

Statutory charges FY21/22: Consultation document

CAP 1986



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Chapter 1

Introduction

This consultation document explains our proposals for revisions to the existing CAA Charges Schemes, due to take effect from 1 April 2021.

We believe our proposals represent a balanced approach to charging, reflecting current circumstances and the important role of the CAA in industry's recovery. We look forward to receiving feedback on these proposals, in particular from those we regulate.

We welcome comments on all aspects of the proposals, including the charges structure and the level of the charges. Please could you use the CAA Statutory Charge FY21/22 Consultation [online submission form](#). The consultation closes at midnight on 4 February 2021.

Overview of our proposals

The CAA recognises the significant impact that the COVID-19 pandemic is having on the aviation and aerospace industries and is working closely with industry and government to assist with the safe gradual recovery of the sector whilst continuing its regulatory responsibilities. During the course of the pandemic, we have made changes to proportionately manage regulation, and will continue to work flexibly with the industry in responding pragmatically to the challenges presented by the virus. In recognition of the financial severity of the crisis on the aviation industry, the CAA has waived the charge increases that were consulted on for FY20/21. It is clear that there is still a long way to go before industry activity returns to pre-Covid levels. As such the CAA is not proposing to implement a general charge increase for the FY21/22 or implement the prior year proposals. Therefore, charges will remain at FY19/20 levels. Any new proposed charges included in this consultation relate to new activities the CAA expects to undertake in FY21/22, either as a result of the UK exit from the European Union or changes in legislation, as well as minor structural changes to the schemes.

In light of this, the proposals presented will aim to achieve two objectives: First, to ensure we have sufficient financial resources to fulfil our regulatory functions and facilitate industry's recovery, innovation and growth. Second, in doing so, to take into account the impact of the charges on those we regulate and the context on which they operate.

It should be noted that the CAA's income is heavily linked to industry volumes with c.40% of pre-Covid income generated from variable charges that are linked directly to airline and passenger traffic. Despite a number of cost saving measures undertaken internally in response to the crisis, this loss of income created a significant funding gap in FY20/21. The DfT agreed to provide the CAA with additional funding to cover this loss of income, so that the CAA could continue to provide regulatory oversight, assist industry with its recovery from the COVID-19 crisis and to continue delivering on other priorities, including the UK's readiness for its exit from EASA.

The DfT will continue to provide the CAA with the level of funding required for FY21/22 to cover the forecasted continued shortfall in our variable income, enabling us to continue to deliver our regulatory oversight, manage new and emerging issues and assist with industry's recovery and growth. The CAA is currently in discussion with the DfT regarding further funding to support industry for FY21/22.

The CAA is proposing the following charges to cover costs in the four areas where we are undertaking expanded activities:

1. **EU exit:**

The CAA has been developing its regulatory capabilities in readiness for the additional responsibilities it will assume upon leaving the EASA system on 31 December 2020, as well as working to ensure that the transition is as seamless as possible for industry and passengers. The CAA has agreed bilateral arrangements with the USA, Canada, Brazil and Japan that will become effective following the UK leaving the EASA system and will continue to work with the DfT and EASA into FY21/22 to help define the UK's longer-term relationship with EASA. Given the extensive work that is expected to continue into FY21/22, defining the UK's aviation relationship with the international community as well as developing UK legislation. It is proposed that we will retain the current EU exit funding recovered through variable charges, albeit likely reduced due to lower volumes.

We have also set out our proposals in this document for the basis of charging for specific new regulatory activities that will be undertaken on an application basis following the conclusion of the transition period, that are not covered by the current Scheme of Charges. These are detailed in Chapter 4 – Charge Proposals by Individual Schemes.

2. **Market Power Determination (MPD):**

Under the Civil Aviation Act 2012 (as amended), we can be requested, or we could instigate an assessment ourselves, to undertake an MPD or assess whether a Material Change of Circumstances (an MCC) has occurred at a large UK airport.

The proposals associated with MPD are detailed in Chapter 4 – Charge Proposals by Individual Schemes.

3. Safeguarding Competition in Air Transport:

Regulation (EU) 2019/712 would require the CAA to investigate, in collaboration with HM Government, practices distorting competition between UK air carriers and third-country air carriers which threaten injury to UK air carriers. The proposals are detailed in Chapter 4 – Charge Proposals by Individual Schemes.

4. Space

Space activities relating to UK entities are currently governed by the Outer Space Act 1986 and are regulated by the UK Space Agency. The Act requires UK entities who procure an overseas launch and/or operate a satellite in orbit to hold a licence.

With the introduction of the Space Industry Act 2018, the CAA will undertake all regulatory functions in addition to regulating in-orbit activities under the Outer Space Act 1986. Further detail regarding the charging mechanism are included within ‘Chapter 3 – Main Charge Proposals’ of this document.

It should be noted, that although Government has proposed that the CAA undertakes the space regulation work, the final decision is subject to the Government’s assessment of the recent consultation and Parliamentary approval.

Chapter 2

Key Update

EU exit cost recovery

At the end of the EU exit transition period on 31 December 2020, the CAA will no longer be a participant in EASA systems and will have new and extended responsibilities across a range of our functions.

During 2020/21, we continued to develop our capabilities in preparation for these changes.

This work included:

- Policy and legal work to support Government's work in incorporating the EU aviation acquis into UK law;
- Support to Government in negotiations of future UK/EU relationships;
- Cooperation with regulators in USA, Canada, Brazil and Japan in developing new aviation safety agreements;
- Strengthening the resilience of our new design certification capability model;
- Maintenance of readiness to take on expanded roles for inbound mail and cargo security and foreign carrier permitting;
- Developing new capability to develop policy and rules outside the EASA structure;
- Changing processes and documentation to reflect legal changes;
- Managing the end of the transition period.

Alongside this work, we continued to provide advice to our industries on how to adapt to the changing operating landscape and in support of their own EU Exit related risk assessment and decision-making.

EU transition activities planned for 2021/22

When the EU transition period ends on 31 December 2020, the systems underpinning safety regulation in the UK and EU will have separated. At that point some responsibilities held by EASA will fall to the CAA, including certification and a wider oversight role, and some responsibilities held by the EU Commission for rulemaking (policy development) will fall to the DfT supported by the CAA. The CAA has been preparing to take on its elements of these responsibilities for over three years. During 2021/22 we will fully establish these new functions based on the conditions and relationships that exist at the start of next year.

The saving provisions of the EU Withdrawal Act allow that EU certificates that non-UK businesses hold have validity within the UK system for up to two years. During 2021/22 we will begin establishing the capabilities to start regulating such organisations as required over those two years.

The end of the EU transition period also marks the point at which the basis for aviation regulation moves entirely under UK law. A large amount of CAA communication material has references to EU and EU systems within it and in readiness for the end of the transition period we have focussed on making the changes necessary to be legally compliant. During 2021/22 we will complete changing all of this material to reflect the new legal status and provide easy access to the range of safety regulation information that we will host.

When the transition period ends, the certificates that UK businesses and individuals hold will continue to have validity within the UK system for the extent of their natural life. They will, nevertheless, continue to refer to their past basis in EU law and from the start of 2021, CAA intends to re-issue non-expiring UK issued certificates in different ways to ensure that they are replaced within the system over a reasonable period of time.

All of this work will require significant policy, legal, technical regulatory and communications resources in its delivery. We therefore propose to retain the inclusion of £1.6m of costs across all our statutory charges for these additional activities that result UK leaving the EU, a provision that was first introduced in 2018.

Activity to support industry during COVID-19

The CAA is acutely aware of the ongoing impact that COVID-19 is having on the aviation industry, and the measures we can take to support industry in mitigating that impact, as well as supporting them through the current period of uncertainty and changing demand whilst transitioning to post-Covid demand levels.

Where doing so is practicable, desirable and feasible within international regulations and UK legislation, we have already made changes to ease the regulatory burden on industry and will continue to work flexibly with the industry in responding pragmatically to the challenges presented by the virus.

We expect to continue to work closely with industry during the rest of the current financial year and into next year, to support aviation and aerospace during the crisis and enable its recovery and growth in the future.

Below are some of the key activities that we have carried out to support Industry:

- We have developed and published a significant number of exemptions from EU and national legislation to enable continued operation during the

pandemic. The alleviations provide additional time to comply with normal requirements, such as renewal of licences and certificates, to protect aircrew from potential sources of COVID-19 infection when training and to address the practical issues arising from restrictions on movement of personnel and aircraft. The content of the exemptions has mostly been coordinated by EASA and ICAO to ensure that there is broad alignment with other Contracting States.

- The UK was the first country in the European system to provide clarity to its airline industry on the application of consumer regulations for delayed and cancelled flights at the beginning of the pandemic. We have regularly updated our advice to consumers and industry on regulations and rights as the pandemic advanced. For instance, clarifying refund vouchers are protected by ATOL, supporting consumer confidence.
- We issued guidance regarding flight time limitations to provide pragmatic solutions and if required, exemptions. This has involved working very closely with several large operators and wherever possible finding resolutions within existing regulations. This allowed operators to continue operating into countries that were not suitable for crew to be based and where a crew change would normally be required.
- Throughout the COVID-19 period CAA has prioritised regulatory approvals for the testing of novel technologies in use cases intended to benefit frontline responses to the pandemic. This has included tests of drone delivery services for the NHS in Scotland and the Isle of Wight. These use cases will continue to be prioritised alongside other projects supported by UKRI and UKSA being delivered in the coming months.
- The CAA has put in an accelerated permitting process to allow the carriage of essential items such as PPE, medical products and equipment (e.g. lithium ventilator batteries).
- The CAA recognises the enormous impact that the COVID-19 pandemic is having on the aviation and aerospace industries. For this reason, we delayed the increase to our scheme of charges until the end of December 2020. The Board will continue to keep this under review.
- We have also acted as an interface between government and aviation, providing advice and insight during the rapidly evolving crisis to help government understand how decisions will impact consumers and industry.

Chapter 3

Main charge proposals

Spaceflights

Background

Currently space activities relating to UK entities are governed by the Outer Space Act 1986 and regulated by the UK Space Agency. The Act requires UK entities who procure an overseas launch and/or operate a satellite in orbit to hold a licence. The UK has a well-established and globally respected licensing regime for these activities.

With the introduction of the Space Industry Act 2018, which received Royal Assent on 15 March 2018, this created a high-level framework to enable commercial spaceflight and associated activities to be carried out from the UK. As such, when the Space Industry Act 2018 comes in force (Summer 2021) it will work alongside the Outer Space Act 1986.

The Outer Space Act 1986 will continue to regulate activities carried out overseas by UK entities, including:

- The procurement of the overseas launch of a space object;
- The operation of a satellite in orbit from an overseas facility by a UK entity.

Once in force, the Space Industry Act 2018 will regulate and support activities carried out from the UK, including:

- Launch (space or sub-orbital) and return;
- The procurement of a UK launch (space or sub-orbital);
- The operation of a satellite in orbit;
- The operation of a spaceport;
- The provision of range control services.

To ensure that these services are carried out safely and responsibly, the CAA will undertake all Space Industry Act 2018 regulatory functions in addition to regulating in-orbit activities under the Outer Space Act 1986.

It should be noted, that although Government has proposed that the CAA undertakes the space regulation work, the final decision is subject to the Government's assessment of the recent consultation and Parliamentary approval.

Charging

The CAA is responsible for implementing Space Industry Act 2018 licence fees. However, for the short to medium term the UK Space Agency (UKSA) will remain responsible for setting fees in relation to the Outer Space Act 1986.

However, the proposals for both Acts are outlined below:

New Space Industry Act 2018 spaceport launch and range licensing

It is proposed that no charges will be levied to industry for these activities for the first three years, with funding being provided by Her Majesty's Government (HMG) for this period. It is expected that the cost of initial operations will be high as we will need time and experience to mature our safety-critical functions. In addition, the volume of applications is expected to be low at first, further increasing costs if priced according to full cost recovery.

We propose to implement a charging scheme in 2024, moving towards full cost recovery over a phased approach. Given the uncertainties around how the UK launch market will develop, we will review this decision annually.

Space Industry Act 2018 and Outer Space Act 1986 satellite licensing

Under the Outer Space Act 1986 satellite licensing, the UKSA currently charge a one-off fee of £6,500 per licence. It is proposed to continue the charge at the same level.

The CAA propose to adopt the same fees of £6,500 per licence for the Space Industry Act 2018 satellite licensing. This is consistent with HM Treasury guidance, ensuring that the same charges apply to all users of a similar defined category of service.

It is proposed that Space Industry Act 2018 satellite licence fees will become effective by 1 April 2021. However, it may be later in 2021 that regulations made under the Space Industry Act 2018 will be in force for the regulator to receive licence applications.

HMG intends that UKSA will continue to set and administer Outer Space Act 1986 charges in the interim. However, HMG intends to transfer Outer Space Act 1986 charging powers to the CAA via legislation in 2022 or 2023. In the interim the CAA will work closely with UKSA to ensure the quality of the licensing process remains unaffected.

Market Power Determination and Safeguarding International Airline Competition

In December 2019, the CAA invited initial views on separate CAA's charges for Market Power Determinations (MPDs) and the CAA's new role in relation to EU Regulation 712, with a view to issuing a formal consultation on these charges in early 2020. However, reflecting the significant impact of the COVID-19 pandemic on the industry, we postponed that consultation and we are now giving stakeholders the opportunity to provide views on our proposals for separate charges as part of our annual charges consultation.

In the invitation for views, we identified two activities that warranted specific consideration regarding how costs should be recovered

- Undertaking MPDs under the Civil Aviation Act 2012. These relate to whether or not an airport operator is dominant and should be subject to economic regulation; and
- Work connected with new investigatory powers on safeguarding airline competition under EU Regulation 712, which was implemented on an amended basis into UK law through the Air Services (Competition) (Amendment and Revocation) (EU Exit) Regulations 2019. Reg712 relates to investigations into practices distorting competition between UK and third-country airlines.

Both activities identified above would entail CAA carrying out specific investigations either respectively as part of a CAA-run process or as advice to the Secretary of State.

We invited stakeholder comments on whether it would be appropriate to set an application fee for such investigations and different ways of spreading the remaining costs of these activities across a broader base of stakeholders likely to be affected by the investigation rather than just the requester.

We are now formally consulting on our proposed charging approach for these two responsibilities, considering stakeholders' views and further thinking. The proposed charging mechanisms for MPD and Reg 712 can be found under Chapter 4- 'Charge proposals by individual schemes.'

Chapter 4

Charge proposals by individual schemes

This section explains the remaining proposed changes. It shows in detail the effect on individual schemes' charges of the additional activities outlined in Chapter 3 – 'Main charge proposals.

Safety Regulation Schemes of Charges

The structural changes and pricing proposals of the Safety Regulation Schemes are detailed below:

Air Operator and Police Air Operator Certification Scheme

Structural Changes

There are no proposed structural changes to this Scheme.

Pricing Proposals

There are no proposed price increases under this Scheme.

Airworthiness Scheme

Structural Changes

Foreign Registered Aircraft-Exemption to fly without a certificate of airworthiness

The current wording reflects the CAA approach prior to Risk Based Regulation, where our routine response to such a situation was to assign a Survey task to an Airworthiness surveyor, who would then undertake a detailed review of technical documents as well as a physical inspection of the aircraft and its maintenance records.

Our current approach is to place more reliance on the state of registry evaluation of the airworthiness of the aircraft, through discussion with them and then to undertake an investigation into the intended operation in the UK. This allows us to agree the safety case to ensure that exposure to risk of third parties is properly identified and mitigated, and to prescribe any operational limitations that are needed.

To ensure a thorough investigation can be carried out with the ability to recover associated resource costs, a wording change is proposed by replacing the word “survey” in sub-paras 3.5.7.1 and 3.5.7.2, with “investigation”.

Design Capability – EU Exit

The associated fees for the issue and oversight of Part 21 Subpart J approvals is already detailed in the Airworthiness Scheme of Charges. The CAA is now proposing to make the following additions in relation to Design Capabilities.

Design Organisation Approvals (Part-21 Subpart J)

The Scheme of Charges already details the transition charges and annual charges that are to be set with reference to an organisation’s most recent EASA surveillance fee. For clarification, it is intended that the exchange rate to be used in calculating the CAA charge will be based on the effective start date of the approval for the transition fees, and the 1 April for the Annual Charges.

Flight Conditions

The CAA will have the capability to approve Flight Conditions following the stand up of its Design Organisation oversight capabilities. It is proposed that a fee of £627 will be payable on application for the approval of design related flight conditions.

Balloon Type Certification

Following the UK exit from EASA the CAA will be responsible for Type Certification of aircraft where the UK is the State of Design. There is already a charge for Type Certification activities in the Scheme of Charges which is determined with reference to the aircraft weight. It is recognised that this is not appropriate for Balloons which are non-complex but have a relatively high maximum weight. It is therefore proposed to introduce a fee of £7,315 for the approval of a Balloon Type Certificate, with time in excess of 35 hours to be charged at £209 per hour up to a maximum of £50,000.

Certification Support for Validation

Where a design organisation requires the CAA to provide support and technical assistance to aid a Third Country Authority validation of a UK issued Design Certificate, a fee is proposed of £627 which will be payable on application, with time in excess of 3 hours to be charged at £209 per hour up to a maximum of £100,000.

Part-MG to Part-CAO

Transition charges for Part-MG to Part-CAMO and Part-MF to Part-CAO were introduced into the scheme of charges FY20/21. A transition charge is also required for Part-MG to Part-CAO. It is therefore proposed to introduce a fee of £836.

Pricing Proposals

There are no proposed price increases under this Scheme.

Personnel Licensing Scheme

Structural Changes

Certification or re-certification as a GR examiner for the PPL, LAPL or NPPL

The CAA currently issues a Ground Examiner (GR) Authorisation to competent and qualified persons to discharge a GR function for Private Pilot Licence (PPL) related Theoretical Knowledge (TK) examinations. This responsibility is for the local exam management process end-to-end including exam security, exam marking and debrief.

CAA [Standards Document 11](#) 'Provision and Conduct of Ground Examinations for the Private Pilot Licence Aeroplanes & Helicopters' makes provision for a delegated invigilator role within the exam environment. It states, 'Invigilation of the examination must be conducted either by the authorised GR or by a responsible person within the training organisation, appointed for the purpose by the GR.'

Engagement with representatives of the GA sector was undertaken via the PPL exam Working Group (PPL WG), which included representatives from AOPA (Aircraft owners and pilots association) and major GA publishing houses. There was support for a CAA suggestion that the Invigilator role should be removed for PPL e Exams and exam system access for exam invigilation should rest with GRs only. The agreed approach would make the GR more accessible, primarily through a reduction in the current CAA charge for a GR authorisation.

As a result, the CAA reduced the GR Examiner certification and re-certification charge down from £255 to £125 with effect from 1 June 2020 and this reduction will now officially be implemented in the scheme of charges.

Licensing – EU Exit

The following proposals cover the proposed fees applicable for current EASA License holders transitioning to a UK CAA issued license.

Flight Crew Licensing (FCL)

EASA approved pilots will be able to apply for a UK pilot license without the requirement to re-take UK based examinations, following the existing application process. An application fee of £243 is payable as well as a £46 verification fee. This is a continuation of the existing process and so will not require a change to the Scheme of Charges.

In the five years following the conclusion of the Brexit transition period, EASA badged FCL licenses will need to be re-issued with a UK CAA badge. It is anticipated that the majority of licenses will be automatically updated during this period as variation applications are submitted and issued, however where a license has not been re-issued in this period or a license holder requires a UK badged license, an application will be required to convert the license from EASA to UK CAA. The proposed fee for this is £146 for professional licenses and £77 for private licenses.

Medical

Stakeholders that require a UK based Medical will be able to apply to transfer their medical history from their current EASA state to the UK. It is proposed that a fee of £105 will be payable on application, in line with the current Change of State of License fee.

Air Traffic Controllers

EASA licensed Air Traffic Controllers (ATCO) that have not previously held a UK license will be required to follow the current process for a new ATCO License application with associated fees as set out in the current Scheme of Charges.

ATCO's that have previously held a UK License but transferred to an EASA state will be able to apply to have their previous UK license re-activated. The proposed fee for this is £102.

Part-66 Engineer Licensing

EASA licensed Part-66 Engineers that have not previously held a UK license will be required to follow the current process for a new Part-66 License application with associated fees as set out in the current Scheme of Charges.

Part-66 Engineers that have held a UK License in the previous 5 years but transferred to an EASA state in that period, will be able to apply to have their previous UK license re-activated. A replica of the previously held UK license will then be issued, with the same expiry date and ratings as when they transferred. The proposed fee for this is £94. Any subsequent variations that have been issued whilst the license holder was not a UK license holder would then need to be applied for through the standard process and fees paid in accordance with the existing Scheme of Charges.

Flight Simulator Training Devices – EU Exit

The CAA will continue to recognise EASA approved Flight Simulator Training Devices (FSTD) that have been EASA validated prior to 31 December 2020 up until the date of the devices next evaluation. As devices become due for their EASA re-validation, FSTD operators providing EASA approved FSTD's for use at a UK Approved Training Organisation will be required to obtain UK CAA certification. Prior

to the next evaluation due date being reached, application should be made to the CAA for a recurrent evaluation, to be conducted in the same timeframe as the 2021 EASA evaluation. The CAA will perform the same tasks as a recurrent evaluation, however an initial evaluation shall be issued, and that device will then fall under usual CAA oversight. The fee for this recurrent evaluation will be in line with the existing Scheme of Charges price list Table 23 and Table 24.

Aerodrome Licensing and ATC Services Regulation Scheme

Structural Changes

There are no proposed structural changes to this Scheme.

Pricing Proposals

There are no proposed price increases under this Scheme.

General Aviation Scheme

Structural Changes

There are no proposed structural changes to this Scheme.

Pricing Proposals

There are no proposed price increases under this Scheme.

Airspace Scheme

Structural Changes

There are no proposed structural changes to this Scheme.

Pricing Proposals

There are no proposed price increases under this Scheme.

Consumers and Markets Schemes of Charges and Economic Regulation of NATS

Air Transport Licensing Scheme

Structural Changes

Market Power Determinations and Safeguarding International Airline Competition

The CAA propose for MPDs setting charges as follows:

- An initial application fee for the requesting party of £50,000; and
- Recovery of the remaining costs of an MPD from large UK airports, which would vary where we determine the airport to be dominant (not dominant):
 - 75% (25%) of the costs recovered from the airport that is the subject of the MPD; and
 - 25% (75%) from other large UK airports;
- The CAA defines large airports as airports serving more than 5 million passengers per annum.
- Large UK airports will be assessed in proportion to their passenger volumes from FY19/20 to determine charges for FY21/22 and it is intended for future years, we will use prior years as the basis.
- The CAA propose initial cost recovery at a 50:50 split between the airport that is the subject of the MPD and remaining large UK airports as work progresses, to be invoiced in arrears based on actual costs incurred. Upon completion of work and once a determination has been made as to whether the airport in question is dominant/not dominant, invoices and credit notes will be raised accordingly to align charges with the split outlined above.
- The CAA estimate the costs of considering and then undertaking an MPD as ranging between £1.5 - £3 million. Based on our previous experience of conducting MPDs, any investigation could span a number of financial years. Our cost estimates will depend on the complexity and scope of the investigation.

With respect to the application fee, we will not apply this retrospectively to MPD requests we have already received. Hence, we would not seek to recover an application fee from the requesting party for the Manchester Airport MPD. Where the CAA commences an MPD on its own initiative no fee would apply and all the costs of the MPD would be recovered from the subject airport and large UK airports based on the above approach.

The CAA propose for Reg 712 setting charges as follows:

- An initial application fee for the requesting party of £30,000; and
- Recovery of the remaining costs of the CAA's Reg 712 investigations from Type A UK airlines. We propose to recover from Type A airlines based on their share of Type A airline contributions paid to the CAA in the previous year (based on their variable charges).
- The CAA will bill in arrears on a regular basis as work progresses based on actual costs incurred.

Regulation of Airports Scheme

Structural Changes

There are no proposed structural changes to this Scheme.

Pricing Proposals

There are no proposed price increases under this Scheme.

Economic Regulation of NATS

It is noted that although not a CAA Scheme of Charges, the proposal for the CAA Licence Fee payable by NERL for the economic regulation of NATS will be directly consulted on with NERL and therefore will be outside of this Charges Consultation, as the Licence Fee is required to commence as from 1 April 2021.

Air Travel Organiser's Licensing (ATOL) Scheme

Structural Changes

ATOL cases that require external advice

The CAA is proposing to include a provision within the Scheme of Charges to request advance payment. This is in response to a number of larger ATOL cases that require external advice (legal or accountancy) where the scheme currently expresses 'CAA will invoice the ATOL holder and the invoice will be payable on demand'. The CAA is becoming increasingly exposed to costs payable to suppliers before the costs are recouped from the ATOL holders.

Aviation Security Scheme

Structural Changes

Aviation Security Variable Charge

The Aviation Security variable charge is ordinarily chargeable to aerodromes with over 100,000 departing passengers in the year preceding the charge year. Due to the significant impact COVID-19 has had on passenger volumes in 2020/21, it is proposed that the 2021/22 charge will continue to be levied against those aerodromes that were subject to the Aviation Security variable charge in 2020/21 without reference to 2020/21 departing passenger volumes.

Pricing Proposals

There are no proposed price increases under this Scheme.

Spaceflight Scheme

Structural Changes

Space Industry Act 2018 satellite licensing

When the Space Industry Act 2018 comes into force it is proposed to charge an application fee of £6,500 for each satellite licencing application. This is consistent with the current charging regime for satellite licencing under the Outer Space Act.

It is proposed that the satellite licence fees will become effective by 1 April 2021. However, it may be later in 2021 that regulations, made under the Space Industry Act 2018, will be in force for the regulator to receive licence applications and as such the charge will be applied at that date.