

Official Record Series 5**United Kingdom
Civil Aviation Authority****CAA Scheme of Charges****No:** 262 Corrected**(Personnel Licensing)****Publication Date:** 28 January 2011**Commencement Date:** 01 April 2011

The Civil Aviation Authority, pursuant to Section 11 of the Civil Aviation Act 1982 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) licensing flight crew of aircraft, aircraft maintenance engineers, air traffic controllers and flight information service officers;
- ii) approving courses of training for flight crew licences and aircraft maintenance engineers licences and persons to provide such courses;
- iii) authorising persons to conduct examinations or tests and to sign certificates of test or experience or revalidation for flight crew licences;
- iv) approving flight simulators;
- v) approving schools for the training of air traffic controllers;
- vi) granting exemptions in relation to personnel licensing.

1 REVOCATION

- 1.1 The Scheme of Charges published by the CAA on 29 January 2010 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were an enactment and as if the Scheme of 29 January 2010 revoked by paragraph 1.1 above was an enactment thereby repealed.

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3 FLIGHT CREW LICENCES

3.1 Initial grant or renewals

When making an application specified in Table 1, the applicant shall pay in accordance with that Table:

Table 1

Ref	Licence type	Table Note	Validity	Initial application £	Renewal £
a)	Professional Pilot's Licence (except b) below)	1	5 years	238	136
b)	Commercial Pilot's Licence (Balloons), Commercial Pilot's Licence (Airships) or Commercial Pilot's Licence (Gliders), Flight Navigator's Licence or Flight Engineer's Licence	1	10 years	398	265
c)	Private Pilot's Licence (except d) and e) below)		5 years	181	72
d)	Private Pilot's Licence (Balloons and Airships)		unlimited	261	N/A
e)	Private Pilot's Licence (Gyroplanes)		unlimited	166	N/A
f)	Flight Radiotelephony Operator's Licence	2	10 years	72	72
g)	National Private Pilot's Licence (NPPL)	3	unlimited	50	N/A

Table 1 Notes:

- 1 Including an initial type/class rating and instrument rating if included in the application.
- 2 Except where the applicant is the holder of a licence to act as pilot, flight navigator or flight engineer.
- 3 Supported by a recommendation made by a person approved by the CAA for the purpose.

3.2 Ratings or qualifications

When making an application for the inclusion, variation or renewal of a rating or qualification in a flight crew licence specified in Table 2, the applicant shall pay in accordance with that Table:

Table 2

Ref	Licence type	Rating 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	119	87	87
b)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	A special authorisation to allow an applicant to fly an aircraft of a type not listed in the JAR-FCL 1 and 2 class and type rating guide	119	119	87
c)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	An instructor's rating except where the applicant is the holder of a Private Pilot's Licence which includes respectively a flight instructor rating or a flight instructor rating (restricted) or an assistant flying instructor's rating entitling the holder to give instruction in flying aircraft of the same types included in the application	119	87	87
d)	Professional Pilot's Licence or Private Pilot's Licence	An instrument rating (aeroplanes) or instrument rating (helicopters)	119	87	87
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	38	38	38
f)	Professional Pilot's Licence, Private Pilot's Licence or Flight Engineer's Licence	Any other rating or qualification not shown above	87	87	87

An application to remove a specified restriction or any rating or qualification in a licence will be classed as a variation, and the applicant shall pay the variation charge specified under the relevant rating or qualification type a) to f) in Table 2.

3.3 Licence exemptions

When making an application for an exemption under Article 242 of the Order specified in Table 3, the applicant shall pay in accordance with that Table:

Table 3

Ref	Description	Grant application £	Variation application £	Renewal £
a)	Exemption from the need to carry a flight crew licence in accordance with Article 150 and Schedule 9 of the Order	53	N/A	N/A
b)	Exemption from Articles 207 to 209 of the Order for any flight which is part of or connected with a corporate or public event for the purpose of carrying out flight instruction in flying from an unlicensed site, or for the grant of a temporary exemption pending the grant of an aerodrome licence	53	N/A	N/A
c)	Exemption from the requirement to complete a multi-crew co-operation course before completing type rating training	53	N/A	N/A
d)	Exemption relating to the functions to which this Scheme refers, other than an exemption described in a) to c) above	53	26	26

3.4 Assessments of licensing requirements

When making an application for an assessment or verification specified in Table 4, the applicant shall pay in accordance with that Table:

Table 4

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 rating	106
b)	Verification of licence documents for overseas validation	43
c)	Verification of an individual's licence details and history	43

3.5 Ground examination charges for flight crew

3.5.1 When making an application for a ground examination specified in Table 5 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 in accordance with that Table:

Table 5

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	260
b)	For the theoretical knowledge examinations for the Instrument Rating or the Commercial Pilot's Licence or the Airline Transport Pilot's Licence	68
c)	For any other ground examination	49

3.5.2 If the examination is to be conducted other than at a place specified by the CAA, the applicant shall pay in addition to the charge for that examination a charge of such amount as may be decided by the CAA having regard to the expense incurred by it but the total charge shall not exceed £2,110.

3.6 Administrative charges

When making an application specified in Table 6, the applicant shall pay in accordance with that Table:

Table 6

Ref	Description	Charge £
a)	For an examination paper to be re-marked. The charge shall be refunded if a pass is subsequently awarded as a consequence of an error made by the CAA	26
b)	For the refund, transfer or amendment of fees or when an examination has been rearranged at the request of the applicant	26
c)	For the issue of a duplicate or replacement examination result notification or duplicate confirmation of booking	26

3.7 Flight tests¹

3.7.1 Tests or checks carried out by an examiner

3.7.1.1 Flight tests

When making an application for a flight test specified in Table 7, where the test is to be conducted by an examiner who is an employee of the CAA, the applicant shall pay in accordance with that Table:

Table 7

Ref	Description	Charge £
a)	For a flight instructor's rating, a flight instructor rating (restricted) or an assistant flying instructor rating, other than an application for a test for the endorsement of an additional single engine piston class or a multi-engine piston class in a flight instructor rating (restricted) or assistant flying instructor's rating	198
b)	For the purpose of approving a flight instructor to conduct flight training on approved courses of training for the Commercial Pilot Licence (Aeroplane) or Commercial Pilot Licence (Helicopter) and/or instrument rating (aeroplane) or instrument rating (helicopter)	198
c)	For the purpose of approval or renewal of approval of a person to sign certificates of training and competence for the Commercial Pilot Licence (Aeroplane) or the Commercial Pilot Licence (Helicopter) and/or instrument rating (aeroplane) or instrument rating (helicopter)	198
d)	Prior to entry on a flying instructor or a flight instructor (restricted) course of training	198
e)	For initial grant or revalidation of a class rating instructor rating for multi-engine aeroplanes, class rating instructor rating for single engine aeroplanes or instrument rating instructor rating	198

(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 of the appropriate charge.

3.7.1.2 Skill test, proficiency check and other flight test

3.7.1.2.1 When making an application for an observation, test or check specified in Table 8A, to be conducted by an examiner who is an employee of the CAA, at a place specified by the CAA, the applicant shall pay in accordance with that Table:

Table 8A

Ref	Description	Charge £
a) i)	For the observation of 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,	785
ii)	provided that in the case of an application which is for the purpose of completing a partial pass awarded to the applicant	524
b)	For a proficiency check conducted in an aircraft or flight simulator for a class or type rating or instrument rating	198
c)	For a skill test conducted in an aircraft or flight simulator for the issue of a Private Pilot's Licence or an instrument meteorological conditions rating	191
d)	For a proficiency check conducted in an aircraft or flight simulator for an instrument meteorological conditions rating	198
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	177

3.7.1.2.2 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 in accordance with Table 8B:

Table 8B

Ref	Description	Charge £
a)	In addition to the charge at a), b), c), or d) of Table 8A, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it but the total charge for each application shall not exceed £4,160	4,160 (maximum)
b)	In addition to the charge at e) of Table 8A, a charge of such amount as may be decided by the CAA having regard to the expense incurred by it but the total charge for each application shall not exceed £1,050	1,050 (maximum)

3.7.2 **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 9, the applicant shall pay in accordance with that Table:

Table 9

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	177
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	177

3.8 Validation of flight crew licences

3.8.1 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 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.

3.8.2 When making an application for a certificate of validation of a flight crew licence the applicant shall pay in accordance with Table 10:

Table 10

Ref	Description	Per validation (where less than 50 certificates are required by the applicant) £	Per application (where 50 or more certificates are required by the applicant) £
a)	For the issue of a certificate of validation	304	15,200
b)	For the variation of a certificate of validation	91	4,550
c)	For the renewal of a certificate of validation	57	2,850

4 AUTHORISATION AND APPROVALS OF PERSONS AND ASSOCIATED TRAINING COURSES

4.1 Authorised examiners and persons approved to conduct training courses

4.1.1 Persons authorised as examiners

4.1.1.1 When making an application for authorisation or re-authorisation as an examiner specified in Table 11, the applicant shall pay the charge in accordance with that Table:

Table 11

Ref	Sub-ref	Description	Initial Authorisation	Re-authorisation	
			£	Conducted by the CAA £	Conducted by a CAA authorised person £
a)		Aircraft Certified for Single Pilot Operation (excluding Balloons and Airships):			
	i)	Class or type rating or synthetic flight examiner (CRE/TRE/SFE)	1,087	1,087	318
	ii)	Instrument rating examiner (IRE)	1,087	1,087	318
	iii)	Class or type and instrument rating examiner (CRE/IR, TRE/IR)	1,609	1,609	439
	iv)	Senior Examiner (SE) (Revalidation examiner)	1,087	1,087	N/A
	v)	Type rating instructor examiner (TRIE)	1,609	1,609	N/A
	vi)	Additional type or class where a test is not required	145	145	145

Table 11 (continued)

Ref	Sub-ref	Description	Initial Authorisation	Re-authorisation	
			£	Conducted by the CAA £	Conducted by a CAA authorised person £
b)		Aircraft Certified for Multi Pilot Operation (excluding Balloons and Airships):			
	i)	Type rating or synthetic flight examiner (TRE/SFE)	1,350	1,350	398
	ii)	Instrument rating examiner (IRE)	1,350	1,350	398
	iii)	Type and instrument rating examiner (TRE/IR)	1,609	1,609	439
	iv)	Senior Examiner (SE) (Revalidation examiner)	1,350	1,350	N/A
	v)	Type rating instructor examiner (TRIE)	1,609	1,609	N/A
c)		Balloons or Airships			
	i)	Type rating examiner (TRE)	227	227	75

4.1.1.2 When making an application for authorisation as an examiner or for an observation specified in Table 12, the applicant shall pay the charge specified in that Table:

Table 12

Ref	Sub-ref	Description	Charge £
a)		For authorisation or re-authorisation as a flight instructor examiner (FIE)	766
b)		For authorisation or re-authorisation as a type rating examiner for the Flight Engineer's Licence (TRE(E))	1,350
c)		For authorisation or re-authorisation as a flight examiner (FE) for the Private Pilot's Licence	331
d)		For authorisation or re-authorisation as a flight examiner (FE) for the Professional Pilot's Licence	1,044
e)		For authorisation or re-authorisation as a ground (GR) examiner for the Private Pilot's Licence	234
f)		A Flight Radiotelephony (RTF) examiner for a Radiotelephony Operator's Licence:	
	i)	for authorisation	315
	ii)	for re-authorisation	234
g)		For an observation conducted by the CAA for authorisation or re-authorisation as a Senior Examiner (SE) (Revalidation Examiner) (Flight Engineer)	1,350

4.1.2 Persons authorised as instructors

When making an application for authorisation or re-authorisation as an instructor specified in Table 13, the applicant shall pay in accordance with that Table:

Table 13

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 for single pilot helicopter operation where the observation is carried out by the CAA	517
b)		Where the person is authorised to carry out Synthetic Flight Instructor (SFI) / Simulated Training Instructor (STI) training for single and multi pilot requirements where an observation is conducted by the CAA;	
	i)	for a multi pilot aeroplane or helicopter	1,350
	ii)	for a single pilot aeroplane or helicopter	517

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 14, the applicant shall pay in accordance with that Table:

Table 14

Ref	Sub-ref	Description	Charge £
a)		For the flight instructor rating, flight instructor rating (restricted), type rating instructor rating (helicopters) on single pilot helicopter types, or instrument rating instructor rating or class rating instructor rating	331
b)		For simulated instrument flight	331
c)		For a multi crew co-operation instructor (MCCI) course;	
	i)	where the observation is carried out by the CAA	331
	ii)	where the observation is carried out by a person authorised by the CAA for this purpose	198
d)		For an instructor authorised to conduct the observation of an MCCI course under c) above	766
e)		In the case of a one-off approval for training in simulated instrument flight	111
f)		For carrying out flight instruction for type rating purposes only, and the instruction required for multi-crew co-operation, where the observation is carried out by the CAA	1,350
g)		For carrying out synthetic flight instruction on a flight simulator for type rating purposes only, and the instruction required for multi-crew co-operation, where the applicant does not hold a Professional Pilot's Licence	331
h)		For conducting skill tests for the issue of a Private Pilot's Licence (Helicopters), type ratings on single pilot helicopters and for the revalidation or renewal of type ratings on single pilot helicopters	331

NOTE 1: 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 an authorised examiner or as a person approved to conduct courses of training, the applicant shall pay a charge of £53.

4.2 **Crew resource management**

When making an application for an observation or test specified in Table 15, the applicant shall pay in accordance with that Table:

Table 15

Ref	Sub-ref	Description	Charge £
a)		To be observed for the issue of a three-year Crew Resource Management Instructor (CRMI) authorisation:	
	i)	where the observation required for the issue of the authorisation is carried out by a Crew Resource Management Instructor Examiner (CRMIE)	134
	ii)	where the observation required for the issue of the authorisation is carried out by an employee of the CAA at a time and place agreed with the CAA	1,087
b)		To be observed by an employee of the CAA for the issue, revalidation or renewal of a three-year CRMIE authorisation	1,350
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	134

4.3 **National Private Pilot's Licence (NPPL)**

When making an application for the approval or investigations specified in Table 16, the applicant shall pay in accordance with that Table:

Table 16

Ref	Sub-ref	Description	Charge £
a)		For the grant of an approval of a person authorised to furnish reports and make recommendations to the CAA for applications for the grant of a National Private Pilot's Licence, the applicant shall pay a charge as determined by the CAA having regard to the expense thereby incurred, but not exceeding £5,570	5,570 (maximum)
b)		For the investigations required by the CAA for the purposes of satisfying itself that such an approval should remain in force for a period of twelve months commencing from the anniversary of the issue date of the approval, the holder of the approval shall pay a charge as determined by the CAA having regard to the expense thereby incurred, but not exceeding £5,570	5,570 (maximum)

4.4 **Approval of courses for authorised examiners, type rating instructors and synthetic flight instructors**

4.4.1 **Authorised examiner courses**

When making an application for the approval of a course specified in Table 17, the applicant shall pay in accordance with that Table:

Table 17

Ref	Sub-ref	Description	Initial application £	Renewal or continuation £
a)		For the authorised examiner standardisation course (aeroplanes)	6,178	1,649
b)		For the authorised examiner standardisation course (helicopters), for:		
	i)	the VFR course	1,350	1,350
	ii)	the VFR to IFR upgrade course	1,941	1,350
	iii)	the VFR and IFR course	2,541	1,350

4.4.2 **Type rating instructor/synthetic flight instructor course**

When making an application for the approval of a course specified in Table 18, the applicant shall pay in accordance with that Table:

Table 18

Ref	Sub-ref	Course Type	Aircraft excluding helicopters £	Helicopters £
a)		For a core course	3,914	3,142
b)		For a type specific course for:		
	i)	a helicopter not exceeding 3,175 kg MTWA	N/A	1,350
	ii)	a helicopter exceeding 3,175 kg MTWA	N/A	1,941
	iii)	an aircraft, excluding helicopters, not exceeding 15,000 kg MTWA	3,159	N/A
	iv)	an aircraft, excluding helicopters, exceeding 15,000 kg MTWA	3,914	N/A
c)		For core and type specific course for:		
	i)	a helicopter not exceeding 3,175 kg MTWA	N/A	1,941
	ii)	a helicopter exceeding 3,175 kg MTWA	N/A	3,142
	iii)	an aircraft, excluding helicopters, not exceeding 15,000 kg MTWA	4,669	N/A
	iv)	an aircraft, excluding helicopters, exceeding 15,000 kg MTWA	5,424	N/A
d)		For a simulator to aircraft or aircraft to simulator upgrade	1,649	1,350
e)		For an aircraft type specific one-off course	3,914	3,142

4.4.3 **Other courses**

When making an application for the approval of a course specified in Table 19, the applicant shall pay in accordance with that Table:

Table 19

Ref	Description	Charge £
a)	A Type Rating Instructor (TRI) or Synthetic Flight Instructor (SFI) or Simulated Training Instructor (STI) course for a simulator to zero flight time upgrade for single and multi pilot requirements	1,609
b)	A Type Rating Examiner (TRE) or Synthetic Flight Examiner (SFE) course for Flight Engineers	1,350
c)	A standards check after one year on courses for TRE or SFE multi pilot only course	1,609
d)	A Revalidation Examiner (Flight Engineer) course	1,350

4.4.4 **Senior examiner (Revalidation examiner) course attendance**

When making an application to attend the senior examiner (revalidation examiner) (aeroplane or helicopter) course, the applicant shall pay a charge of £3,159.

4.5 **Approval of courses for cabin crew initial safety training provided by non-AOC operator organisations**

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 a charge of £6,996 and in the case of renewal of such an approval, a charge of £1,776.

4.6 **Approval of Alternative Training Qualification Programmes (ATQP)**

When an application is made by an Air Operator's Certificate (AOC) holder for the grant of an approval of an ATQP, under EU-OPS (OPS 1.978) for the training and checking requirements of flight crew, the applicant shall pay a charge of £7,107.

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**

5.1.1 The application charge comprises an initial charge and in certain cases an additional charge as described in paragraph 5.6.

When making an application specified in Table 20, the applicant shall pay in accordance with that Table:

Table 20

Ref	Description	Charge £
a)	For an evaluation for an initial qualification of a full flight simulator for its use	16,900
b)	For an evaluation for a recurrent qualification of a full flight simulator for its use	4,225
c)	For an evaluation for an initial qualification of a flight training device for its use	8,450
d)	For an evaluation for a recurrent qualification of a flight training device for its use	3,042
e)	For a special evaluation, pursuant to JAR-FSTD 1A.040, for a qualification of either a full flight simulator or for a flight training device for its use	3,042

- 5.1.2 a) Where a return visit to an organisation is required by the CAA to address outstanding evaluation issues or updates to documentation, the applicant shall pay a charge of £169 per hour.
- 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 a charge of £169 per hour.

5.2 **Flight navigation procedure trainers and basic instrument training devices**

When making an application specified in Table 21, the applicant shall pay in accordance with that Table:

Table 21

Ref	Description	Initial application £	Renewal or continuation £	Additional subsequent configuration £
a)	For the qualification of a flight navigation procedure trainer 1 for its use	3,932	895	895
b)	For the qualification of a flight navigation procedure trainer 2 or 3 for its use	7,285	1,643	1,643
c)	For the qualification of a flight navigation procedure trainer 2 or 3 for use on a multi-crew co-operation course	9,495	2,368	N/A
d)	For the approval of a flight navigation procedure trainer or a flight training device for the purpose of its use on one test only	180	N/A	N/A
e)	For the revalidation of a flight navigation procedure trainer (G) with grandfather rights ²	N/A	479	N/A
f)	For the qualification of a basic instrument training device:	3,932	900	N/A

5.3 **Simulator training organisations**

When making an application or in the circumstances specified in Table 22, the applicant shall pay in accordance with that Table:

Table 22

Ref	Description	Charge £
a)	When a Quality System audit has been scheduled to take place by the CAA, in order to determine compliance with the requirements under JAR-FSTD A.025 and/or JAR-FSTD H.025. (In certain cases, an additional charge, as described in section 5.6, may become payable.)	2,534
b)	Upon receipt by the CAA of a simulator evaluation report compiled by an organisation that wishes to extend its flight simulator qualification, for the CAA to review and grant the extended qualification.	736
c)	For the CAA to observe the self-evaluation process for extended qualification of a flight simulator or flight training device.	1,813 per person

(This Note is not part of the Scheme)

- Flight navigation procedure trainer with grandfather rights as defined in JAR STD 3A.035, (STD: Synthetic Training Device).

5.4 **Simulator user approvals**

When making an application of a description specified in Table 23, the applicant shall pay in accordance with that Table:

Table 23

Ref	Description	Charge £
a)	For approval or renewal of approval by an operator to use a full flight simulator or a flight training device	729
b)	To amend the particulars of a simulator user approval	253

5.5 **Other simulator charges**

When making an application of a description specified in Table 24 the applicant shall pay in accordance with that Table:

Table 24

Ref	Sub-ref	Description	Charge £
a)		For the CAA to evaluate a specific feature of a flight simulator or flight training device where the CAA deems an evaluation less than that required for a special evaluation is appropriate	567
b)		For the approval or renewal of approval of a flight simulator for the purpose only of its use on one test for a certificate of test, where:	
	i)	the applicant holds or is employed by the holder of an Air Operator's Certificate or a Police Air Operator's Certificate	533
	ii)	in any other case	266

5.6 **Additional simulator charges**

An additional charge is payable for an initial or recurrent full flight simulator evaluation for qualification and for an initial or recurrent flight training device evaluation for qualification or for special evaluations or quality system audits where the number of hours expended by the CAA in dealing with the application exceeds the standard number of hours for that application. The standard hours for each application type are specified in Table 25.

The charge payable for each hour in excess of the standard hours is £169.

Table 25

Activity charge description	Standard hours
Initial full flight simulator evaluation qualification	100
Recurrent full flight simulator evaluation qualification	25
Initial flight training device evaluation qualification	50
Recurrent flight training device evaluation qualification	18
Special evaluations	18
Quality system audits	15

6 APPROVAL OF FLYING TRAINING ORGANISATIONS

6.1 Approval of flying training organisations

6.1.1 When making an application specified in Table 26 for the approval or renewal of an approval of a flying training organisation, or for the investigations required by the CAA for the purpose of satisfying itself that an approval should remain in force for a period of 12 months commencing from the anniversary of the issue date of the approval, the applicant shall pay in accordance with that Table:

Table 26

Ref	Sub-ref	Description	Initial Approval £	Renewal or continuation of such an approval £
a)		Integrated courses		
	i)	The Airline Transport Pilot Licence (Aeroplane) (ATPL(A))	12,658	11,409
	ii)	The Multi-Crew Pilot Licence (MPL)	15,069	12,916
	iii)	To provide courses of training for the MPL where the applicant is already providing an integrated ATPL(A) course:		
	aa)	basic charge	7,534	6,458
	bb)	plus an hourly charge for the time taken by the CAA in excess of 45 hours	169 (per hour)	N/A
	iv)	The Commercial Pilot Licence (Aeroplane) (CPL(A)):		
	aa)	basic charge without instrument rating*	8,557	7,244
	bb)	with instrument rating*	11,409	10,096
		* Where this is in addition to courses of training for the ATPL(A) at a) i) above then no fee will be charged.		
	v)	The Airline Transport Pilot Licence (Helicopter) (ATPL(H)):		
	aa)	basic charge	11,409	10,096
	bb)	where this is in addition to courses of training for the ATPL(A) at a) i) a reduced renewal fee shall apply	N/A	3,616
	vi)	The Commercial Pilot Licence (Helicopter) (CPL(H)):		
	aa)	basic charge	8,557	7,244
	bb)	where this is in addition to courses of training for the ATPL(A) at a) i) a reduced renewal fee shall apply	N/A	998
	vii)	The Commercial Pilot's Licence (Airships)	5,425	4,381
b)		Modular courses		
		The charges for the following modular courses will only be applied where an integrated approval is not already held in the same class, where the class is Aeroplane or Helicopter		
	i)	The Commercial Pilot Licence (Aeroplane) or for the Commercial Pilot Licence (Helicopter)	1,269	1,133

Table 26 (continued)

Ref	Sub-ref	Description	Initial Approval £	Renewal or continuation of such an approval £
b)	ii)	Flight training for the instrument rating:		
	aa)	basic charge	1,269	1,133
	bb)	to add provision of courses of simulated flight	634	N/A
	iii)	Theoretical knowledge for the issue of either an Airline Transport Pilot Licence or a Commercial Pilot Licence and an instrument rating, when applied for together	1,712	1,420
	iv)	The multi crew co-operation course	1,269	1,133
c)		Instructor training		
	i)	To provide seminars for the flight instructor rating, flight instructor rating (restricted) or assistant flying instructor's rating	707	353
	ii)	To provide courses of training for a flight instructor, class rating instructor (if not associated with a flight instructor approval), or instrument rating instructor (if not associated with a flight instructor approval), or multi crew co-operation instructor, or type rating instructor	634	567
	iii)	To provide courses of training for an assistant flight instructor rating (microlights)	319	281
d)		Single pilot aircraft flight training		
	i)	To provide courses of training for a single engine or multi-engine single pilot aeroplane type or class rating, for each type or class included in the approval	483	483
	ii) aa)	To provide courses of training for a single pilot helicopter single engine or multi-engine type rating for all types applied for at the same time and included in the approval which do not exceed 2,730 kg maximum total weight authorised (MTWA)	483	483
	bb)	plus, a charge for each type included in the approval which exceeds 2,730 kg MTWA	483	483
	iii)	To provide a course of training for additional theoretical knowledge for high performance aircraft	483	483
	iv)	To provide an additional course for a single or multi-engine helicopter which does not exceed 2,730 kg MTWA	53	N/A
	v)	To amend particulars set out in an approval	53	N/A
e)		Approval of organisations outside of JAA member states To provide courses of training for the Private Pilot's Licence (Aeroplanes) or the Private Pilot's Licence (Helicopters) outside of the JAA Member States	1,141	1,141

Table 26 (continued)

Ref	Sub-ref	Description	Initial Approval £	Renewal or continuation of such an approval £
f)		<p>Variation of a Flying Training Organisation course approval For variation of a Flying Training Organisation course approval requiring the review of course manuals with a subsequent site inspection for the amendment of particulars set out in an approval listed in a), b), c) and d) above</p> <p>Where the charge for the initial course approval is greater or where the charge for the initial course approval is less than £1,272 then the lower initial charge will be payable</p>	1,272	N/A

- 6.1.2 a) For the investigations required by the CAA to satisfy itself that an approval given for the conduct of courses listed in Table 26 a), b), c) and d) above should remain in force following a major organisational or managerial change, the holder of the approval shall pay a charge of such amount as may be decided by the CAA having regard to the expense thereby incurred, but not exceeding £49,300 in any year or part of a year during which the investigations are carried out.
- b) Where no investigation is required and just an administrative amendment of the particulars set out in an approval is necessary, the holder of the approval shall pay a charge of £53.

6.2 **Registration of Private Pilot's Licence training facilities**

When making an application for initial registration of Private Pilot's Licence training facilities, or an amendment of registration certificate particulars, or for the annual renewal charge, the applicant shall pay a charge as specified in Table 27.

Table 27

Ref	Description	Charge £
a)	For initial registration	100
b)	To amend the particulars set out in the registration certificate	53
c)	The annual renewal charge payable on 1 April each year	100

6.3 **Type rating for new or unusual types of aircraft**

When making an application for the inclusion in a pilot's licence of an aircraft rating for an aircraft type where no application for an aircraft rating for that type has been granted by the CAA during the period of two years immediately preceding the date of the application in question, the applicant shall pay, in addition to any other charge payable by virtue of this Scheme in relation to the application, a charge of an amount decided by the CAA having regard to the cost to the CAA of:

- a) training an employee of the CAA to act as pilot in command of that type of aircraft; and
- b) training an employee of the CAA to a standard of technical knowledge of that type of aircraft which in the opinion of the CAA will enable that employee of the CAA to examine the applicant for the purpose of his application;

but not exceeding £116,000.

6.4 **Approval of type rating training organisations and conversion courses**

6.4.1 When making an application for initial approval as a type rating training organisation, the applicant shall pay the charges as specified in Table 28.

Table 28

Initial approval activity	Charge
Basic charge, and for each course to be included in the initial approval	£2,712 Charge according to aircraft weight, as specified in Table 29

6.4.2 When making an application to add a course to an existing approval, the applicant shall pay a fee according to aircraft weight, as specified in Table 29.

6.4.3 When making an application for a type rating approval to conduct differences training³, the applicant shall pay a charge of 50% of the fee according to aircraft weight, as specified in Table 29.

6.4.4 When making application for renewal or continuation of a type rating training organisation approval or in respect of the investigations required by the CAA for the purpose of satisfying itself that an approval should remain in force for a period of 12 months commencing from the anniversary of the issue date of the approval, the applicant shall pay in respect of each full or differences training course applied for, a charge according to aircraft weight, as specified in Table 29. Where the course relates to a differences training course then the fee charged shall be 50% of the full course fee according to aircraft weight as specified in Table 29.

Table 29

Aircraft Weight	Charge
Does not exceed 5,700 kg	£696
Exceeds 5,700 kg but does not exceed 15,000 kg	£1,740
Exceeds 15,000 kg	£2,088

Provided that, where the cost to the CAA of:

- a) training an employee of the CAA to act as pilot in command of the type of aircraft to which the course relates; and
- b) training an employee of the CAA to a standard of technical knowledge of that type of aircraft which in the opinion of the CAA will enable that employee of the CAA to examine the applicant's proposals for the purposes of the application or to inspect and monitor the type rating training organisation;

exceeds the amount specified above, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £116,000.

6.4.5 When making an application for approval to conduct a Zero Flight Time Training course, the applicant shall pay:

- a) for initial approval, for each course type, £3,009;
- b) for renewal or continuation of approval, for each course type, £3,009.

(This Note is not part of the Scheme)

3. JAR-FCL requires that differences training be completed where indicated in the EASA Type Rating list in order for a pilot to change to another variant of the aeroplane or helicopter within one type rating.

- 6.4.6 a) For the investigations required by the CAA to satisfy itself that any approval given under section 6.4 should remain in force following a major organisational or managerial change, the holder of the approval shall pay a charge of such amount as may be decided and invoiced by the CAA having regard to the expense thereby incurred, but not exceeding £49,300 in any year or part of a year during which the investigations are carried out.
- b) Where no investigation is required, and just an administrative amendment of the particulars set out in an approval is necessary, the holder of the approval shall pay a charge of £53.

6.5 Approval of other training organisations for type ratings

- 6.5.1 When making an application specified in Table 30, the applicant shall pay in accordance with that Table:

Table 30

Ref	Sub-ref	Approval activity	Charge £
a)		For the initial approval or renewal of approval of the following courses, or in respect of the investigations required by the CAA for the purpose of satisfying itself that an approval should remain in force for a period of 12 months commencing from the anniversary of the issue date of the approval, for each type applied for:	
	i)	to conduct ground training only for the type rating	1,395
	ii)	a course of flight training for the type rating only	1,395
	iii)	to conduct synthetic flight training for the type rating only	697

- 6.5.2 a) For the investigations required by the CAA to satisfy itself that any approval given in Table 30 should remain in force following a major organisational or managerial change, the holder of the approval shall pay a charge of such amount as may be decided by the CAA having regard to the expense thereby incurred, but not exceeding £49,300 in any year or part of a year during which the investigations are carried out.
- b) Where no investigation is required and just an administrative amendment of the particulars set out is necessary, the holder of the approval shall pay a charge of £53.

6.6 Approval of a second or subsequent site

When making an application for approval or re-approval or continuation for a second or subsequent site for the conduct of courses listed in section 6 above, the applicant shall pay the relevant charge specified in Table 31.

Table 31

Description	Charge £
Charge per site Except where the fee for approval or re-approval or continuation of the course as laid down in section 6 is less than £1,272, then that lower charge shall be payable for a second and each subsequent site also.	1,272

6.7 **Approval of language proficiency assessment bodies**

When making an application to become, or continue to act as, an approved Language Proficiency Assessment Body, the applicant shall pay the relevant charge specified in Table 32.

Table 32

Ref	Application type	Charge £
a)	Initial application for grant of approval	3,500
b)	Annual charge for renewal or continuation of approval	2,500
c)	Approval variation for a full review of course manuals or where a site visit is required in respect of a change to the main site of the organisation	1,500
d)	Approval variation for an administrative amendment to the particulars set out in the approval where no site visit is required	53

7 **LICENSING OF AIR TRAFFIC CONTROLLERS**

7.1 **Grant and renewal of air traffic controller's licences**

When making an application specified in Table 33, the applicant shall pay in accordance with that Table:

Table 33

Ref	Application type	Charge £
a)	For the grant or renewal of a Student Air Traffic Controller's Licence	137
b)	For the grant or renewal of an Air Traffic Controller's Licence	829
c)	For the examination for a Unit Endorsement at each aerodrome or place	829
d)	For a rating endorsement to include the use of new or additional radar or other equipment in an existing Unit Endorsement	829
e)	For the re-sitting of an examination or part of an examination for a Unit Endorsement	829

7.2 **Verification of licensing details**

When making an application for the verification of an individual's ATCO licence details, the applicant shall pay a charge of £43.

7.3 **Approval of air traffic controller training schools**

When making an application for the approval or renewal of approval of a school to provide courses for the training of air traffic controllers, the applicant shall pay a charge of £32,213.

8 MEDICAL EXAMINATIONS FOR PERSONNEL LICENCES

8.1 Medical examinations for personnel licences

- a) Subject to sub-paragraph b) below, when making an application for a medical examination to be conducted by the CAA, the applicant shall pay the total charge appropriate to the type of medical certificate applied for, as specified in Table 34.

Table 34

Approval activity	Medical Certificates			
	JAA Initial Class 1 £	JAA Initial Class 2 £	CAA Initial Class 1 £	European Initial Class 3 £
Medical examination (including peak flow and urinalysis)	76	76	76	76
Administration fee	41	21	21	41
Recording and reading of a resting electrocardiogram	66	66	66	66
Audiogram and report	31	31	31	31
Haemoglobin estimation and report	18	18		18
Lipid estimation and report	19			19
Spirometry and report	32		32	32
Extended ophthalmology	58			58
TOTAL CHARGE	341	212	226	341

- b) The applicant shall also pay the charge specified in Table 34 for each additional test or report that the CAA may require.
- c) When making an application for a medical examination to be conducted by the CAA which is required for the revalidation or renewal of a medical certificate, the applicant shall pay the examination fee and the administration fee specified in Table 34 appropriate to the medical certificate applied for, plus the charge specified in Table 34 for each test or report which the CAA may require.

8.2 Aeromedical examiners (AMEs) – submission of medical reports

a) Using the AME Online system

An AME who on any specified date holds a CAA approval for the electronic transmission of the following medical certificate examination reports to the CAA, shall pay to the CAA on that specified date the charge specified in Table 35 for each medical examination carried out by the AME during the previous three months, the results of which have been transmitted to the CAA by way of the approved electronic transmission.

Table 35

Medical examination category	Charge (using AME online) £
JAA/CAA Class 1 or European Class 3 Revalidation or Renewal	13
JAA Class 2 Initial, Revalidation or Renewal	3

b) **Not using the AME Online system**

An AME who submits medical certificate examination reports to the CAA in any format other than a CAA-approved electronic system, shall pay to the CAA on the specified date the charge specified in Table 36 for each medical examination carried out by the AME during the previous three months.

Table 36

Medical examination category	Charge (not using AME online) £
JAA/CAA Class 1 or European Class 3 Revalidation or Renewal	35
JAA Class 2 Initial, Revalidation or Renewal	25

The specified dates for the purpose of these charges are 31 March, 30 June, 30 September and 31 December in each year.

9 FLIGHT INFORMATION SERVICE OFFICERS (FISOs)

9.1 Licensing of FISOs

- a) When making an application for the grant of a FISO Licence, the applicant shall pay a charge of £103, and for any written examination required for the above, the applicant shall pay a charge of £116.
- b) When making an application for the naming of a place, or any additional place, in a FISO Licence, the applicant shall pay a charge of £68, and for any examination conducted by the CAA for that purpose, the applicant shall pay a charge of £639.

9.2 Authorisation as an examiner for validity examinations

When making an application for appointment as an examiner authorised to conduct examinations for the FISO Licence, the applicant shall pay a charge of £639.

10 AIRCRAFT MAINTENANCE ENGINEER LICENSING

10.1 Licences and examinations

When making an application for a licence to act as an Aircraft Maintenance Engineer or for the inclusion of a type or group rating in such a licence, the applicant shall pay the specified charge as shown in Table 37.

Table 37

Ref	Description	Charge £
a)	For the grant of a licence issued in accordance with BCAR Section L under Article 33(1) of the Order to include a Without Type Rating sub-division, for each application	270
b)	For the extension of a licence issued in accordance with BCAR Section L under Article 33(1) of the Order to include a Without Type Rating sub-division	128
c)	For the grant or extension of a basic licence issued in accordance with Part-66, for each category/sub-category combination Where a Category C basic rating is applied for concurrently with Category B1 or B2, no charge shall be payable for the grant of the Category C rating	315
d)	For the grant of a Part-66 licence issued on conversion from a BCAR Section L licence, including any type rating held on the original licence	315
e)	For the grant of a Part-66 licence on the transfer of certification privileges granted in accordance with a company authorisation or approval scheme approved by the CAA where a BCAR Section L licence is not held	315
f)	For each attempt at a written examination module or part module conducted by the CAA	42
g)	For an examination paper to be re-marked The charge shall be refunded if a pass is subsequently awarded as a consequence of an error made by the CAA	32
h)	For the refund, transfer or amendment of fees or when an examination has been re-arranged at the request of the applicant	32
i)	For the issue of a duplicate or replacement examination result notification or duplicate confirmation of a booking	32
j)	Subject to sub-paragraph k), for the inclusion of any type rating or group Except that where type ratings are included at the same time as a Part-66 licence is first issued, either on conversion of a BCAR Section L licence or on the basis of transfer of certification privileges granted in accordance with a company authorisation or approval scheme approved by the CAA, the maximum charge for all type ratings so included shall be	128 383 (Maximum)
k)	Where a type rating is applied for within Category C concurrently with the same type rating within Category B1 or B2, no charge is payable for the Category C type rating	N/A
l)	For each individually received application for the removal of one or more limitations from a Part-66 licence	53
m)	Where limitations are requested to be removed as part of the conversion process, no charge shall be made	N/A
n)	For the renewal of a licence valid for five years	315

NOTE 1: Where a licence is submitted for type addition, amendment or other change within the five year period, this licence action will trigger the requirement for a further five years of validity to be issued. The licence will be automatically re-issued for five years and only a proportional fee applied. The fee will be equal to the full renewal fee minus years lost on submission, rounded up to the nearest full year.

As an example only, if the licence had used 2 years 3 months of validity on presentation for a further licence amendment then the renewal charge would be:

Lost years: 5 years – 2 yrs 3 months

= 2 years 9 months rounded up to the nearest full year, being 3 years

Charge is $£315 \div 5 \times (5 - 3) = £126$.

10.2 Licence assessment qualification

When making an application for the requirements as specified in Table 38, the applicant shall pay in accordance with that Table:

Table 38

Ref	Description	Charge £
a)	For the assessment or re-assessment of a qualification for the purpose of exemption from any of the requirements for the issue or extension of a licence to act as an Aircraft Maintenance Engineer If the cost of the assessment exceeds this amount, a charge of such amount as may be decided by the CAA but not exceeding £35,600 in respect of each assessment or reassessment.	1,775 35,600 (Maximum)
b)	For a written assessment or re-assessment, particular to that applicant, of the evidence, examinations or tests which the CAA will require for his knowledge, experience, competence or skill for an engineer's licence	128
c)	For a written assessment particular to that applicant of the evidence, experience, training or qualifications for the skilled worker route to obtaining a Part-66 licence, or for the production of a statement for protected rights	128
d)	For an assessment of qualifications for the grant of an approval as a CAA Authorised Logbook Assessor	128
e)	For the verification of licence documents for overseas validation or for the verification of an individual's licence details and history	43

10.3 Authorisation and approval of persons and organisations

10.3.1 When making an application specified in Table 39, the applicant shall pay, subject to 10.3.2, in accordance with that Table:

Table 39

Ref	Sub-ref	Authorisation /approval activity	Charge £
a)		For approval of a type training course for the purpose of gaining a type rating in an engineer's licence granted under BCAR Section L or Part-66 for an aircraft with a maximum take-off mass (MTOM) of more than 5,700 kg where the course is not approved under Part-147	1,156
b)		For approval of a type rating course for the purpose of gaining a type rating in an engineer's licence for an aircraft with an MTOM of 5,700 kg or below, or its systems or engines	770
c)		For the grant or variation of an approval of a course for an aircraft with an MTOM of more than 5,700 kg in accordance with Part- 147 or Article 33(9) of the Order;	
	i)	for the grant of an approval which includes a single class, where the class is a basic rating	3,550
	ii)	for the grant of an approval which includes a single class, where the class is a type rating	3,550
	iii)	for the addition of a basic class, including a single rating	1,775
	iv)	for the addition of a class, where the class is a type including a single rating	1,775
	v)	for the inclusion of each additional type rating	422

Table 39 (continued)

Ref	Sub-ref	Authorisation /approval activity	Charge £
c)	vi)	for the inclusion of a permanent additional site in the approval	1,775
	vii)	for the inclusion of a temporary/remote site in the approval	422
	viii)	for the inclusion of an approval to conduct individual modular training only, for each Part-66 category or sub category applied for	422
d)		For the grant or variation of an approval of a course in accordance with Part-147, for the investigations required by the CAA to assess the application, for aircraft with an MTOM of 5,700 kg or less:	
	i)	for the grant of an approval which includes a single class/rating combination	1,926
	ii)	for the inclusion of each additional rating combination, to an existing or pending class approval	270
	iii)	for the inclusion of a permanent additional site in the approval	1,775
	iv)	for the inclusion of a temporary/remote site in the approval	422
e)		For the investigations required by the CAA for the purpose of satisfying itself that an approval referred to in Table 39 c) should remain in force for a period of 12 months commencing 1 April in any year, the holder of an approval shall pay on 1 April in that year:	
	i)	for an approval which includes only one class	3,550
	ii)	for an approval only for type training for aircraft with an MTOM of 5,700 kg or less	1,926
	iii)	for an approval which includes more than one class	4,458
	iv)	plus, where more than one site is included in the approval for each additional site included	1,775

- 10.3.2 a) For the investigations required by the CAA to satisfy itself that any approval given under Table 39 c) to e) should remain in force following a major organisational or managerial change, the holder of the approval shall pay a charge of such amount as may be decided by the CAA having regard to the expense thereby incurred, but not exceeding £49,300 in any year or part of a year during which the investigations are carried out.
- b) Where no investigation is required, and just an administrative amendment of the particulars set out in an approval is necessary, the holder shall pay a charge of £53.

11 ADDITIONAL CHARGE WHERE FUNCTIONS ARE PERFORMED ABROAD

An additional charge is payable where, in connection with any function for which a charge is specified in this Scheme the CAA deems it necessary for an employee of the CAA or any other person appointed to act on behalf of the CAA to travel outside of the country in which he or she is normally stationed.

The applicant or holder shall pay, in addition to the appropriate charge specified in this Scheme, a charge of such amount as may be decided by the CAA having regard to the expense thereby incurred by it.

The additional charge shall not exceed, for each employee of the CAA or each person appointed to act on behalf of the CAA, £13,000 per week, or part of a week, during which each such employee or any other person appointed to act on behalf of the CAA is absent from the country in which he or she is normally stationed.

For the purpose of this section the United Kingdom, the Isle of Man and the Channel Islands shall be treated as one country.

12 COPIES OF AND AMENDMENTS TO DOCUMENTS

When making an application specified in Table 40, the applicant shall pay in accordance with that Table:

Table 40

Ref	Description	Charge £
a)	For the issue by the CAA of a copy or replacement of a document issued under Parts 3 to 8 of the Order	45
b)	For the amendment of the personal particulars included in a licence to act as a flight crew member or an aircraft maintenance engineer or an air traffic controller, other than a change of name consequent upon marriage, divorce or a change of address	45
c)	For the issue by the CAA of a copy or replacement document for an air traffic controller licence or a flight information officer's licence issued under Articles 182 or 203 of the Order	26
d)	For a copy of a document retained by the CAA concerning flight crew, engineer and air traffic control licensing	26

Items sent to overseas destinations by courier service will be charged a fee according to the weight, size and destination of each posting.

13 DEFINITIONS

13.1 For the purposes of this Scheme:

- a) 'Certificated for Multi Pilot operation' means an aircraft which is not certificated for single pilot operation;
- b) 'Integrated training' means the completion of all elements of instruction and training in one continuous approved course for a specific licence at an approved flying training organisation under the supervision of the Head of Training of that flying training organisation;
- c) 'The Order' means the Air Navigation Order 2009 and any reference to an Article or Part of the Order shall, if that Order be amended or revised, be taken to be a reference to the corresponding provisions of the Air Navigation Order for the time being in force;
- d) 'Part-66' means Annex (III) so entitled to Commission Regulation (EC) No 2042/2003;
- e) 'Part-147' means Annex (IV) so entitled to Commission Regulation (EC) No 2042/2003;
- f) 'Modular training' means the completion of instruction and training for a specific licence or rating where the flying and theoretical training can be completed at separate organisations approved for that purpose. Each part supervised by the Head of Training of that training organisation.
- g) 'Professional Pilot's Licence' means a licence of one of the following classes;
 - Basic Commercial Pilot's Licence (Aeroplanes)
 - Commercial Pilot's Licence (Aeroplanes)
 - Airline Transport Pilot's Licence (Aeroplanes)
 - Commercial Pilot's Licence (Helicopters and Gyroplanes)
 - Airline Transport Pilot's Licence (Helicopters and Gyroplanes)
 - Commercial Pilot's Licence (Balloons)
 - Commercial Pilot's Licence (Airships)
 - Commercial Pilot's Licence (Gliders)
 - Multi-Crew Pilot Licence
 or any JAR-FCL equivalent.

- h) 'Private Pilot's Licence' means a licence of one of the following classes:
Private Pilot's Licence (Aeroplanes)
Private Pilot's Licence (Helicopters)
Private Pilot's Licence (Gyroplanes)
Private Pilot's Licence (Balloons and Airships)
or any JAR-FCL equivalent.
- i) A 'specified restriction' referred to in sub-paragraph 3.2 e) means:
a restriction in a JAR Commercial Pilot's Licence limiting the holder to one form of aerial work;
a restriction in a Private Pilot's Licence limiting the holder to flying a microlight aeroplane;
a restriction in a balloon or airship Private Pilot's Licence limiting the holder to day flying only; and
a restriction in a helicopter or gyroplane Private Pilot's Licence prohibiting flight out of sight of ground or water and by sole reference to instruments.
- j) For the purposes of flight crew licences, 'revalidation' means the grant of a further specified period of validity for a licence, rating qualification approval or authorisation ('the licence etc.') which allows the holder to continue to exercise its privileges for a further specified period where the licence etc. is valid at the time the application is received.
- k) For the purposes of flight crew licences 'renewal' means the grant of a further specified period of validity for a licence, rating, qualification, approval or authorisation ('the licence etc.') which allows the holder to exercise its privileges for a further specified period where the licence etc. is no longer valid at the time the application is received.
- l) 'JAA Member States' means States which:
i) before 1 July 2009 were full Members of the JAA; and
ii) on or after 1 July 2009 were full Members of the JAA on 30 June 2009.
- m) 'Major organisational or managerial change' means a change which the CAA reasonably considers to be a major organisational or managerial change.
- n) 'EU-Ops' means Annex 3 to Commission Regulation (EC) No. 3922/91 as amended by Commission Regulation (EC) No. 859/2008.

References to an employee of the CAA include a Member of the CAA.

References to full flight simulators, flight training devices, flight navigation procedure trainers and basic instrument training devices have the same meaning as in JAR-STD (Joint Aviation Requirements – Synthetic Training Devices).

References to crew resource management have the same meaning as in JAR-OPS 3 (Joint Aviation Requirements – Helicopter Operations) and in EU-Ops for aeroplane operations.

- 13.2 All other expressions used in this Scheme shall, unless the context otherwise requires, have the same respective meanings as in the Order, Part-66 or Part-147.

14 COMMENCEMENT

This Scheme shall come into operation on 01 April 2011.

(This note is not part of the Scheme.)

Reference to the **CAA Refund Policy** may be made at www.caa.co.uk/ors5