCC, Part-SPO (complex declaration)	£1,901
Part-SPO (non-complex declaration)	£543
Part-NCO notification	£121
Initial application where an aircraft is already approved under an AOC and operated without change by another operator for non-AOC operations (Note 9) (If a change is requested then the full initial basic application charge is payable)	£543
Variation application – excepting to a Part-NCO notification	£181 plus excess hour charges at £181 per hour up to the respective initial basic application charge
Variation to a Part-NCO notification	£86

NOTE 21: 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.

3.23 CAP632 Ex-military aircraft approval

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 18.

Table 18

Application Type	Charge
Initial grant	£1,032
Annual Continuation Fee	£688

3.24 Ex-military aircraft type rating exemption

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 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 19.

Table 19

Application Type	Charge
Initial grant	£142
Renewal	£71

3.25 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 £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. All charges (other than the charge payable on application) are payable on demand.

3.26 **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 £30.

3.27 **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 22: 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](#).

3.28 **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) 'EU Unmanned Aircraft Systems (UAS) Regulations' means Commission Implementing UK Reg (EU) 2019/945 and Commission Delegated UK Reg (EU) 2019/947, 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.
- j) '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.
- k) 'A special parachuting permission' means a parachuting permission which relates to unusual parachuting activity.
- l) 'Unmanned aircraft system' (referred to as an "UAS" in this Scheme) has the meaning as set out in Schedule 1 to the Order and under Article 2 (1) Commission Implementing UK (EU) Reg 2019/947 and under Article 3 (1) Commission Delegated Regulation (EU) 2019/945.
- m) '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.
- n) '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.
- o) 'Small rocket' has the meaning as set out in Schedule 1 to the Order.
- p) '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.
- q) '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.
- r) '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.
- s) '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..

- t) 'SUA operator' refers to article 94G of the ANO and means "in relation to a small unmanned aircraft, the person who has the management of the small unmanned aircraft".
- u) 'ZFW' means zero fuel weight.

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 23: Charges for approvals in the circumstances referred to in paragraphs 3.20.2, 3.20.3 and 3.20.4 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 paper copy can be found at the same web address.