



CAA Scheme of Charges

(Air Operator and Police Air Operator
Certification)

No: 332

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The Civil Aviation Authority, pursuant to Section 11 of the Civil Aviation Act 1982 and after consulting with 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:

- i) the functions conferred on it by or under the Order and EU-OPS and the EASA Air Operations Regulation, with respect to the certification of operators of aircraft;
- ii) the granting of permissions, approvals and exemptions required under the Order, EU-OPS, the EASA Air Operations Regulation and under the Operation of Air Services in the Community Regulations 2009 in connection with the operation of aircraft and the carriage of dangerous goods; and,
- iii) the functions conferred on it by or under the Civil Aviation Act 1982 in connection with safeguarding the health of persons on board aircraft.

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 17 March 2017 determining the charges to be paid to the CAA in connection with the performance by the CAA of functions with respect to the certification of operators of aircraft and the granting of permissions, approvals and exemptions in connection with the carriage of dangerous goods 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Scheme were an enactment and as if the Scheme of 17 March 2017 revoked by paragraph 1.1 above was an enactment thereby repealed.

2 CHARGES INDEX

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3 AOC/PAOC APPLICATION CHARGES

3.1 Grant of an AOC or PAOC

3.1.1 Application

Applicants for the grant of an AOC or PAOC must pay for the investigations required by the CAA. Except for certain applications described in paragraphs 3.1.4 to 3.1.6, when alternative charges apply, an applicant must pay an application charge. The application charge comprises:

- a basic charge; and
- in certain cases, an additional charge.

3.1.2 Basic charge

- The basic charge is payable when the application is submitted and is determined by reference to the aircraft type(s) included in the application. Each aircraft type fits within a category specified in Column 1 of Table 1, which determines the appropriate charges as specified in Columns 2 and 3.

- The charge is calculated using the formula: Charge (£) = £a + (£b1 + £b2 + £bn) where:

a = Basic charge for the heaviest aircraft type in the applicant's application, determined by reference to Column 2 of Table 1; and

b = Charge for each additional aircraft type in the same application for the 1st to nth additional aircraft types, determined by reference to Column 3 of Table 1

Table 1

Category of aircraft	Heaviest type	Additional type
Column 1	Column 2	Column 3
Single engine aeroplanes	£6,726	£1,416
Aeroplanes not above 5,700 kg	£9,912	£1,947
Aeroplanes between 5,700 kg and 40,000 kg	£17,877	£4,602
Aeroplanes above 40,000 kg	£22,125	£6,726
Single engine helicopters	£7,257	£1,947
Multi-engine helicopters operating onshore	£9,027	£2,124
Multi-engine helicopters operating offshore	£14,337	£3,186
Airships	£9,027	£2,124
Any aircraft type where grant of a PAOC is sought	£6,195*	£531*

* If the PAOC applicant already holds an AOC, this charge will be reduced by 50%.

3.1.3 Additional charge

- An additional charge is payable for the grant of an AOC or PAOC if the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application.
- Each aircraft type fits within a category specified in Column 1 of Table 2, which determines the standard hours for that application specified in Columns 2 and 3 of Table 2.
- The additional charge payable for each hour expended by the CAA in excess of the standard hours is £177. If the total cost of any investigations made by the CAA exceeds the basic charge for the application, a charge of such amount as may be decided and invoiced by the CAA, having regard to the expenses incurred by it in making the investigations, the additional charge payable on demand shall not exceed a maximum per year, or part of the year, in which the investigations are carried out, of four times the total basic charge for the application by reference to Tables 1 and 2. Any excess hour charges will be invoiced by the CAA in arrears to the applicant and will be payable on demand.

- The additional charge is calculated using the following formula:

Additional charge (£) = (c hours – total standard hours) x £r/hour where

c = Total hours expended by the CAA in dealing with the application; and

r = CAA charge rate per hour, being £177

and

Total standard hours = d + (e1 + e2 + en) hours where:

d = The standard hours for the heaviest aircraft type in the application, determined by reference to Column 2 of Table 2; and

e = The standard hours for each additional aircraft type in the same application for the 1st to nth additional aircraft types, determined by reference to Column 3 of Table 2.

Table 2

Category of aircraft	First type (Standard hours)	Additional type (Standard hours)
Column 1	Column 2	Column 3
Single engine aeroplanes	38	8
Aeroplanes not above 5,700 kg	56	11
Aeroplanes between 5,700 kg and 40,000 kg	101	26
Aeroplanes above 40,000 kg	125	38
Single engine helicopters	41	11
Multi-engine helicopters operating onshore	51	12
Multi-engine helicopters operating offshore	81	18
Airships	51	12
Any aircraft type where grant of a PAOC is sought	35	3

3.1.4 Charge for A-A AOC

When an application is made for the grant of an A-A AOC for aircraft where the MTWA does not exceed 5,000 kg, the charge shall be the greater of:

- £276; or
- £92 for each month of validity applied for.

3.1.5 Charge for Restricted A-B AOC

When an application is made for the grant of a Restricted A-B AOC, the applicant shall pay a charge that is the greater of:

- £621; or
- £207 for each month of validity applied for.

A Restricted A-B AOC is one which is subject to restrictions which include:

- Day Visual Flight Rules (VFR) only;
- Only single-engine piston aircraft to operate under the AOC;
- All aircraft MTWA on the AOC fleet is less than 2,000 kg;
- A-B operations restricted to points within mainland UK.

3.1.6 Charge for Balloon operators

When an application is made for the grant of a Balloon AOC, the relevant charge in paragraph 5.2.1 is payable.

For the purposes of this Scheme, 'grant' will apply to new applications and to applications from previous Balloon AOC holders where their previously held certificate has lapsed for more than 6 months.

3.2 Charge on application for variation of an AOC or PAOC**3.2.1 Application**

Except for certain applications described in paragraphs 3.2.4 to 3.2.10, where different charges apply, an applicant applying for a variation of its AOC or PAOC must pay an application charge for the investigation required by the CAA before the AOC or PAOC will be varied. The application charge comprises:

- a basic charge (under paragraph 3.2.2); and
- in certain cases, an additional charge (under paragraph 3.2.3).

3.2.2 Basic charge

The basic charge is payable when the application is submitted and is determined by reference to the aircraft type(s) included in the application and the type of variation. Each aircraft type contained in the application fits within a category specified in Column 1 of Table 3, which determines the appropriate charges specified in Columns 2, 3 and/or 4 for the following types of variation:

Column 2: Specification of an additional aircraft type on an AOC or PAOC;

Column 3: Change of substantive operating region(s) or any substantive route;

Column 4: Addition or amendment of a temporary operating region or route concerning each aircraft type within the application.

NOTE 1: A variation application will always have to be made to the CAA to add an aircraft type/variant/model to an AOC/PAOC. A variation application charge as shown in Column 2 of Table 3, will only apply if the additional aircraft type/variant/model required to be approved by the CAA does not already fall under an EASA Type Certificate Data Sheet (TCDS) (aeroplanes) or under an EASA Type Rating and Licence Endorsement (helicopters) relating to aircraft already approved by the CAA to operate under the AOC/PAOC, otherwise, no charge will be payable.

Table 3

Category of aircraft	Additional aircraft types	New region/ substantive region or route	Temporary region or route
Column 1	Column 2	Column 3	Column 4
Single engine aeroplanes	£3,717	£1,416	£531
Aeroplanes not above 5,700 kg	£5,664	£1,593	£531
Aeroplanes between 5,700 kg and 40,000 kg	£10,620	£2,124	£708
Aeroplanes above 40,000 kg	£12,213	£2,124	£708
Single engine helicopters	£3,186	£2,124	£708
Multi-engine helicopters operating onshore	£3,717	£2,478	£885
Multi-engine helicopters operating offshore	£5,310	£3,186	£1,062
Airships	£5,133	n/a	n/a
Any aircraft type operated under a PAOC	£3,186*	(Refer to paragraph 3.2.10)	

* This charge will be reduced by 50% if:

- the PAOC application is made simultaneously with an application for the variation of an AOC in respect of the same aircraft type(s); or
- the PAOC applicant also holds an AOC already specifying the relevant aircraft type(s).

3.2.3 Additional charge

- An additional charge is payable for the variation of an AOC or PAOC where the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application.
- The additional charge is dependent on the aircraft type(s) included in the application and the type of variation. Each aircraft type fits within a category specified in Column 1 of Table 4, which determines the appropriate standard hours specified in Columns 2, 3 and/or 4 of Table 4 for the following types of variation:
 - Column 2: Specification of additional aircraft types on an AOC;
 - Column 3: Change of substantive operating region(s) or any substantive route;
 - Column 4: Addition or amendment of a temporary operating region or route.

- c) The additional charge payable for each hour expended by the CAA in excess of the standard hours is £177. If the total cost of any investigations made by the CAA exceeds the basic charge for the application, a charge of such amount as may be decided and invoiced by the CAA having regard to the expenses incurred by it in making the investigations, the additional charge payable on demand shall not exceed a maximum per year, or part of the year, in which the investigations are carried out, of twice the total basic charge for the application by reference to Tables 3 and 4. Any excess hour charges will be invoiced in arrears to the applicant and will be payable on demand.

- d) The additional charge is calculated using the following formula:

$$\text{Additional charge (£)} = (c \text{ hours} - \text{total standard hours}) \times \text{£r/hour}$$

where

c = Total CAA hours expended by the CAA in dealing with the application; and

r = CAA charge rate per hour, being £177

and

Total standard hours = $(d1 + d2 + \dots + dn) + (e1 + e2 + \dots + en) + (f1 + f2 + \dots + fn)$ hours where

d = The standard hours for each category of aircraft affected by the additional types within the variation application, determined by reference to Column 2 of Table 4;

e = The standard hours for each category of aircraft affected by the addition of a new operating region or a change to the substantive operating region(s) or any substantive route specified in the variation application, determined by reference to Column 3 of Table 4; and

f = The standard hours for each category of aircraft affected by an addition or amendment to a temporary operating region or a temporary route, determined by reference to Column 4 of Table 4.

Table 4

Category of aircraft	Additional aircraft types (standard hours)	New region/ substantive region or route (standard hours)	Temporary region or route (standard hours)
Column 1	Column 2	Column 3	Column 4
Single engine aeroplanes	21	8	3
Aeroplanes not above 5,700 kg	32	9	3
Aeroplanes between 5,700 kg and 40,000 kg	60	12	4
Aeroplanes above 40,000 kg	69	12	4
Single engine helicopters	18	12	4
Multi-engine helicopters operating onshore	21	14	5
Multi-engine helicopters operating offshore	30	18	6
Airships	29	n/a	n/a
Any aircraft type operated under a PAOC	18	(Refer to paragraph 3.2.10)	

3.2.4 AOC/PAOC operators under merger/takeover

- 3.2.4.1 Subject to paragraph 3.2.4.2, where an AOC/PAOC holder applies to merge its operations with or take over the operations of another AOC/PAOC holder, the applicant shall pay:

- a) an initial charge of £1,239; plus