



Proposed Changes to CAA Scheme of Charges

Personnel Licensing Scheme Enclosure

1 INTRODUCTION

- 1.1 Details of revisions proposed to apply from 1 April 2019 are shown in red within this Enclosure. Current charges are shown in brackets where direct comparison is possible. Where no change to a price is proposed then the current charge will only be shown.
- 1.2 All references to European Law contained within this Scheme will be 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.
- 1.3 References to Brexit no deal in this document means the UK is not a member state of EASA. References to Brexit deal in this document means the UK remains a member state of EASA.

2 CHARGES INDEX

The following Charges Index sets out the charge headings under this Scheme and refers to the page where each section commences:

Section/ Paragraph	Title	Page No.
3	Flight crew licences (Amended and new charge)	
3.1	Conversion of a National UK Pilot Licence to an EASA Pilot Licence	4
3.2	Conversion of a BGA Glider Certificate to an EASA Sailplane Licence	4
3.3	Replacement of a JAR Pilot Licence with an EASA Pilot Licence	4
3.4	National UK Pilot's Licence – issue to retain National UK ratings	4
3.5	Initial grant of National UK or EASA Flight Crew Licences	5
3.6	National UK Pilot's Licence – renewal to an unexpiring licence	5
3.7	Licence and identity verification in support of a pilot licence application to the FAA	5
3.8	Ratings, certificates or qualifications	6
3.9	Licence exemptions (Amended)	6
3.10	Assessments of licensing requirements	7
3.11	Ground examination charges for flight crew	7
3.12	Administrative charges	7
3.13	Flight tests	8
3.14	Validation of flight crew licences	9
3.15	Language Proficiency (LP) Level Assessment – Licence Endorsement Amendment	9
(New)	Change of State of Pilot Licence Issue	10
4	Certification, authorisation and approvals of persons and associated training courses (Amended)	
4.1	Certified or authorised examiners and persons approved to conduct training courses	10
4.2	Validation of non-UK CAA certified EASA Aircrew Regulation examiners	13
4.3	Certification of non-EU licensed instructors to instruct on EASA flight crew training courses at venues outside of the EU	13
4.4	Crew resource management	13
4.5	Pilot Licences – Approval of a person or organisation to furnish reports (Amended)	13
4.6	Approval of courses for cabin crew initial safety training provided by an organisation which is not the holder of an air operator's certificate	14
5	Approval of flight simulators and their use and flight simulator training organisations and their users	
5.1	Full flight simulators and flight training devices	14
5.2	Flight and Navigation Procedure Trainer (FNPT) and Basic Instrument Training Devices (BITD)	15
5.3	FSTD operators	15
5.4	Other FSTD charges	16
5.5	Additional FSTD charges	16
6	(Deleted)	17
7	Approval of pilot training organisations (Amended and new charges)	
7.1	Declared Training Organisations (Part-DTO) (Amended and new charges)	17
7.2	Approved Training Organisations (Part-ATO) for teaching PPL and/or LAPL training courses and/or delivering one or more Table 36 courses (Amended)	17
(New)	PPL Online Examination papers	19
(New)	National Gyroplane Approved Training Organisations (ATO-N(G))	19
7.3	Approved organisations for flight training (Amended)	21
7.4	Approval for the conduct of type rating training and conversion courses (Amended)	23
7.5	Approval of courses for examiner and instructor training	26

(continued)

Section/ Paragraph	Title	Page No.
7.6	Use of simulators under EASA Aircrew Regulation	29
7.7	Approval of a second or additional site	30
7.8	Approval of Language Proficiency Assessment Bodies (Amended)	30
7.9	Approval of Flight Test Rating Organisations	31
7.10	Additional charges concerning initial course applications and variations to approvals and excess hour charges (Amended)	31
7.11	Major organisational change	32
8	Authorisation and approval of persons and organisations providing Part-66, Part-145 or Part-147 engineer training (Amended)	
8.1	Training via direct course approval (Amended)	32
8.2	Training via Part-147 approval (Amended)	32
8.3	Additional charges concerning initial or variation applications under section 8.1 or 8.2	33
8.4	Accreditation of a National Qualification for the EASA Part-66 Aircraft Maintenance Licence – Awarding Organisation (AO) approval	34
8.5	Administrative change	34
8.6	Major organisational change	34
9	Licensing of air traffic controllers	
9.1	Grant and renewal of air traffic controller's licences	34
9.2	Verification of licensing details	35
9.3	Initial air traffic controller training organisations	35
10	Medical examinations for personnel licences (Amended and new charges)	
10.1	Certification of aeromedical centres (AeMCs)	35
10.2	Certification and recertification of aeromedical examiners (AMEs)	36
10.3	(Deleted)	36
(New)	Application for Medical Assessments	36
10.4	Approval of medical training courses	36
10.5	Change of EU Member State of Licence to UK	36
10.6	Oversight of non-UK certificated AeMCs or AMEs practising in the UK	36
11	Flight Information Service Officers	
11.1	Licensing of FISOs	37
11.2	Authorisation as an examiner for validity examinations	37
12	Radio Operator's Certificate of Competence	37
13	Aircraft Maintenance Engineer Licensing (Amended and new charges)	
13.1	Licences and examinations (Amended)	36
(New)	Change of State of Part-66 Approval Issue	39
13.2	Licence assessment qualification	39
14	Alternative Means of Compliance (Amended)	39
15	Copies of and amendments to documents	39
16	Additional charge where functions are performed abroad	40
17	CAA invoice payment terms	40
18	Definitions / Glossary (Amended and new definition)	40
19	Commencement (Amended)	45

3 FLIGHT CREW LICENCES (Amended and new charge)

3.1 Conversion of a National UK Pilot Licence to an EASA Pilot Licence

When making an application for the conversion of a National UK Pilot Licence specified in Table 1, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 1

Ref		Licence type	Charge
a)	i)	Conversion to an EASA Pilot Licence:	
	aa)	Limited validity National UK licence: Professional Pilot's Licence	£146 (£143)
	bb)	Private Pilot's Licence (excluding LAPL(A) and (H))	£77 (£75)
	ii)	Unlimited validity National UK Private Pilot's Licence (LAPL(A) and (H))	£69 (£67)
b)		Conversion of a National Private Pilot's Licence (NPPL) to an EASA Light Aircraft Pilot Licence (LAPL)	£42 (£41)

3.2 Conversion of a BGA Glider Certificate to an EASA Light Aircraft Pilot Licence (Sailplane) (LAPL(S)) or to a Sailplane Pilot Licence (SPL)

When making an application for the conversion of a British Gliding Association (BGA) Glider Certificate to a Light Aircraft Pilot Licence (Sailplane) (LAPL(S)) or to a Sailplane Pilot Licence (SPL), via the BGA, as specified in Table 2, the applicant shall pay to the CAA via the BGA, in accordance with that Table:

Table 2

Ref		Licence type	Charge
a)		Conversion of a BGA Glider Certificate, via the BGA, to an LAPL(S) or SPL	£43 (£42)
b)		Conversion of a BGA Glider Certificate, via the BGA, to an LAPL(S) or an SPL which includes an Instructor and/or Examiner certificate.	£53 (£52)

3.3 Replacement of a JAR Pilot Licence with an EASA Pilot Licence

When making an application to replace a JAR Pilot Licence with an EASA Pilot Licence, the applicant shall pay to the CAA a charge as specified in Table 3:

Table 3

Ref		Licence type	Charge
a)	i)	Professional Pilot's Licence	£146 (£143)
	ii)	Private Pilot's Licence	£77 (£77)

3.4 National UK Pilot's Licence – issue to retain National UK ratings

When making a conversion / replacement application specified in Tables 1 or 3, where, in addition to the issue of an EASA Pilot Licence, the applicant requires also the issue or grant of a National UK Pilot's Licence in order to retain National UK ratings, the applicant shall pay to the CAA a supplementary charge of £38 (£37).

3.5 Initial grant of National UK or EASA Flight Crew Licences

When making an application for the initial grant of a National UK or EASA Flight Crew Licence specified in Table 4, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 4

Ref	Licence type (All National UK and EASA Flight Crew Licences will be issued with unlimited validity)	Table Note	Initial application
a)	Professional Pilot's Licence (except b) below), Flight Navigator's Licence or Flight Engineer's Licence	1	£256 (£250)
b)	EASA Balloon or Sailplane Licence	1	£161 (£157)
c)	Private Pilot's Licence (except d) to f) below)		£196 (£191)
d)	EASA LAPL (Aeroplane), (Helicopter), (Balloon) or (Sailplane)	1	£161 (£157)
e)	PPL (Balloons and Airships)		£196 (£191)
f)	PPL (Gyroplanes)		£178 (£174)
g)	Flight Radiotelephony Operator's Licence	2	£77 (£75)
h)	NPPL (Aeroplane)	3	£53 (£52)
i)	NPPL (Helicopter) (for an applicant who already holds an EASA Helicopter licence)		£53 (£52)
j)	NPPL (Helicopter) (for an applicant who does not already hold an EASA Helicopter licence)		£161 (£157)

NOTE 2: Including an initial type/class rating and instrument rating if included in the application.

NOTE 3: Except where the applicant is the holder of a licence issued by the UK CAA to act as pilot, flight navigator or flight engineer.

NOTE 4: Supported by a recommendation made by a person approved by the CAA for the purpose; or where application for an NPPL is made directly to the CAA by the holder of another UK issued pilot licence that includes a valid simple single engine aeroplane (SSEA), self launching motor glider (SLMG) or microlight rating.

3.6 National UK Pilot's Licence – renewal to an unexpiring licence

When making an application to renew an expiring National UK Pilot's Licence with an unexpiring licence, the applicant shall pay to the CAA a charge as specified in Table 5:

Table 5

Ref	Licence type	Charge
a)	Professional Pilot's Licence	£146 (£143)
b)	Private Pilot's Licence	£77 (£77)

3.7 Licence and identity verification in support of a pilot licence application to the FAA

When making an application to the CAA for the CAA to verify to the Federal Aviation Administration (FAA) that the applicant holds a valid UK CAA issued specific pilot licence(s) and the applicant provides confirmation of identity in support of the renewal of an FAA pilot licence, the applicant shall pay to the CAA a charge of **£46** (£45).

3.8 Ratings, certificates or qualifications

When making an application for the inclusion, variation or renewal of a rating, certificate or qualification in a flight crew licence specified in Table 6, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 6

Ref	Licence type	Rating, certificate or qualification type	Initial application	Variation	Renewal/ revalidation
a)	Professional Pilot's Licence or Flight Engineer's Licence	A second or subsequent aircraft type or class rating	£127 (£124)	£93 (£91)	£93 (£91)
b)	Professional Pilot's Licence or Private Pilot's Licence	A special conditions certificate under Part-FCL 700(b), 900(b) or 1000(b)	£127 (£124)	£93 (£91)	£93 (£91)
c)	Professional Pilot's Licence	An instructor certificate except where the applicant is the holder of a Private Pilot's Licence which includes a flight instructor certificate entitling the holder to give instruction in flying aircraft of the same types included in the application	£127 (£124)	£93 (£91)	£93 (£91)
d)	Professional Pilot's Licence or Private Pilot's Licence	An instrument rating (aeroplanes) or instrument rating (helicopters)	£127 (£124)	£93 (£91)	£93 (£91)
e)	NPPL	A second or subsequent class rating or variation or renewal of a rating supported by a recommendation made by a person approved by the CAA for the purpose	£41 (£40)	£41 (£40)	£41 (£40)
f)	Sailplanes Licences	A second or subsequent class rating or variation or renewal of a rating supported by a recommendation made by the British Gliding Association	£41 (£40)	£41 (£40)	£41 (£40)
g)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	Any other rating, qualification or instructor certificate not shown above	£127 (£124)	£93 (£91)	£93 (£91)

An application to remove a restriction or any rating or qualification in a licence will be classed as a variation, and the applicant shall pay to the CAA the variation charge specified under the relevant rating or qualification type a) to f) in Table 6.

3.9 Licence exemptions (Amended)

When making an application for an exemption under Article 71 of Regulation (EU) 2018/1139 or under Article 266 of the Order specified in Table 7, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 7 (Amended)

Ref	Description	Charge
a)	Exemption from the need to carry a flight crew licence in accordance with Article 229 and Schedule 10 of the Order	£56 (£55)
b)	Exemption under Article 71 of Regulation (EU) 2018/1139: i) the first derogation to apply for a period not exceeding 2 months ii) the first derogation to apply for a period exceeding 2 months iii) any repeat of the derogation granted under b) i) or ii) above	£56 (£55) £158 (£154) £158 (£154)
c)	Exemption or derogation relating to any of the functions to which this Scheme refers, other than an exemption or derogation described in a) or b) above: i) Application for the initial grant ii) Application for variation or renewal	£56 (£55) £28 (£27)

3.10 Assessments of licensing requirements

When making an application for an assessment or verification specified in Table 8, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 8

Ref	Description	Charge
a)	Written assessment particular to that applicant of the evidence, examinations or tests which the CAA will require, of his knowledge, experience, competence or skill, for a Professional Pilot's Licence, a Private Pilot's Licence or an instructor certificate or rating or examiner authorisation or certificate	£115 (£112)
b)	Verification of licence documents for overseas, or for UK, validation	£47 (£46)
c)	Verification of an individual's licence details and history	£47 (£46)

3.11 Ground examination charges for flight crew

- 3.11.1 When making an application for a ground examination specified in Table 9 to be conducted by the CAA for the grant of a licence to act as a flight crew member or for the inclusion of a rating or for any other purpose, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 9

Ref	Description	Charge per paper
a)	For each initial or additional aircraft type rating examination for an aircraft type for which no provision exists at an approved training organisation	£280 (£273)
b)	For the theoretical knowledge examinations for the Instrument Rating or the CPL or the ATPL	£73 (£71)
c)	For any other ground examination	£52 (£51)

- 3.11.2 If the examination is to be conducted other than at a place specified by the CAA, the applicant shall pay to the CAA in addition to the charge for that examination, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it, but the total charge shall not exceed £2,260 (£2,210). The invoice is payable on demand.

3.12 Administrative charges

When making an application specified in Table 10, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 10

Ref	Description	Charge
a)	For an examination paper to be re-marked and reviewed. The charge shall be refunded if a pass is subsequently awarded as a consequence of an error made by the CAA	£133 (£130)
b)	For the transfer or amendment of fees or when an examination has been rearranged at the request of the applicant	£29 (£28)
c)	For the issue of a duplicate or replacement examination result notification or duplicate confirmation of booking	£29 (£28)

3.13 Flight tests¹**3.13.1 Assessments of competence, skill tests or proficiency checks carried out by a CAA examiner or inspector****3.13.1.1 Flight tests - assessments of competence, skill tests or proficiency checks**

When making an application for a flight test specified in Table 11, where the test is to be conducted by a CAA examiner or inspector who is an employee of the CAA, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 11

Ref	Description	Charge
a)	For initial grant, revalidation or renewal of a Part-FCL flight instructor certificate or for additional instructor privileges or for the revalidation or renewal of an assistant flying instructor rating.	£212 (£207)
b)	Prior to entry on a flying instructor or a flight instructor (restricted) course of training	£212 (£207)
c)	For initial grant, revalidation or renewal of a CRI certificate for multi-engine aeroplanes, class rating instructor certificate for single engine aeroplanes or instrument rating instructor certificate	£212 (£207)

3.13.1.2 Pilot licence / ratings and other flight tests

3.13.1.2.1 When making an application for an observation, test or check specified in Table 12, to be conducted or observed by a CAA examiner or inspector, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 12

Ref	Description	Charge
a) i)	For carrying out of, or observing, a skill test conducted in an aircraft or flight simulator for the issue of a Professional Pilot's Licence, class or type rating or instrument rating	£826 (£807)
ii)	In the case of an application which is for the purpose of completing a partial pass awarded to the applicant	£562 (£549)
b)	For a proficiency check conducted in an aircraft or flight simulator for a class or type rating or instrument rating	£212 (£207)
c)	For a skill test conducted in an aircraft or flight simulator for the issue of a PPL or an IMC rating	£205 (£200)
d)	For a proficiency check conducted in an aircraft or flight simulator for an IMC rating	£212 (£207)
e)	For a flight test to be conducted for the purpose of assessing the applicant's physical fitness to undertake the functions of a member of the flight crew of an aircraft	£191 (£187)

(This note is not part of the Scheme)

¹ If the applicant cancels the flight test for reasons which, in the opinion of the examiner, are insufficient, the charge paid shall not be refunded by the CAA and a further application for another flight test will be required together with payment to the CAA of the appropriate charge.

- 3.13.12.2 Where the observation, test or check is to be carried out at a place other than one specified by the CAA, the applicant shall pay to the CAA a charge in accordance with Table 13:

Table 13

Ref	Description	Charge
a)	In addition to the charge at a), b), c), or d) of Table 12, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it but the total charge for each application shall not exceed £4,450 (£4,350)	£4,450 (£4,350) (maximum)
b)	In addition to the charge at e) of Table 12, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it, but the total charge for each application shall not exceed £1,140 (£1,110). The invoice is payable on demand.	£1,140 (£1,110) (maximum)

3.13.2 Approval of specific use of an aircraft

When making an application for the approval or renewal of an approval of an aircraft specified in Table 14, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 14

Ref	Description	Charge
a)	For the approval of an aircraft to be used for the purpose of a General Flight Test or a Skill or Proficiency Test for a professional licence or for a flight test for an instrument rating	£190 (£186)
b)	For the renewal of an approval described in a) above, where such an approval has ceased to be in force for a period of more than three months	£190 (£186)

3.14 Validation of flight crew licences

- 3.14.1 When making an application for an examination or test to be conducted by or on behalf of the CAA for the issue of a certificate of validation of a flight crew licence, the applicant shall pay to the CAA for a medical examination, for a ground examination and for a flying test appropriate to the grant of a licence equivalent to that for which validation is sought, in each case the charge specified in this Scheme.
- 3.14.2 When making an application for initial issue of, or variation to, a certificate of validation of a flight crew licence, the applicant shall pay to the CAA a charge in accordance with Table 15:

Table 15

Ref	Description	Per validation
a)	For the issue of a certificate of validation	£326 (£318)
b)	One extension to the validation of a non-EASA licence	£163 (£159)
c)	Variation of a certificate of validation	£56 (£55)

3.15 Language Proficiency (LP) Level Assessment – Licence Endorsement Amendment

When making an application to amend the LP licence endorsement, the applicant shall pay to the CAA a charge of **£22** (£21) to update and re-issue the flight crew licence.

NOTE 5: The above charge for an LP licence endorsement amendment shall not be levied where it is associated with the conversion or replacement of a flight crew licence under charges within Tables 1, 2 or 3 above.

(New Charge)**Change of State of Pilot Licence Issue**

When making an application by an individual to change that individual's state of Pilot Licence issue from that issued by the UK to one issued by another country or where the applicant applies to change the State of pilot licence issue from another country to one issued by the UK, the applicant shall pay to the CAA a fixed charge of £45. The applicant shall be also liable for the cost of any language translation fees which the CAA has to incur in relation to the change and which shall be payable on demand.

4 CERTIFICATION, AUTHORISATION AND APPROVAL OF PERSONS AND ASSOCIATED TRAINING COURSES (Amended)

4.1 Certified or authorised examiners and persons approved to conduct training courses

4.1.1 Persons certified or authorised as examiners

4.1.1.1 When making an application for an assessment of competence for authorisation, certification or recertification as an examiner as specified in Table 16, the applicant shall pay to the CAA the charge in accordance with that Table:

Table 16

Ref	Sub-ref	Description	Initial authorisation / certification	Re-certification	
				Conducted by the CAA	Conducted by a CAA authorised person
a)		Aircraft Certified for Single Pilot Operation (excluding Balloons and Airships):			
	i)	CRE/TRE/SFE	£1,167 (£1,140)	£1,167 (£1,140)	£341 (£333)
	ii)	IRE	£1,167 (£1,140)	£1,167 (£1,140)	£341 (£333)
	iii)	Class or type and instrument rating examiner (CRE, TRE, SFE)	£1,727 (£1,687)	£1,727 (£1,687)	£472 (£461)
	iv)	Senior Examiner (SE) (Revalidation examiner)	£1,167 (£1,140)	£1,167 (£1,140)	N/A
	v)	Additional type or class where a test is not required	£156 (£152)	£156 (£152)	£156 (£152)

Table 16 (continued)

Ref	Sub-ref	Description	Initial authorisation / certification	Re-certification	
				Conducted by the CAA	Conducted by a CAA authorised person
b)		Aircraft Certified for Multi Pilot Operation (excluding Balloons and Airships):			
	i)	TRE/ SFE	£1,449 (£1,415)	£1,449 (£1,415)	£428 (£418)
	ii)	IRE	£1,449 (£1,415)	£1,449 (£1,415)	£428 (£418)
	iii)	TRE/SFE and IRE	£1,727 (£1,687)	£1,727 (£1,687)	£472 (£461)
	iv)	Senior Examiner (SE) (Revalidation Examiner)	£1,449 (£1,415)	£1,449 (£1,415)	N/A
	v)	Additional type or class where a test is not required	£156 (£152)	£156 (£152)	£156 (£152)
c)		Balloons or Airships:			
	i)	TRE (Balloons or Airships)	£244 (£238)	£247 (£241)	£81 (£79)

4.1.12 When making an application for an assessment for certification or authorisation as an examiner specified in Table 17, the applicant shall pay to the CAA the charge specified in that Table:

Table 17

Ref	Sub-ref	Description	Charge
a)		For certification or re-certification as a FIE	£822 (£803)
b)		For authorisation or re-authorisation as a TRE(E)	£1,449 (£1,415)
c)		For certification or re-certification as a FE for the PPL	£356 (£348)
d)		For certification or re-certification as a FE for the Professional Pilot's Licence	£1,121 £1,095)
e)		For certification or re-certification as a GR examiner for the PPL, LAPL or NPPL	£255 (£249)
f)		A Flight Radiotelephony examiner for a Radiotelephony Operator's Licence:	
	i)	for certification	£338 (£330)
	ii)	for re-certification	£252 (£246)
g)		For an observation conducted by the CAA for authorisation/certification or reauthorisation/recertification as a Revalidation Examiner (RETRE(E)) or a Senior Examiner (SE(E)) for flight engineers	£1,449 (£1,415)

4.1.1.3 Amendment to an examiner certificate

When an application is made to update details on an examiner certificate which is not consequent upon any other licensing action, the applicant shall pay to the CAA a charge of **£48** (£47).

4.1.2 Persons authorised as instructors

When making an application for an assessment of competence by the CAA for certification or re-certification as an instructor specified in Table 18, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 18

Ref	Sub-ref	Description	Charge
a)		Where the person is authorised to carry out flight instruction for type rating purposes only, and the instruction required is for single pilot helicopter operation where the observation is carried out by the CAA	£555 (£542)
b)		Where the person is authorised to carry out TRI / SFI / STI training for single and multi pilot requirements where;	
	i)	an observation is conducted by the CAA:	
		aa) for a multi pilot aeroplane or helicopter	£1,449 (£1,415)
		bb) for a single pilot aeroplane or helicopter	£555 (£542)
	ii)	an observation is not conducted by the CAA:	
		aa) for simulated instrument flight	£356 (£348)

4.1.3 Persons approved to provide courses of training or instruction

When making an application for approval or re-approval as a person approved to provide courses of training or instruction specified in Table 19, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 19

Ref	Sub-ref	Description	Charge
a)		For the FI, FI(R), TRI rating (H) on SPH types, IRI rating or CRI rating	£356 (£348)
b)		For a MCCI authorisation;	
	i)	where the observation is carried out by the CAA	£356 (£348)
	ii)	where the observation is carried out by a person authorised by the CAA for this purpose	£212 (£207)
c)		For a supervising MCCI authorisation	£822 (£803)
d)		In the case of a one-off approval for training in simulated instrument flight	£120 (£117)
e)		For carrying out flight instruction for type rating purposes only, and the instruction required for MCC, where the observation is carried out by the CAA	£1,449 (£1,415)
f)		For carrying out synthetic flight instruction in a flight simulator for type rating purposes only, and the instruction required for MCC, where the applicant does <u>not</u> hold a Professional Pilot's Licence	£356 (£348)

NOTE 6: With reference to paragraphs 4.1.1 to 4.1.3 above, where a test or observation is required to be carried out by an employee of the CAA, then the application fee for such a test or observation shall relate to only one attempt made by the applicant. Should the applicant fail, then a further fee is

required in order to re-take the test or observation.

4.1.4 Amendment of particulars

When making an application for the amendment of the particulars set out on an appointment or re-appointment as a certified examiner or as a person approved to conduct courses of training, the applicant shall pay to the CAA a charge of **£48** (£47).

4.2 Validation of non-UK CAA certified EASA Aircrew Regulation examiners

When making an application for a non-UK CAA certified EASA Aircrew Regulation examiner to be able to examine UK licensed pilots/student pilots, the applicant shall pay to the CAA a charge of **£663** (£647).

4.3 Certification of non-EU Licensed instructors to instruct on EASA flight crew training courses at venues outside of the EU

When making an application for certification to instruct on EASA training courses at venues outside of the EU, the applicant shall pay to the CAA a charge as specified in Table 20:

Table 20

Ref	Description	Per certificate
a)	Where the CAA carries out the test	£1,449 (£1,415)
b)	Where the CAA does not carry out the test	£127 (£124)

4.4 Crew resource management

When making an application for an observation or test specified in Table 21, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 21

Ref	Sub-ref	Description	Charge
a)	i)	To be observed for the issue of a three-year CRMIE authorisation: where the observation required for the issue, revalidation or renewal of the authorisation is carried out by a CRMIE	£144 (£141)
	ii)	where the observation required for the issue, revalidation or renewal of the authorisation is carried out by an employee of the CAA at a time and place agreed with the CAA	£1,167 (£1,140)
b)		To be observed by an employee of the CAA for the issue, revalidation or renewal of a three-year CRMIE authorisation	£1,449 (£1,415)
c)		For a test to be conducted by a duly authorised non-CAA Revalidation Crew Resource Management Instructor Examiner (RECRMIE) for the issue, revalidation or renewal of a CRMIE authorisation	£144 (£141)

4.5 Pilot Licences – Approval of a person or organisation to furnish reports (Amended)

When making an application for the grant of an approval for a person or organisation to furnish reports and make recommendations to the CAA for applications for the grant of a Pilot Licence, the applicant shall pay to the CAA a charge in accordance with Table 22 a).

A fixed annual charge shall be payable on demand in accordance with Table 22 b) by all persons or organisations then holding a valid approval to furnish reports to the CAA to recommend the grant of a Pilot Licence.

Table 22 (Amended)

Ref	Description	Charge
Col 1	Column 2	Column 3
a)	For the initial grant of the approval, the applicant shall pay to the CAA the charge as shown in Column 3. If the total cost of the investigations made by the CAA exceeds that amount, a charge of such amount as may be decided and invoiced by the CAA shall be payable by the applicant, having regard to the excess hours incurred by the CAA in making the investigations, at a rate of £181 (£177) per hour, but not exceeding £5,702 (£5,576) (maximum)) in any year, or part of the year, during which the investigations are carried out. The CAA shall invoice the applicant in arrears for any excess hour charges incurred over the standard 8 hours paid for by the fixed charge as shown in Column 3. The invoice is payable on demand.	£1,448 (£1,415) (plus excess hour charges)
b)	The approval holder shall be invoiced by the CAA for the payment of the annual charge due on 1 April. The invoice is payable on demand.	£1,448 (£1,415)

4.6 **Approval of courses for cabin crew initial safety training provided by an organisation which is not the holder of an air operator's certificate**

When making an application for the grant of an approval for an organisation, other than an AOC operator, to provide courses of cabin crew initial safety training, the applicant shall pay to the CAA a charge of **£7,511** (£7,335) and an annual continuation charge payable on 1 April of **£5,702** (£5,576). The CAA will raise an invoice on the approvals holders in respect of the annual continuation charge which will be payable on demand.

5 **APPROVAL OF FLIGHT SIMULATOR TRAINING DEVICES AND FLIGHT SIMULATOR TRAINING DEVICE OPERATORS**

5.1 **FFSs and FTDs**

5.1.1 The application charge comprises an initial charge and in certain cases an additional charge as described in paragraph 5.5

When making an application specified in Table 23, the applicant shall pay to the CAA a charge in accordance with that Table:

Table 23

Ref	Description	Initial evaluation charge	Annual continuation charge
a)	For an initial evaluation of a FFS for initial qualification	£18,128 (£17,704)	£4,532 (£4,426)
b)	For an initial evaluation of a FTD for initial qualification	£9,064 (£8,852)	£3,258 (£3,186)
c)	For a special evaluation, pursuant to EASA Aircrew Regulation Part-ORA.FSTD.110, of a FFS or FTD	£3,258 (£3,186)	N/A

An annual continuation charge in accordance with Table 23 shall be payable on 1 April in respect of each FSTD. The CAA will raise an invoice on the FSTD operator in respect of the annual continuation charge which will be payable on demand.

5.1.2 a) Where a return visit to an FSTD operator is required by the CAA to address outstanding evaluation issues or updates to documentation, the applicant shall pay to the CAA a charge as invoiced by the CAA based on the number of work hours incurred, at a rate of **£181** (£177) per hour but not exceeding **£37,270** (£36,400) in any year or part of a year during which the investigations are carried out. The invoice is payable on demand.