

Official Record Series 5

United Kingdom
Civil Aviation Authority



CAA Scheme of Charges

No: 395

(Operating Licences, Air Transport
Licences, Foreign Registered Aircraft
Operating Permits, Third Country Operator
Certificates, Alternative Dispute Resolution
Scheme and Scarce Capacity Allocation
Certificates)

Publication Date: 17 March 2022

Commencement Date: 01 April 2022

The Civil Aviation Authority (the CAA), pursuant to Section 11 of the Civil Aviation Act 1982 and after consulting with persons likely, in its opinion, to be affected by the charges and with the Secretary of State, hereby makes a Scheme for charges to be paid in connection with the grant of Operating Licences, Air Transport Licences, Foreign Registered Aircraft Operating Permits, Third Country Operator Certificates, Alternative Dispute Resolution Scheme Provider and Scarce Capacity Allocation Certificates.

1 REVOCATION

- 1.1 The Scheme of Charges for Operating Licences, Air Transport Licences and Scarce Capacity Allocation Certificates published by the CAA on 15 March 2021 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 it were an Act of Parliament and as if the Scheme of 15 March 2021 revoked by sub-paragraph 1.1 above was an Act of Parliament thereby repealed.

2 CHARGES

- 2.1 On making application to the CAA for an Operating Licence or an Air Transport Licence, or the specified exemption as shown, the applicant shall pay to the CAA the relevant charge in Table 1:

Table 1

Line	Fixed Charges	Charge
1	Application for, or a licence resubmitted for, approval of a Type A Operating Licence/Air Transport Licence	£16,460
2	Application for, or a licence resubmitted for, approval of a Type B Operating Licence	£1,976
3	Exemption to allow the use of UK registered aircraft in the UK by non-UK carriers	£116
4	Air Travel Organisers' Exemption	£116

- 2.1.1 Without prejudice to the terms of charge in 2.1.2 below, where the cost of assessing an application for an approval set out in Table 1 Line 1 and Line 2 exceeds the fixed charge, the applicant will pay on demand (and before the CAA assessment continues) £186 per hour up to a maximum of (a) £72,050 for Type A licences and (b) £16,460 for Type B licences.
- 2.1.2 When the circumstances of the application for an approval under Table 1 Line 1 or Line 2 lead the CAA to consider it needs to instruct professional advisors (legal, accountancy, financial and other professional services) in order to assess the applicant or its group in order to consider whether the application can be granted or an existing licence holder continue to retain, an Operating Licence, the CAA will charge the applicant the amount of those professional service fees including any associated irrecoverable VAT. The CAA will invoice the applicant and the invoice will be payable on demand. The CAA will seek to consult with the applicant or licence holder in undertaking that instruction.
- 2.2 Except as set out in paragraph 2.3 below, variable charges are payable by the holder of the licence to the CAA in respect of each month during which an Operating Licence or an Air Transport Licence is in force. These are calculated on the basis of passenger and tonne kilometres flown pursuant to the licence during that period, multiplied by the rate applicable to each category. The charge for each month will be the sum of the two amounts based on the rates as specified in Table 2:

Table 2

Variable Charges	
(1) per 1,000 passenger-kilometres flown pursuant to the licence	(2) per 1,000 cargo tonne-kilometres flown pursuant to the licence
Applicable rate: 0.61 pence	Applicable rate: 3.07 pence

- 2.3 No variable charge is payable:
- in respect of any flight of a description specified in an Instrument made under section 64(2)(a) of the Civil Aviation Act 1982 and in force in accordance with section 64(3) of that Act, except where the flight is between points both of which are within the area consisting of the Channel Islands and the Isle of Man; or
 - in respect of any flight on which no passengers or cargo are carried for remuneration.
- 2.4 Where the holder of an Air Transport Licence or an Operating Licence (hereinafter referred to as the "contracting carrier") enters into an agreement with another aircraft