

**CAA Scheme of Charges
(Personnel Licensing)**

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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) certification and licensing flight crew of aircraft, aircraft maintenance engineers, air traffic controllers, radio operators and flight information service officers;
- ii) approving and certifying aviation training organisations and schools and courses of training for flight crew licences and aircraft maintenance engineers licences and persons to provide such courses;
- iii) authorising and certifying persons to conduct examinations or tests and to sign certificates of test or experience or revalidation for flight crew licences;
- iv) granting exemptions and derogations in relation to flight and cabin crew personnel licensing;
- v) approving and certifying flight simulators;
- vi) granting of accreditation to an awarding organisation for a national qualification for a UK Part-66 aircraft maintenance licence;
- vii) approving of awarding organisations for the accreditation of a national qualification for a UK Part-66 aircraft maintenance licence;
- viii) approving and certifying schools for the training of air traffic controllers;
- ix) certification of aeromedical examiners, and centres and medical training courses.

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 29 April 2021 determining the charges to be paid to the CAA in connection with the performance by the CAA with respect to the above 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 29 April 2021 revoked by paragraph 1.1 above was an enactment thereby repealed.

NOTE 1: Section 17 contains a list of definitions for the abbreviations used within this Scheme.

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3 FLIGHT CREW LICENCES

3.1 Conversion of a National UK Pilot Licence to a UK Part-FCL 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 a UK Part-FCL Pilot Licence: Limited validity National UK licence:	
	aa)	Professional Pilot's Licence	£150
	bb)	Private Pilot's Licence (excluding LAPL(A) and (H))	£79
	ii)	Unlimited validity National UK Private Pilot's Licence (LAPL(A) and (H))	£71
b)		Conversion of a National Private Pilot's Licence (NPPL) to an EASA Light Aircraft Pilot Licence (LAPL)	£43

3.2 Conversion of a BGA Glider Certificate to a 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	£44
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.	£55

3.3 Replacement of a JAR Pilot Licence with a UK Part-FCL Pilot Licence or replacement of an EASA formatted Part-FCL Pilot Licence with a UK formatted Part-FCL Pilot Licence

When making an application to replace a JAR Pilot Licence with a UK Part-FCL Pilot Licence, or an application to replace an EASA formatted Part-FCL Pilot Licence with a UK formatted Part-FCL 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	£150
	ii)	Private Pilot's Licence	£79

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 UK Part-FCL 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 £39.

3.5 Initial grant of National UK or UK Flight Crew Licences

When making an application for the initial grant of a National UK or UK 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 UK 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	£263
b)	Balloon or Sailplane Licence	1	£166
c)	Private Pilot's Licence (except d) to f) below)		£202
d)	LAPL (Aeroplane), (Helicopter), (Balloon) or (Sailplane)	1	£166
e)	PPL (Balloons and Airships)		£202
f)	PPL (Gyroplanes)		£183
g)	Flight Radiotelephony Operator's Licence	2	£79
h)	NPPL (Aeroplane)	3	£55
i)	NPPL (Helicopter) (for an applicant who already holds an UK Helicopter licence)		£55
j)	NPPL (Helicopter) (for an applicant who does not already hold an UK Helicopter licence)		£166

NOTE 1: Including an initial type/class rating and instrument rating if included in the application. This does not apply to initial licence issue applications that include a transfer of type application or upgrade applications where the type/class rating is not already on the licence.

NOTE 2: Except where the applicant is the holder of a licence issued by the UK CAA to act as pilot, flight navigator or flight engineer. This fee is also applicable for a renewal when the applicant is not the holder of a licence issued by the UK CAA to act as pilot, flight navigator or flight engineer.

NOTE 3: 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 aeroplanes (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	£150
b)	Private Pilot's Licence	£79

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 £47.

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	£131	£96	£96
b)	Professional Pilot's Licence or Private Pilot's Licence	A special conditions certificate under Part-FCL 700(b), 900(b) or 1000(b)	£131	£96	£96
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	£131	£96	£96
d)	Professional Pilot's Licence or Private Pilot's Licence	An instrument rating (aeroplanes) or instrument rating (helicopters)	£131	£96	£96
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	£42	£42	£42
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	£42	£42	£42
g)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	Any other rating, qualification or instructor certificate not shown above	£131	£96	£96

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

When making an application for an exemption under Article 71 of UK Regulation (EU) 2018/1139 as retained (and amended) in UK domestic law under the European Union (Withdrawal) Act 2018 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

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	£58
b)	Exemption under Article 71 of Regulation UK (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	£58 £163 £163
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	£58 £29

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	£118
b)	Verification of licence documents for overseas, or for UK, validation	£47
c)	Verification of an individual's licence details and history	£47

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	£288
b)	For the theoretical knowledge examinations for the Instrument Rating or the CPL or the ATPL	£75
c)	For any other ground examination	£54

- 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 £2,330. 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 a paper or online examination 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	£137
b)	For the transfer or amendment of fees or when an examination has been rearranged at the request of the applicant	£30
c)	For the issue of a duplicate or replacement examination result notification or duplicate confirmation of booking	£30

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.	£218
b)	Prior to entry on a flying instructor or a flight instructor (restricted) course of training	£218
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	£218

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 overleaf.

(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.

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	£850
ii)	In the case of an application which is for the purpose of completing a partial pass awarded to the applicant	£578
b)	For a proficiency check conducted in an aircraft or flight simulator for a class or type rating or instrument rating	£218
c)	For a skill test conducted in an aircraft or flight simulator for the issue of a PPL or an IMC rating	£211
d)	For a proficiency check conducted in an aircraft or flight simulator for an IMC rating	£218
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	£197

3.13.1.2.2 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 £4,580.	£4,580 (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 £1,180. The invoice is payable on demand.	£1,180 (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	£196
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	£196

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	£336
b)	One extension to the validation of a licence	£168
c)	Variation of a certificate of validation	£58

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 £23 to update and re-issue the flight crew licence.

NOTE 4: 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 withintables 1, 2 or 3 above.

3.16 **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, the applicant shall pay to the CAA a fixed charge of £47. 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

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	£1,201	£1,201	£351
	ii)	IRE	£1,201	£1,201	£351
	iii)	Class or type and instrument rating examiner (CRE, TRE, SFE)	£1,777	£1,777	£486
	iv)	Senior Examiner (SE) (Revalidation examiner)	£1,201	£1,201	N/A
	v)	Additional type or class where a test is not required	£161	£161	£161
b)		Aircraft Certified for Multi Pilot Operation (excluding Balloons and Airships):			
	i)	TRE/ SFE	£1,491	£1,491	£440
	ii)	IRE	£1,491	£1,491	£440
	iii)	TRE/SFE and IRE	£1,777	£1,777	£486
	iv)	Senior Examiner (SE) (Revalidation Examiner)	£1,491	£1,491	N/A
	v)	Additional type or class where a test is not required	£161	£161	£161
c)		Balloons or Airships:			
	i)	TRE (Balloons or Airships)	£251	£251	£83

4.1.1.2 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 overleaf.

Table 17

Ref	Sub-ref	Description	Charge
a)		For certification or re-certification as a FIE	£846
b)		For authorisation or re-authorisation as a TRE(E)	£1,491
c)		For certification or re-certification as a FE for the PPL	£366
d)		For certification or re-certification as a FE for the Professional Pilot's Licence	£1,154
e)		For certification or re-certification as a GR examiner for the PPL, LAPL or NPPL	£129
f)		A Flight Radiotelephony examiner for a Radiotelephony Operator's Licence:	
	i)	for certification	£348
	ii)	for re-certification	£259
g)		Senior Radiotelephony Examiner:	
		Application for privilege	£348
		Application for revalidation	£259
		Re-issue of an RT privilege or revalidation	£49
h)		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	£1,491

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 £49.

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	£571
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	£1,491
		bb) for a single pilot aeroplane or helicopter	£571
	ii)	an observation is not conducted by the CAA:	
		aa) for simulated instrument flight	£366



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	£366
b)		For a MCCI authorisation;	
	i)	where the observation is carried out by the CAA	£366
	ii)	where the observation is carried out by a person authorised by the CAA for this purpose	£218
c)		For a supervising MCCI authorisation	£846
d)		In the case of a one-off approval for training in simulated instrument flight	£123
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	£1,491
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	£366

NOTE 5: 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 £49.

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 £682.

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

When making an application for certification to instruct on UK training courses at venues outside of the UK, 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	£1,491
b)	Where the CAA does not carry out the test	£131

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)		To be observed for the issue of a three-year CRMIE authorisation:	
	i)	where the observation required for the issue, revalidation or renewal of the authorisation is carried out by a CRMIE	£148
	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	£1,201
b)		To be observed by an employee of the CAA for the issue, revalidation or renewal of a three-year CRMIE authorisation	£1,491
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	£148

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

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

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 £186 per hour, but not exceeding £5,859 (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.	£1,488 (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.	£1,488

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 £7,729 and an annual continuation charge payable on 1 April of £5,859. The CAA will raise an invoice on the approval 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	£18,656	£4,664
b)	For an initial evaluation of a FTD for initial qualification	£9,328	£3,348
c)	For a special evaluation, pursuant to EASA Aircrew Regulation Part-ORA.FSTD.110, of a FFS or FTD	£3,348	N/A
d)	For the oversight of an FSTD recurrent evaluation conducted on behalf of the CAA by another NAA, under a Bilateral Aviation Safety Agreement (BASA)	N/A	£2,235

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.

For operators making application for a UK approval where an equivalent EASA approval is already held, the operator can apply for a recurrent evaluation and pay the annual continuation fee shown in table 23. The CAA will perform the same tasks as a recurrent evaluation, however an initial UK approval certificate shall be issued.

- 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 £186 per hour but not exceeding £38,360 in any year or part of a year during which the investigations are carried out. The invoice is payable on demand.
- b) Where the US/UK Bilateral Aviation Safety Agreement / Simulator Implementation Procedures (BASA/SIP) requires the CAA to carry out additional evaluation work to ensure that the Special Conditions within the BASA/SIP have been satisfied, 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 £186 per hour but not exceeding £38,360 in any year or part of a year during which the investigations are carried out. The invoice is payable on demand.

5.2 Flight and Navigation Procedure Trainer (FNPT) and Basic Instrument Training Device (BITD)

- 5.2.1 When making an application specified in table 24, the applicant shall pay to the CAA a charge in accordance with that table subject to any resultant additional charges under paragraph 5.2.2 below.

Table 24 overleaf.

Table 24

Ref	Description	Initial evaluation charge	Annual continuation charge
a)	For the evaluation of a FNPT I for qualification	£4,343	£990
b)	For the evaluation of a FNPT II or III for qualification	£8,048	£1,815
c)	For the evaluation of a FNPT II MCC or III MCC for qualification	£10,489	£2,617
d)	For the evaluation of a BITD for qualification	£4,343	£990

An annual continuation charge in accordance with table 24 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.

For operators making application for a UK approval where an equivalent EASA approval is already held, the operator can apply for a recurrent evaluation and pay the annual continuation fee shown in table 24. The CAA will perform the same tasks as a recurrent evaluation, however an initial UK approval certificate shall be issued.

5.2.2 Additional charge

Additional charges shall be payable by the applicant or holder of an FNPT or BITD qualification where the cost of processing the application for qualification of a device or the oversight costs of the FNPT/BITD qualification in any one year exceeds the fixed initial application charge or the fixed renewal or continuation charge shown under table 24.

Any additional charges payable will be at the rate of £186 for each hour incurred and will be invoiced in arrears. The total charge payable under any application for qualification or qualification oversight in any one year will not exceed £22,720. The invoice is payable on demand.

5.3 FSTD operators

When making an application or in the circumstances specified in table 25, the applicant shall pay to the CAA a charge calculated in accordance with that table:

Table 25

Ref	Description	Charge
a)	When a Compliance Monitoring System audit has been scheduled to take place by the CAA, in order to determine compliance with the requirements under the EASA Aircrew Regulation, Part - ORA payable on application or on demand. (In certain cases, an additional charge, as described in paragraph 5.5 may become payable.)	£2,790
b)	For an FSTD operator to carry out an FSTD evaluation under Extended Evaluation Privileges (EEP), pursuant to the EASA Aircrew Regulation Part-ORA.FSTD.225, for continued qualification.	£814
c)	For the CAA to observe a proposed Technical Inspector or Flight Inspector for the purposes of conducting evaluations under EEP. payable on application or on demand.	£2,002 per person



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