
8.33 kHz EU grant funding: Eligibility criteria

CAP 1501

This document defines the eligibility criteria that will be applied by the CAA to claims for EU funding of 8.33 kHz radio equipment.

This is **NOT** the claim form.

The online claim form can be found in the General Aviation section of the CAA website: www.caa.co.uk/general-aviation

This document was updated to v2 to reflect:

1. The addition of a fourth call period for applications to be submitted up to 30th September 2018; and
2. To increase the maximum cap on handheld devices to cover new devices coming to market.

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1. General information

EU CEF funding

1. The law changed on 1 January 2018 when Implementing Rule (IR) 1079/2012 came into force stating that all aircraft operating in UK airspace that requires the carriage of a radio must have 8.33 kHz voice compatible equipment fitted and operational. The UK CAA has chosen to implement this as detailed below, providing more flexibility to those that are struggling to equip with 8.33 kHz capable radios.
2. From 1 January 2018 if you need to communicate on an 8.33 kHz channel you will need to use an 8.33 kHz capable radio.
3. From 1 January 2019 if your flight mandates carriage of a radio, then it must be 8.33 kHz capable.
4. To assist this change, the CAA's GA Unit has secured €4.3m of EU funding, representing 20% of the total anticipated cost to the UK fleet. This funding is from the European Union's Connecting Europe Facility (CEF) through the Innovation and Networks Executive Agency (INEA) and allows us to rebate up to 20% of eligible purchases. There are no additional funds available.

Overarching funding parameters

5. The funding will cover purchases from 16 February 2016 through to 30 September 2018.
6. Claims will be assessed, accepted (or rejected) and funding allocated on a "first come, first served" basis, determined by the order in which they were received by the CAA.
7. There will be 4 "call periods" where at the end of each period all claims submitted to that date will be assessed and funds allocated. The first period of call for claims will close at 23:59 on 31 March 2017. Then, if there are still funds that are not allocated, a second call for claims period will be opened that will close at 23:59 on 30 September 2017. Then, if there are still funds that are not allocated, a third call for claims period will be opened that will close at 23:59 on 31 December 2017. If at the end of this third period there are still funds unallocated, then a fourth and final call for claims period will be opened that will close at 23:59 on 30 September 2018. In summary, the 4 call periods are as follows:
 - a) 00:00 on 16 February 2016 to 23:59 on 31 March 2017

- b) 00:00 on 01 April 2017 to 23:59 on 30 September 2017
 - c) 00:00 on 01 October 2017 to 23:59 on 31 December 2017
 - d) 00:00 on 01 January 2018 to 23:59 on 30 September 2018
8. All claims need to clearly be associated to an approved airborne 8.33 kHz channel spaced Very High Frequency (VHF) avionic voice communications system (VCS) where the 8.33 kHz VCS is an integral part of the equipment. These are often commonly referred to as, for example; Comms, Nav/Comms, GPS/Comms, Comms systems, or Handhelds. In this document, the generic use of the term “comms” can be read to include any of the above.
9. Approval of comms equipment can be achieved in 2 ways. Preferably, the comms transceiver will have an individual approval number from ETSO, TSO, or CAA. Alternatively, if it does not have an individual approval, then it must have an approval that is gained at installation by an approved Avionics Engineer (e.g. EASA minor change approval certificate number or CAA minor modification approval certificate number). Note that the European Technical Standard Order (ETSO) and the Federal Aviation Administration Technical Standard Order (TSO) now have a bilateral agreement and quoting either one is sufficient.
10. Certain associated hardware items and related fitting accessories are also eligible for funding and are listed within these criteria.
11. There is no funding for labour costs.
12. Appropriate current UK airborne radio licence is required – “fixed” or “transportable” (“Aircraft Radio Licence” or “Aeronautical Transportable Radio Licence” respectively).
13. For “fixed” claims; UK fleet aircraft with maximum take-off mass (MTOM) of 13,999 kg or lower (referred to as Tier 2 or below).
14. Maximum of 20% of gross cost can be refunded. However, if claiming for a legal entity that is VAT registered, then the refund is against the net cost (ex-VAT), and the refund is similarly ex-VAT.
15. Refund only, no forward pre-purchase funding.
16. All claims will be supported by receipts and submitted in GBP (£). Any non-GBP purchases must be supported by evidence of the exchange to GBP.
17. The following maximum threshold caps are applied to the net cost (ex-VAT) of each piece of comms equipage itself when the CAA is considering the amount of refund. The figures quoted relate back to a cost in Euros from the EU Grant Agreement Contract, or a lower threshold set by the CAA, that has been converted to GBP at an exchange rate of 1.2 (being the average exchange rate of 2016):

- | | | | | |
|----|----------------------------|---------|----|---------|
| a) | Combined nav/comms systems | €24,000 | == | £20,000 |
| b) | Fixed radio only | €6,000 | == | £5,000 |
| c) | Handheld radio | €6,000 | == | £5,000 |
18. For each claimant, there is an absolute maximum per claimant limit of €60,000 (== £50,000) that can be paid to them (this equates to a claim of €300,000 (== £250,000), this is called the “per claimant maximum limit”.
 19. For each aircraft, an absolute maximum gross (incl. VAT) cost of £20,000 per aircraft can be considered (20% of this equates to a £4,000 refund). This is the gross cost including VAT, noting that these same limits apply to all claimants, including VAT registered ones. This is called the “per aircraft maximum cap”.
 20. Payments will only be made into UK bank accounts that are denominated in GBP (£).
 21. The CAA has received an advance grant payment from the EU. After each call period, the CAA will use the advanced EU funds to make payments to allocated claims, until the advance funding has been exhausted. All allocated claims that are not able to be paid from this advance EU funding will actually receive their refund at the end of the project. It is anticipated that this may not be before December 2018. It should be noted that all claims are assessed against the eligibility criteria as they arrive to the CAA in the order that they are received. Those that meet the criteria, are accepted and added to a list that is pending approval for allocation of funding. The claimant is notified of this “acceptance” pending approval. This means that if sufficient funding is available, then they will be refunded at the appropriate time as described above. However, this “acceptance” is not an absolute guarantee of funding as the amount of money that the CAA receives from the EU is dependent upon the foreign exchange rate. Where a claim is rejected, the claimant will be informed of the reason and provided opportunity to re-submit. Any re-submission will be treated as a new submission.

Background Radio Licence information (e.g. what a licence entitles you to)

22. To avoid sanctioning an unapproved activity and to ensure the claim is for aircraft usage, the claimant must have either a “fixed” or a “transportable” radio licence issued by the CAA on behalf of Ofcom (“Aircraft Radio Licence” or “Aeronautical Transportable Radio Licence” respectively). If they have both and are claiming different radios under both licences, then they should submit 2 separate claims.