

**CAA Scheme of Charges
(Airworthiness, Noise Certification and
Aircraft and Aircraft Engine Emissions)**

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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:

- i) those conferred on it by or under the Order, Part-21, Part-145 and Part-M with respect to the airworthiness and maintenance of aircraft;
- ii) those conferred on it by or under the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order 2008 and Part-21 with respect to the noise certification of aircraft;
- iii) those conferred on it by or under the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order 2008 and Part-21 with respect to the emissions certification of types of aircraft and engines;
- iv) those of issuing aircraft type certificates, engine type certificates and certificates of airworthiness for export with respect to aircraft;
- v) making available information received by it pursuant to its function of receiving in pursuance of the Order reports of incidents and of defects in or malfunctioning of an aircraft or any part of the aircraft or of its equipment.

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 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Scheme were an enactment and as if the Scheme of 17 March 2017, revoked by paragraph 1.1 above was an enactment thereby repealed.

2 CHARGES INDEX

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

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3 CHARGES FOR CERTIFICATION UNDER THE AIR NAVIGATION ORDER AND THE AIR NAVIGATION (ENVIRONMENTAL STANDARDS FOR NON-EASA AIRCRAFT) ORDER 2008 AND UNDER PARTS M, 21 OR 145 WHERE THE UK CAA IS THE COMPETENT AUTHORITY RELATING TO AIRWORTHINESS

3.1 Aircraft type certificates / approvals

3.1.1 On making an application for the issue or variation of an aircraft type certificate or approval for a non- EASA aircraft, the applicant shall pay to the CAA for the investigations required by the CAA or in respect of the expense incurred by it in carrying out investigations in connection with the application, a charge of £3,252 per 500 kg, or part thereof, of the maximum weight of the aircraft.

3.1.2 If the total cost of the investigations made by the CAA exceeds the above initial application charge, then excess hourly charges will be levied on the applicant, in accordance with paragraph 4.5 below, but not exceeding £32,500 per 500 kg or part thereof of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

3.2 Noise type certificate investigations

3.2.1 On making an application or relevant application for the issue or variation of a noise type certificate under the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order in respect of:

- a) a non-EASA prototype aircraft, the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £84,300 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge;
- b) noise value investigations carried out on a non-EASA aircraft, the applicant shall pay to the CAA a charge of £475.

3.2.2 Where application is made for the issue of an individual noise certificate for an EASA aircraft under Part-21 independently of the certificate of airworthiness, then the applicant shall pay to the CAA a charge of £109.

3.3 Certificates of airworthiness and airworthiness review certificates (ARC)

For the purpose of this Scheme, reference to a 'certificate of airworthiness' under Part-21 shall also include a 'restricted certificate of airworthiness' under that Part.

3.3.1 Prototype aircraft

On making an application for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order that shall be non-expiring plus the issue of a national ARC, the applicant shall pay to the CAA:

- a) an application charge as specified in Column 3 of Table 1;
- b) a charge as specified in Column 3 of Table 2 for the issue of a national ARC; and
- c) where the cost of the investigations exceeds the application charge, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations (see paragraph 4.5), but not exceeding the corresponding amount as specified in Column 4 of Table 1, for any year or part of the year during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

Table 1 Prototype investigatory charges

Ref	Prototype non-EASA aircraft	Application charge	Maximum liability per year or part year
Col. 1	Column 2	Column 3	Column 4
A	A glider or a balloon	N/A	£18,670
B	A helicopter or a powered lift (tilt rotor) aircraft	£536 per 500 kg or part thereof	£86,600 per 500 kg or part thereof
C	Any other aircraft	£134 per 500 kg or part thereof	£32,070 per 500 kg or part thereof

Table 2 Prototype national ARC charges

Ref	Prototype non-EASA aircraft	National ARC charge
Col. 1	Column 2	Column 3
A	A glider or a balloon	£114
B	A helicopter or a powered lift (tilt rotor) aircraft, of maximum weight not exceeding 2,730 kg	£57 per 500 kg or part thereof
C	An aircraft of maximum weight not exceeding 2,730 kg other than a glider, a helicopter or a powered lift (tilt rotor) aircraft	£29 per 500 kg or part thereof
D	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£160 per 500 kg or part thereof
E	An aircraft of maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£62 per 500 kg or part thereof

NOTE 1: Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of its maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the national ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 2: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the national ARC issue through payment of the annual charge within the Air Operator's Certification Scheme of Charges.

3.3.2 Series aircraft

3.3.2.1 Non-EASA and EASA aircraft

a) Gliders and Balloons

On making an application in respect of a series aircraft for the issue of a national certificate of airworthiness pursuant to the Order or for the issue of an EASA certificate of airworthiness pursuant to Part-21, that shall be non-expiring plus the issue of a national or EASA ARC, the applicant shall pay to the CAA charges as specified in Column 2 of Table 3 and the validity charge as specified in Column 3 of Table 3.

Table 3

Series – Gliders and Balloons Application	Application charge	Validity charge
Column 1	Column 2	Column 3
Glider	£134	£113
Balloon	£134	£113



b) Aircraft other than Gliders and Balloons

On making an application in respect of a series aircraft for the issue of a national certificate of airworthiness pursuant to the Air Navigation Order or for the issue of an EASA certificate of airworthiness pursuant to Part-21, that shall be non-expiring plus the issue of a national or EASA ARC, the applicant shall pay to the CAA, for each 500 kg, or part thereof, of the maximum weight of the aircraft, the application charge specified in Column 3 of Table 4 and the validity charge as specified in Column 4 of Table 4.

Table 4

Ref	Series – Aircraft other than Gliders and Balloons	Application charge	Validity charge
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg	£536	£56
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£134	£29
C	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£536	£160
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft	£134	£62
E	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£536	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£134	N/A

In the case of an application for the issue of a certificate of airworthiness and an initial national or EASA ARC for an aircraft, where the cost of the CAA's investigations exceeds the application charge payable under sub-paragraphs 3.3.2.1 a) and b), the applicant shall pay to the CAA a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,500 for any year or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 3 Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the ARC for the aircraft, the operator shall pay the CAA a charge for the unexpired portion of the air operator's certificate, calculated in accordance with the charges specified in Table 4 above.

NOTE 4: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft, shall be charged for the ARC issue through payment of the annual charge within the CAA Air Operator and Police Air Operator Certification Scheme of Charges.

NOTE 5: Where an applicant requests the CAA to issue a temporary Permit to Fly for an aircraft that has never held a Certificate of Airworthiness issued by the CAA, the applicant will also be required to apply for and pay in full the Certificate of Airworthiness investigation charge and applicable portion of the ARC charge.

3.3.3 ARC issues or extensions

3.3.3.1 National ARC issues or extensions for non-EASA aircraft

a) Gliders and Balloons

On making an application for the issue or extension of a national ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in Table 5.

Table 5 Non-EASA aircraft

National ARC – Gliders and Balloons	Charge
Column 1	Column 2
Glider	£113
Balloon	£113

b) Aircraft other than Gliders and Balloons

On making an application for the issue or extension of a national ARC for a further period of validity, the applicant shall pay to the CAA the charge as specified in Table 6 for each 500 kg, or part thereof, of the maximum weight of the aircraft for each complete year of validity in respect of the certificate of airworthiness.

Table 6 Non-EASA aircraft

Ref	National ARC – Aircraft other than Gliders and Balloons	Charge per 500 kg or part thereof	
		Recommended by an appropriately CAA-approved organisation	Direct application to the CAA
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg.	£56	£81 plus an additional investigatory charge (see Note 6)
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£29	£54 plus an additional investigatory charge (see Note 6)
C	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate.	£160	£200 plus an additional investigatory charge (see Note 6)
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft.	£62	£86 plus an additional investigatory charge (see Note 6)

NOTE 6: In the case of an application for the issue of a national ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in Column 4 of Table 6, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,500 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 7: Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the national ARC for the aircraft, the operator shall pay the CAA for the

unexpired portion of the certificate in accordance with the charges specified above.

NOTE 8: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the national ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

3.3.3.2 EASA ARC issues or extensions for EASA aircraft

a) Gliders and Balloons

On making an application for the issue or extension of an EASA ARC for a further period of validity, the applicant shall pay to the CAA the charge specified in Table 7.

Table 7 EASA aircraft

Ref	EASA ARC – Gliders and Balloons	Charge
Col.1	Column 2	Column 3
A	Direct application received by the CAA from the owner or operator of a glider or balloon where the applicant requests that the CAA carries out the airworthiness review itself, the applicant shall pay:	£113 plus an additional investigatory charge (see Note 9)
B	An application received by the CAA from the owner or operator of a glider or balloon where the approved CAMO recommends that the CAA issues an EASA ARC for a further period, the applicant shall pay:	£54
C	Notification to the CAA from the approved CAMO that the CAMO has issued or extended an EASA ARC of a glider or balloon for a further period, or where the approved AMO has issued an EASA ARC in respect of an ELA 1 aircraft not involved in commercial operations, the CAMO/AMO/owner shall pay: i) if the CAMO or AMO (see Note 10 below) uses the CAA ARC on-line system; or ii) if the CAMO or AMO (see Note 10 below) does not use the CAA ARC on-line system	 £23 £25

NOTE 9: In the case of an application for the issue of an EASA ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified for Ref. A in Table 7, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,500 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 10: In the case of a Part-145 or Part-M Subpart F maintenance organisation performing an annual inspection contained in the maintenance programme relating to ELA1 aircraft not involved in commercial operations, the approval holder, if appropriately approved by the CAA, may perform the airworthiness review and, subject to this being satisfactory, issue the corresponding ARC and send a copy to the CAA.

b) Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons

Where a CAMO is approved to issue or extend an EASA ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an EASA ARC, the CAMO shall pay to the CAA the appropriate charge specified in Column 3, 4 or 5 of Table 8 for each 500 kg, or part thereof, of the maximum weight of the aircraft.

On making an application to the CAA for the issue of an EASA ARC, the applicant shall pay to the CAA the charge specified in Column 6 of Table 8 for each 500 kg, or part thereof, of the maximum weight of the aircraft as appropriate.

Table 8 EASA aircraft

Ref	EASA ARC – Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		ARC issued/ extended by CAMO or issued by AMO (See Note 12)		ARC recommended by CAMO	Airworthiness review by CAA
		on-line	Not on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight not exceeding 2,730 kg, the CAMO / applicant shall pay:	£56	£62	£62	£81 plus an additional investigatory charge (see Note 11)
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight not exceeding 2,730 kg, the CAMO / applicant shall pay:	£28	£31	£31	£54 plus an additional investigatory charge (see Note 11)

NOTE 11: In the case of an application for the issue of an EASA ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that shown for Ref. A or Ref. B in Table 8, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,500 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 12: In the case of a Part-145 or Part-M Subpart F maintenance organisation performing an annual inspection contained in the maintenance programme relating to ELA1 aircraft not involved in commercial operations, the approval holder, if appropriately approved by the CAA, may perform the airworthiness review and, subject to this being satisfactory, issue the corresponding ARC and send a copy to the CAA.

c) Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons

Where a CAMO is approved to issue or extend an EASA ARC for a further period or where the CAMO recommends to the CAA for the CAA to issue an EASA ARC, the CAMO shall pay to the CAA the appropriate charge specified in Column 3, 4 or 5 of Table 9 for each 500 kg, or part thereof, of the maximum weight of the aircraft as appropriate.

On making an application to the CAA for the issue of an ARC, the applicant shall pay to the CAA the charge specified in Column 6 of Table 9 for each 500 kg, or part thereof, of the maximum weight of the aircraft.

Table 9 EASA aircraft

Ref	EASA ARC – Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		ARC issued/ extended by CAMO		ARC recommended by CAMO	Airworthiness review by CAA
		on-line	Not on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / applicant shall pay:	£160	£176	£176	£200 plus an additional investigatory charge (see Note 13)
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft, having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / applicant shall pay:	£62	£68	£68	£86 plus an additional investigatory charge (see Note 13)

NOTE 13: In the case of an application for the issue of an EASA ARC where the airworthiness review is to be carried out by a CAA staff member, the applicant shall pay to the CAA an additional charge to that specified in Column 4 of Table 9, of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £43,500 for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

NOTE 14: Where the operator of an over 40,000 kg aircraft states in the application that the aircraft, regardless of maximum weight, is to be operated under an air operator's certificate and subsequently that aircraft ceases to be operated under the air operator's certificate whilst continuing to maintain the EASA ARC for the aircraft, the operator shall pay the CAA for the unexpired portion of the certificate in accordance with the charges specified above.

NOTE 15: All aircraft, regardless of weight, operated under an air operator's certificate where the operator operates over 40,000 kg aircraft shall be charged for the EASA ARC issue through payment of the annual charge within the air operator's certification scheme of charges.

NOTE 16: Where an EASA aircraft transfers onto the UK G-Register and holds an unexpired EASA ARC that has been issued by another EASA NAA or approved CAMO, the UK CAA will (on application by the operator or owner) amend the original EASA ARC to reflect the new G-registration mark and re-issue the certificate of airworthiness and noise certificate, if applicable. An associated charge is payable to the CAA for such an application which will relate to the relevant charge as shown under paragraphs 3.3.3.2 a) – c) above but will be reduced to be proportional to the unexpired clear months remaining to the EASA ARC expiry date.

3.3.4 Subsequent issue

3.3.4.1 On making an application for the issue of a certificate of airworthiness and an ARC in respect of an aircraft when the aircraft has previously held an EASA or national certificate of airworthiness issued by the CAA and the aircraft is returning to the UK register, or where the aircraft has remained on the UK register and the EASA or national certificate of airworthiness has previously been revoked, the applicant shall pay to the CAA a charge equivalent to the charge or charges which would be due if that application were an application for the first issue of a certificate of airworthiness.