

# Statutory Charges FY2024/25: Consultation Document

CAP 2596

A large, abstract blue graphic occupies the bottom two-thirds of the page. It features a gradient from a light sky blue to a dark navy blue, with a curved, wave-like shape on the right side that tapers towards the bottom right corner.

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# Contents

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<b>Contents</b>	<b>3</b>
<b>Privacy notice</b>	<b>5</b>
<b>Chapter 1 : Introduction</b>	<b>6</b>
Summary of our proposals	6
Enabling a safe and secure industry now and into the future	7
Maximising value in our service provision	8
Reforming our charging structure	9
<b>Chapter 2 : Charging proposals overview</b>	<b>11</b>
General price increase	11
Aviation Innovation: Future Flight Programme	12
Refinement of existing charges	15
<b>Chapter 3 : Charging proposals by individual Scheme</b>	<b>18</b>
Air Operator and Police Air Operator Certification Scheme	18
Airworthiness Scheme	18
Personnel Licensing Scheme	19
Aerodrome Licensing and ATC Services Regulation Scheme	20
General Aviation Scheme	20
Aerial Application Certificates Scheme	21
En Route Air Traffic Control Services Regulation Scheme	21
Aircraft Registration Scheme	21
Instrument Flight Procedures Scheme	22
Air Transport Licensing Scheme	22
Regulation of Airports Scheme	22
Air Travel Organiser's Licensing (ATOL) Scheme	22
Aviation Security Scheme	23
Spaceflight Scheme	23
Overseas Travel Time Rates	23
<b>Chapter 4 : Appendices</b>	<b>25</b>

Appendix A: Price increase table by Scheme	25
Appendix B: Rounding policy	26
Appendix C: Airworthiness Scheme Wording Changes	27
Appendix D: Personnel Licensing Scheme Wording Changes	31

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# Chapter 1: Introduction

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This consultation document sets out proposals for revisions to the existing UK Civil Aviation Authority (CAA) Charges Schemes, due to take effect from 1 April 2024.

We believe these proposals represent a balanced approach to delivering our regulatory obligations today and enabling the sector to grow in the future, improving our efficiency in line with the commitments made in the Arm's Length Body (ALB) review of the CAA and taking account of the interests of those who pay our charges.

We welcome feedback on these proposals, in particular from those we regulate, in relation to the proposed charging structure and the level of charges. Any comments or feedback should be provided via the CAA Statutory Charge FY2024/25 Consultation [online submission form](#). The consultation is open for an eight-week period and closes at midnight on the 15 January 2024. Following the consultation period, we will publish a response document reflecting the consultation feedback received from industry and the Secretary of State for Transport.

## Summary of our proposals

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Our primary proposals contained within this consultation include:

- An inflation linked general price increase across all schemes of 5.3% to address inflationary pressures on like-for-like activities (the equivalent of CPIH-1%), using the September CPIH rate as our standard inflation reference point in common with previous years.
- A further new activity price increase of 3.0% across our safety schemes, providing a contribution to the CAA's role in enabling innovation in the sector, particularly Future Flight which will deliver benefits to existing users through enabling the safe integration of new users, as well as to those new users who will in time be part of the aviation system and at that point make a financial contribution to regulatory costs.
- Refinements to existing charges to improve their appropriateness and effectiveness, including:
  - A reassessment of the Flight Simulator Training Device (FSTD) self-evaluation charge.
  - A rebalancing in the level and scope of the ADR passenger complaint charge.
  - An introduction of Vertical Take-Off and Landing (VTOL) categories and charging limits across relevant schemes.
  - A simplified charging structure for overseas travel.

- In parallel, the CAA is committed to delivering a 5% efficiency saving in like for like activities to generate funds to invest in our customer service programme.
- The CAA's Future Structure Reform programme is starting now and will look at a more fundamental redesign of CAA's regulatory charges, for introduction from 2027.

## Enabling a safe and secure industry now and into the future

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In recent years our focus has been on the impact the Covid-19 pandemic has had on the aviation sector, and in particular, on supporting the industry we regulate and our colleagues. Assessing where we are in 2023, we see many similarities with the pre-Covid period, particularly in the way industry volumes have strongly grown to those last seen in 2019, whilst also acknowledging that the world has moved forward over the past four years. We are facing into ever-increasing consumer demands on capacity and reliability of service, alongside a recognised period of technological change not experienced in aviation for some time, particularly given the new parts of the sector that are emerging and beginning to become more established.

Our regulatory landscape continues to broaden and evolve, with changes in perimeters brought on by EU-Exit and the addition of spaceflight. We also see rapid changes in technology, through a desire to drive towards decarbonisation, digitalisation and ever-increasing demand within the singular and finite resource of UK airspace. This change is upon us in a variety of forms, such as the move to sustainable aviation fuels, the focus on cyber-security and the continued emergence of new aviation platforms, such as drones and air taxis, together with the critical infrastructure development of UK airspace required to create capacity to meet demand. We are constantly horizon-scanning, seeking to understand and support the innovation of new technologies that are emerging into the sector, and we recognise that it is within our gift to prepare for these changes as a truly collaborative and enabling partner to industry. In undertaking this work, we are often supporting work of cross Government and sector initiatives such as the Future Flight Programme and the Jet Zero Council.

In order to perform this enabling role, it is essential that we are appropriately focused on these future changes and are able to work in an agile manner to keep pace with the rapid change environment we are currently living through. By putting in place the correct structures to enable the CAA to evolve in-step with industry we will be best-placed to support growth into the future, maintaining the highest level of assurance to the UK public and industry on aviation safety, security and consumer protection.

Whilst the theme of change is very much in the forefront of our minds, we also recognise that much of aviation activity and technology as it is today is here to stay for a long time, and in the face of ever-growing demand, there are increasing pressures on existing aviation technologies and airspace. It is therefore critical to ensure we continue to support the existing market to the same high-quality as we have done since our establishment.

However, we must also seek to ensure that new technologies and modes of operation are able to integrate with the traditional aviation sector in a safe and secure manner, and in a way which ensures consumers are protected. Change is inevitable, and with that in mind it is the duty of a responsible regulator to prepare ourselves and those we regulate for change.

## Maximising value in our service provision

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The CAA, the aviation industry, and the UK public are facing a challenging economic environment, characterised by inflationary pressures. Despite these challenges, the commercial aviation sector has surpassed expectations in 2023, with consumers placing a high value on international air travel, and demand is therefore strong at the present time. While inflation has moderated compared to a year ago, it still has an impact on our costs, including the secondary impact inflation has had on UK salaries in 2023. The CAA is continuing to find ways of providing improved value-for-money to our customers, and through the realisation of internal efficiencies we are able to propose an increase to our charges for like-for-like activity below our standard reference point for inflation, which is the September CPIH rate published by the Office for National Statistics (ONS). This aligns with our approach to price increases over the past decade, in which time the CAA has provided the industry with real-terms price reductions amounting to 14.5%, representing an annual saving to our customers of £16.2m.

Further costs pressures are arising next year as the Government, as expected, stops funding certain activities where it has done so since the Covid-19 pandemic, including investment in the cyber security of our IT systems. Going forward, these are new cost pressures that the CAA will need to absorb in addition to the efficiencies it is delivering as part of the recently published ALB review recommendations.

Despite this, with an ever-increasing remit, and with rapid changes in technology within the aviation sector, particularly around RPAS and air taxis, we are seeking a modest financial contribution from industry in excess of the rate of inflation as a means to support our strategic focus on aviation innovation, equating to an average price increase of 7.5% in total, with a maximum price increase of 8.3% on our safety charging schemes. This increased focus on innovation is critical to our role as an enabler of the aviation industry, with a programme of work which will provide benefits to all users, along with ensuring we are prepared for the near-term regulatory challenges change in technology is bringing.

The ALB review of the CAA was concluded earlier this year with the ALB review team's report published in July 2023, enhancing our mandate for change and improvement. The report contains a series of recommendations for CAA consideration, many of which were aligned with existing workstreams that had already commenced prior to the start of the review. In particular, the report focused on how the CAA can deliver and demonstrate greater value-for-money to stakeholders through delivering a CPIH-1% cap on increases to existing charges (with separate justification for any change over that) and a 5%

efficiency target over three years to create financial capacity to invest in service improvements. This strategy will focus on delivering short-term reductions in the CAA's cost base, ensuring we deliver the same, or more, for less over the next three years.

The savings generated from this reduction in costs are being utilised with a dual focus of easing the impacts of increasing costs to our customers through the period, with the remainder of the savings ringfenced to provide funding for a multi-year digital improvements programme. Our commitment is to provide like-for-like cost increases below the rate of inflation over the period, with newly introduced costs minimised as far as possible to limit the impacts on customers. Our digital improvements programme will have a focus on delivering an enhanced experience to our customers and realising further operating efficiency where possible.

## Reforming our charging structure

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We had also commenced work on a strategic review of our funding structure in early 2022, with our intentions to deliver meaningful change in the experience of our customers and colleagues, as well as greater financial resilience for the CAA, being highlighted to the CAA Board and the ALB review team. Using the work conducted by the ALB team, in particular through the public call-for-evidence, we are now in a position to formally launch our Funding Structure Reform (FSR) project, aimed at delivering a more transparent, agile and effective funding model setting out how industry will be charged for the costs of civil aviation and aerospace regulation starting in 2027.

The CAA has had a long-standing ambition to reform its charging structure, acknowledging the limitations the current Schemes of Charges model presents in customer experience and financial stability:

- The complexity of the Schemes of Charges can make it difficult for both our customers and colleagues to interpret, driving a high volumes of queries, customer refunds, and other subsequent engagements. There may be a better model available that would assist both our regulatory customers and the CAA.
- This complexity is compounded by the significant scale of the Schemes of Charges, with over 1,500 independent charges across 14 Schemes, making ongoing maintenance a time-consuming exercise across the CAA.
- The current Schemes of Charges structure contains a significant element of variable revenue streams, driven both by underlying industry volumes and customer-triggered demand for CAA services. This does not always directly correlate to the CAA's cost-base, which is predominantly fixed in nature. This presents challenges in both effective financial planning and stability.

Whilst already being considered a key priority for the CAA Board, the case for change to our charging structure was presented to the ALB team through both CAA colleague

interviews and through the review teams public call-for-evidence, resulting in the inclusion of a recommendation in the ALB report for the financial model to be reformed in the near-term.

FSR is intended to provide a full strategic review of the CAA's funding model. The underlying concept of a user-pays structure will remain (as recommended by the ALB review team and in line with Managing Public Money principles that will shortly apply to the CAA). Our intention is to deliver FSR in line with the recommended timescales included in the ALB report:

- We will have designed our intended financial model by 2025. This will include industry consultation and engagement with other key stakeholders.
- We will target implementation of our new charging structure in line with our efficiency and reinvestment plan, which is expected to conclude in March 2027. Where possible, we will aim to deliver changes in a coordinated way with other corporate improvement projects and/or as early as possible.

We believe that this reform can provide meaningful and lasting change to both the CAA and our customers – we are excited to take this forward in an open and transparent way.

## Chapter 2: Charging proposals overview

### General price increase

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As in previous years, the CAA has been able to propose a general price increase on like-for-like activities below the rate of inflation, made possible through our continual drive to identify efficiencies in our processes. The proposed increase of 5.3% for FY2024/25 equates to one percentage point below the CPIH inflation rate for September 2023, as published by the [ONS](#) on 18 October 2023. The September rate is our standard reference point for this adjustment, consistent with prior years.

This proposal is aligned to the July 2023 ALB report recommendations for price increases on like-for-like activities to not exceed CPIH-1, with changes beyond that subject to separate justification. To enable this offering to industry the CAA has sought to find ways in delivering the same, or improved, level of service to customers for comparatively less funding in real terms. We have taken this commitment further by also identifying ways of absorbing the cost of existing activities where elements of government grant funding is expected to cease in the coming year, and through opting not to introduce increased charges for some new activities where we have been able to take the increased challenge into our existing budgets. In total, we estimate that through our target budget exercise for FY2024/25 we have been able to avoid passing additional cost pressures in the region of £6.2m onto industry.

Over the past ten years the CAA has continually provided general price increases below the relevant rate of inflation, amounting to a price reduction of 14.5% at the start of this financial year, equating to an annual saving of £16.2m in real-terms, including a price-freeze during the Covid period without subsequent corrective action. Taken with the above, this totals an annual reduction in charges payable by our customers of £22.4m in real-terms in FY2024/25, with a subsequent year-on-year compounded saving.

Like all corporate and private entities, the inflationary environment that we are currently living through has increased pressures on our budgets. This is true both for services and materials we procure, and, as we are largely a people business, on the cost of our workforce. In order for the CAA to ensure we have an appropriately sized and skilled pool of resources so that we can continue to provide our critical and valuable services to those we regulate, both now and into the future, we must recognise the need to attract and retain talent. The CAA operates a colleague remuneration model which places fairness and value at its core, ensuring that continual positive contributions are rewarded. Without a mechanism by which we can demonstrate a competitive value proposition to our colleagues we would face increased challenges in talent management, therefore being in a position to provide a fair pay award to colleagues in light of the current financial climate is of critical importance.

## Aviation Innovation: Future Flight Programme

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The CAA recognises it has a critical and expanding role to enable current and future innovations in the aviation sector. Our work in this field takes place alongside our partners in government, industry and academia. Together we are working to understand the impacts that innovation will have on the industry we regulate, and to ensure that change is delivered both safely and sustainably. In this work we will be mindful of government's priorities and our duty to provide safety assurance to those we regulate, consumers and the public. While we do not seek to support disruption for its own sake, nor do we seek to create a competitive advantage for disruptors, we are instead singularly focused on ensuring the safe and sustainable integration of innovation into the UK aviation ecosystem in an equitable manner for new and existing users, where it benefits consumers, the public and the economy to do so. The environment in which we operate is changing rapidly, and supporting the increasing drive towards decarbonisation, digitalisation and growing consumer demand is at the forefront of our ambition. We recognise that UK airspace is a singular, finite asset, and ensuring this evolves into a safe, complementary and viable environment for both current and future users is paramount. Aviation users and consumers of today have benefited from historic innovations in the sector and will continue to benefit from new innovation into the future.

Our work in this area is broad, covering all aspects of the aviation market, with the following notable workstreams either ongoing or high priorities for commencement as jointly agreed with the DfT as part of our Future Flight programme:

- A holistic review of the future use of airspace in the UK, including the delivery of our airspace modernisation strategy, providing all users with a greater level of assurance in the safety of themselves and others.
- Development and implementation of our environmental sustainability strategy to support the 2050 Jet Zero target, with a focus on the wider introduction of electric, hydrogen and hybrid powered aircraft.
- Oversight of remotely piloted vehicles, assisting that market to continue to grow and expand its reach in keeping with our core regulatory principles.
- Preparing for the introduction of Advanced Aerial Mobility products to the UK, which have the potential to redefine the way in which the public utilise transit.
- Support the business case for highly automated and autonomous eVTOL flight, assisting with integrated air-space ambitions, with consideration to operational challenges, such as one pilot to many drones functionality requirements.

The CAA is seeking to enable these industries to continue to innovate, grow and expand their reach across sectors. The CAA has a significant role to enable the pace sought by these sectors and to learn rapidly in new areas to provide the evidence needed to underpin regulatory change, which will require significant increases in our capability and capacity. The growth of these sectors has the potential to introduce reduced and zero-

emission technologies, open up regional air mobility, and enable greater efficiencies across the finite asset that is UK airspace.

Fundamentally, the CAA sees that our work in this area will provide the following tangible benefits to all aviation users:

- Safer, effective and efficient integration of new technologies into UK airspace, ensuring access and safety standards are maintained at the highest possible level. This benefits both existing UK aviation as well as new users.
- Ensuring that as we develop regulatory frameworks and policies, we support government and industry's ambition for the UK to be at the forefront of innovation in aviation and aerospace, pioneering new approaches where we can and working with our partners internationally where that will benefit UK industry.
- Reduced barriers to the utilisation of new technologies through the UK being seen as a location of choice for innovators, opening up access to new forms of aviation vehicles, environmentally sustainable propulsion and the development of new operating methods.

Innovation in the aviation sector is frequently described as a future concept, but the reality is that this is happening now, and we need to ensure we are ready for the challenges this will present. The Government's Future Flight Ambition seeks to address the immediate challenge of creating regulatory frameworks to safely integrate these near-term changes in the industry, whilst also casting an eye to the longer-term. In order for us to truly remain a world-leader in aviation regulation, and to ensure we are not left behind by the pace of change, we need to continue our work to prepare ourselves to be the regulator of the future. To not progress our work to ready ourselves for the future aviation landscape poses a number of strategic and tactical risks to the CAA and wider aviation industry:

- As new technologies enter into operational service, access to the limited resource of UK airspace will become increasingly constrained if the CAA is unable to appropriately influence and prepare for scalable introduction, particularly in relation to the potential for eVTOL expansion. The inefficient or ineffective use of UK airspace will create friction for both existing and new users if strategic integration is not proactively pursued by the CAA.
- The safety of operations for new and existing airspace users, as well as the UK public, would be at greater risk without a proactive regulatory approach to emerging technologies. This is particularly pertinent for the RPAS sector where between 23 September 2023 and 2 November 2023 the CAA have received 558 reports of alleged breaches of air navigation legislation for RPAS units which are either operating within UAS Flight Restriction Zones (FRZ) or outside of an FRZ but over 400ft.
- Much of the scalability of expansion in the RPAS sector is reliant on further development of regulation to support Beyond Visual Line of Sight (BVLOS)

operation. Without our ability to proactively engage with developers in this area we will not be able to ensure the safe and sustainable integration of this mode of operation into the UK's aviation ecosystem, severely limiting the opportunity for industry growth.

- Our status as a world-leader in aviation regulation is predicated on our ability to be at the forefront of policy development in relation to new and existing innovations. By not investing in internal capacity and capability we may find ourselves falling behind the current pace of change in the sector, leaving the CAA as a slow follower to other regulators across the world.
- If we do not invest in the ongoing development of the UK aviation ecosystem, we may miss the opportunity for the UK to be seen as the location of choice for aviation innovation. As a result, barriers to accessing the benefits these new innovations may bring, in new aviation vehicles, propulsion systems and operating methods, may be increased through higher costs of procurement and limited access to the expertise to support these new technologies.

The DfT support the CAA's ambition to be an enabler for technological advancement in the sector with a desire for the UK to be seen as the location of choice for innovators, attracting ideas and funding from across the world. This ambition has also been highlighted in the Secretary of State for Transport's priorities letter, and further work in this area was notably included in the ALB report as a distinct recommendation. Enabling both new and existing users provides a direct contribution to the UK's infrastructure needs and supports the national growth agenda. The DfT have been active collaborators in this area in recent years, providing some direct financial support, but over time we need to move towards a more sustainable user-pays model.

In recognition of the financial benefits innovation in the sector will bring to the broader UK economy, a proportionately higher level of Government grant funding is being actively pursued alongside the industry contribution proposed in this consultation, providing investment in Future Flight in FY2024/25 and beyond. In keeping with our commitment to provide the highest possible value-for-money to our customers we have sought to limit the financial ask on industry. The realisation of internal efficiencies has allowed consideration to be given to how the CAA can absorb both existing and new operating costs. This has been made possible through redeployment, rescoping and reprioritisation of resources and workstreams to ensure we are focusing our attentions on the correct challenges in a proportionate way. This includes the previously highlighted requirement for further funding to be sought from industry to establish our Futures and Rulemaking function following EU-Exit and our proposal for industry to fund the additional cost of Dangerous Goods oversight as explained in our FY2023/24 consultation response document. These previously proposed charge increases will no longer be passed onto industry and have instead been absorbed within our existing budgets.

Given the benefits, we think it appropriate to propose a modest contribution from industry towards a larger investment in the future aviation landscape. With that in mind, we propose

that prices across all safety schemes of charges will be increased 3.0% as set out in the table in Appendix A.

## Refinement of existing charges

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The CAA is seeking to refine a small number of existing charges, identified as a result of feedback received both internally and from industry on their effectiveness and appropriateness. Changes have also been suggested to some existing charges having been further reviewed and modified as the experience and data available to make decisions within the specific areas in the CAA has grown. In other cases, action is being proposed to reduce the administrative burden placed on both industry and the CAA, seeking to improve the efficiency of enacting these charges.

Whilst there are a number of other identified areas with opportunity for improvement within the Schemes of Charges, due to the commencement of our FSR project, we have narrowed the scope of change to those areas where immediate benefit can be provided to our customers and the CAA in an efficient manner, so as to not implement amendments which will be superseded by the project in the near future.

### **Flight Simulator Training Devices (FSTD) self-evaluations**

The regulations which govern our approach to the oversight of FSTD's makes allowance for the self-evaluation of devices twice during each 36-month period without requiring a physical inspection from a CAA surveyor. This delegated approach to regulation is permissible due to our responsibility and certification of both the device itself and the entity responsible for said device. Due to the operational efficiency of this self-declaration approach, and the changes to our regulatory responsibilities for European-based FSTD's following EU-Exit, an increasing number of device operators are moving towards a self-evaluation model.

Whilst the CAA's charging structure for FSTD's has worked to allow for cost-recovery of the activity in the past, this shift in operational patterns creates the need for a reassessment of the fee structures we have in place. Upon review, we have identified that the fee chargeable for entities with extended evaluation privileges (EEP) upon self-evaluation to permit a desktop review of the device is grossly insufficient for cost-recovery, with this service currently being loss-making in isolation. This has been rarely used in the past, therefore the financial impact has been immaterial to the CAA, however with the expected transition to this route of oversight it is necessary for us to take corrective action to prevent a financial shortfall and effective cross-subsidisation. As a result, we propose to increase the price for this service to £2,429 per application.

This brings the self-evaluation fee into line with the recently introduced validation fee for devices approved by another National Aviation Authority where a Bilateral Aviation Safety Agreement is in place, an activity which incurs a very similar degree of effort from our surveyors.

On conducting a customer impact assessment for this proposal, we can identify that this change should result in no increase in the revenue recoverable by the CAA in total. Our expectation is that the price increase associated with the self-evaluation will be offset by the reduction in volume of current on-site evaluation charges, and associated costs of overseas travel (where applicable) which can be limited through self-evaluation to once in each 24-month cycle to audit the operator, and once in every 36-month cycle to audit the device in question. This change represents an approach which is both more efficient and more proportionate for both the CAA and those we regulate.

### **Alternative Dispute Resolution (ADR)**

Our current policy relating to passenger complaints handled outside of an ADR where the related flight originated outside of the UK is to direct the complaint back to the relevant National Aviation Authority. This policy is under review following EU-Exit, with a potential move towards a model that identifies the CAA as the responsible entity for complaints raised by passengers in the UK, irrespective of the country of origin for the trip in question. The implication of such a move would be a significant increase in volumes of complaints to be handled by CAA colleagues, and as such there is a requirement to build capacity in the responsible team.

We have also taken the time to consider our approach to charging for passenger complaints to better match the cost of the complaint to the work undertaken. Our current approach levies a single charge on the airline against which the complaint has been made irrespective of the volume of complaints received. Whilst there is a small efficiency saving for processing multiple complaints for the same flight, the singular charge is in no way reflective of the overall effort incurred by the CAA, and as such the activity is loss-making in instances of multiple complaints. This is counter to our user-pays principle and can incentivise sub-optimal attitudes to passenger complaints from relevant airlines.

We propose to take corrective action through modifying the charging mechanism to be levied on each individual complaint instance, rather than a singular charge per flight. The forecast increase in volumes that will be created by this modification, along with the changes to the scope of complaints that will fall into our remit would lead to revenue recovered in this area being in excess of the additional costs of resourcing the complaints team. As a result, we propose to decrease the complaint fee to £161 per passenger complaint, with no expected overall financial impact on our customers.

### **Vertical Take-off and Landing (VTOL) Aircraft**

*For the purposes of below, VTOL aircraft are not to be taken to include rotary-wing aircraft, such as helicopters.*

There is expectation that VTOL aircraft will be introduced into operation in the UK in the near-term. Currently, the CAA has a series of charges established that may be permissible for VTOL aircraft and associated activities, but there is an absence of clarity for our customers as to which category these vehicles fall into. Further to this, in some instances,

the set charging rates are broadly inappropriate for VTOL aircraft given their low weight and high complexity.

Specific wording changes will be required to the Personnel Licensing and Airworthiness schemes which are detailed in the relevant sections of Chapter 3. A further change is proposed to remove the charging caps for specific activities in the Airworthiness scheme for applications relating to VTOL aircraft due to the risk of under recovery, with the current caps being based on maximum take-off weight.

These changes are broadly precautionary at this point in time and further specific changes will be proposed in future years once the operability of VTOL aircraft and our associated regulatory effort is better understood.

### **Overseas Travel (T&RE)**

The existing system for charging overseas travel and expenditure is based on rates linked to the travel time between the UK and overseas destination for regulatory activity. The CAA also recovers costs incurred in relation to the trip, including air fares, onward travel, accommodation, and subsistence. The administration of this mechanism is resource intensive and offers limited pre-indication to customers of the amount payable for T&RE given this can only be calculated in arrears. The CAA proposes to replace the current system of overseas travel recovery with a distance-based charge and an associated day-rate, designed to provide greater certainty in the fees payable by customers at the point of application.

The proposed charging rates have been designed to ensure the CAA recovers only the incurred travel time and expenditure in total under this mechanism. Adoption of this change will result in greater clarity of the costs relating to overseas travel. This simplified charge will result in processes becoming more streamlined, minimising the administrative burden for the CAA. The proposed changes promote cost predictability, facilitating improved financial planning and budgeting for customers and will allow for a more-timely provision of invoices to customers, albeit still in arrears to ensure the trip was completed prior to billing.

We propose to replace the existing charging mechanism with a combination of a fixed rate of £0.66 per-kilometre travelled from London Gatwick Airport to the destination Airport/Railway Station (where rail transport is used), covering travel fares and time, alongside a daily rate of £178, to recover the cost of accommodation and subsistence. The distance used will be the great circle distance, which is the shortest distance between 2 points.

Due to the volatility of travel costs the proposed rates will remain under review and adjusted as required to ensure appropriate cost recovery.

# Chapter 3: Charging proposals by individual Scheme

## Air Operator and Police Air Operator Certification Scheme

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### Structural Changes

#### Target charge where no aircraft are on the AOC

An update is required to section 4.1.1.1 of the Air Operator and Police Air Operator Certification Scheme of Charges (ORS5 No. 386), to include a charge in cases where there are no aircraft reported to the CAA at the two fixed reporting dates during the assessment year. In instances where no aircraft are declared within the operator's fleet per the bi-annual return, the operator will be assessed within the Category of Operator in which they were most recently charged, unless evidence exists that the operator is within a differing category on the relevant billing date.

### Pricing Proposals

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## Airworthiness Scheme

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### Structural Changes

#### Vertical Take-off and Landing Aircraft (VTOL)

*For the purposes of below, VTOL aircraft are not to be taken to include rotary-wing aircraft, such as helicopters.*

As described in Chapter 2, the inclusion of VTOL wording is required in specific areas on the Airworthiness, Noise Certification and Aircraft and Aircraft Engine Emissions Scheme of Charges (ORS5 No.401) to ensure that the CAA has a means to levy a charge and recover its costs for all the relevant activities on the scheme where the category of aircraft is specified. A detailed view on all the aspects of this change can be viewed in Appendix C at the end of this document, where sections have been taken from the scheme and updated to reflect the proposed changes.

There is also a need for the removal of the maximum charging caps in specific areas within the Scheme due to the nature of new and novel technologies and the possibility that the activities that will be undertaken may breach the current caps that are in place. For

current technologies these caps are rarely met or breached and so the removal of them is expected to have no difference on the charges that industry currently incurs. In any case, where the initial or application charges have been exceeded, excess hours will be charged and billed to ensure the CAA is able recover costs for work undertaken. The table below gives reference to the charging caps that will be removed from the Scheme document.

Ref	Maximum Charging Cap
3.1.2	£38,190
3.1.7	£53,800
3.3.2	£51,123
3.6.2.4	£47,958
3.7.1 Table 12	STC – Fixed Wing and rotorcraft - £115,000 STC – Balloons and airships - £17,220 STC – Aircraft Engines and APUs - £17,220 Major changes / repairs - £86,100 Other - £115,000
3.8.1 b) i)	£120,000
3.8.1 b) ii)	£120,000
3.8.2 a) i)	£120,000
3.8.2 a) ii)	£120,000
3.8.2 b)	£120,000
3.9	£115,000

## Pricing Proposals

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## Personnel Licensing Scheme

### Structural Changes

#### Vertical Take-off and Landing Aircraft (VTOL)

*For the purposes of below, VTOL aircraft are not to be taken to include rotary-wing aircraft, such as helicopters.*

As described in Chapter 2, the inclusion of VTOL wording is required in specific areas on the Personnel Licensing Scheme of Charges (ORS5 No.402) to ensure that the CAA has a means to levy a charge and recover its costs for all the relevant activities that are stated on the scheme where the category of aircraft is specified.

For the majority of charges where the category of aircraft isn't specified, VTOL aircraft will be applicable for charging in such categories if relevant as is currently the method for all categories of aircraft unless otherwise stated. A detailed view on all the aspects of this change can be viewed in Appendix D at the end of this document, where sections have been taken from the scheme and updated to reflect the proposed changes.

### **Flight Simulator Training Devices (FSTD) self-evaluations**

As described in Chapter 2, an amendment is required to the charge in table 24 of the Personnel Licensing Scheme of Charges (ORS5 No. 402) to better reflect the level of activity incurred on the part of the CAA for FSTD operators that hold the Extended Evaluation Privileges (EEP). The charge in table 24, Ref. b) is proposed to be increased to £2,429.

### **Pricing Proposals**

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## **Aerodrome Licensing and ATC Services Regulation Scheme**

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### **Structural Changes**

There are no proposed structural changes to this Scheme.

### **Pricing Proposals**

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## **General Aviation Scheme**

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### **Structural Changes**

There are no proposed structural changes to this Scheme.

### **Pricing Proposals**

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## **Aerial Application Certificates Scheme**

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### **Structural Changes**

There are no proposed structural changes to this Scheme.

### **Pricing Proposals**

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## **En Route Air Traffic Control Services Regulation Scheme**

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### **Structural Changes**

There are no proposed structural changes to this Scheme.

### **Pricing Proposals**

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## **Aircraft Registration Scheme**

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### **Structural Changes**

There are no proposed structural changes to this Scheme.

### **Pricing Proposals**

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## Instrument Flight Procedures Scheme

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### Structural Changes

There are no proposed structural changes to this Scheme.

### Pricing Proposals

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to contribute to the Future Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## Air Transport Licensing Scheme

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### Structural Changes

There are no proposed structural changes to this Scheme.

### Pricing Proposals

The prices under this Scheme are proposed to increase by 8.3%, made up of a general price increase of 5.3% to tackle the impacts of inflation and 3.0% to cover the cost of activities relating to the Future of Flight programme. Unless otherwise indicated all prices shown in this document are exclusive of these proposed price increases.

## Regulation of Airports Scheme

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### Structural Changes

There are no proposed structural changes to this Scheme.

### Pricing Proposals

The prices under this Scheme are proposed to increase by 5.3%. Unless otherwise indicated all prices shown in this document are exclusive of the proposed price increases.

## Air Travel Organiser's Licensing (ATOL) Scheme

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### Structural Changes

There are no proposed structural changes to this Scheme.

### Pricing Proposals

The prices under this Scheme are proposed to increase by 5.3%. Unless otherwise indicated all prices shown in this document are exclusive of the proposed price increases.

## Aviation Security Scheme

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### Structural Changes

There are no proposed structural changes to this Scheme.

### Pricing Proposals

The prices under this Scheme are proposed to increase by 5.3%. Unless otherwise indicated all prices shown in this document are exclusive of the proposed price increases.

## Spaceflight Scheme

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### Structural Changes

There are no proposed structural changes to this Scheme.

### Pricing Proposals

There are no proposed price increases under this section due to the legislative conditions that relate to our work in this area and the bulk of funding being provided directly by the Government.

## Overseas Travel Time Rates

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### Structural Changes

#### New charging methodology

As described in Chapter 2, the CAA proposes the removal of the current charging methodology in the CAA Overseas Travel Time Rates document (ORS5 OTT) and the introduction of a more simplified charge.

Our proposal is for the introduction of a fixed rate of £0.66 per-kilometre travelled from London Gatwick Airport to the destination Airport/Railway Station (where rail transport is used), covering airfares and travel time, alongside a daily rate of £178, to recover the cost of accommodation and subsistence. The distance used will be the great circle distance, which is the shortest distance between 2 points.

In the rare circumstances where multi-destination trips are conducted, or flights are taken on the Air Carrier that is to be assessed for an approval, the full charge will still be applicable to each entity visited, to ensure independence is maintained on the part of the CAA as a regulator. The charge has been calculated on the basis that the full amount will be payable by each customer in the case of a multi trip destination with no concession applicable.

**Pricing Proposals**

The prices under this Scheme are proposed to increase by 5.3%. Unless otherwise indicated all prices shown in this document are exclusive of the proposed price increases.

## Chapter 4: Appendices

### Appendix A: Price increase table by Scheme

Regulatory Focus	Scheme Name	Aviation Innovation	General Price Increase	New Activity Price Increase	Total Price Increase
<b>Safety</b>	Air Operator and Police Air Operator Certification	Y	5.3%	3.0%	<b>8.3%</b>
	Airworthiness	Y	5.3%	3.0%	<b>8.3%</b>
	Personnel Licensing	Y	5.3%	3.0%	<b>8.3%</b>
	Aerodrome Licensing and ATC Services Regulation	Y	5.3%	3.0%	<b>8.3%</b>
	General Aviation	Y	5.3%	3.0%	<b>8.3%</b>
	Aerial Application Certificates	Y	5.3%	3.0%	<b>8.3%</b>
	En Route Air Traffic Control Services Regulation	Y	5.3%	3.0%	<b>8.3%</b>
	Aircraft Registration	Y	5.3%	3.0%	<b>8.3%</b>
	Instrument Flight Procedures	Y	5.3%	3.0%	<b>8.3%</b>
<b>Consumer Protection</b>	Air Transport Licensing	N	5.3%	N/A	<b>5.3%</b>
	Regulation of Airports	N	5.3%	N/A	<b>5.3%</b>
	Air Travel Organiser's Licensing (ATOL)	N	5.3%	N/A	<b>5.3%</b>
<b>Aviation Security</b>	Aviation Security	N	5.3%	N/A	<b>5.3%</b>
<b>Spaceflight</b>	Spaceflight*	N	0.0%	N/A	<b>0.0%</b>

*\*The Spaceflight scheme is excluded from the general price increase for inflation and new activities owing to the fact that the vast majority of funding will be provided by the Government for the foreseeable future, and the legislative conditions which prevent the CAA from being able to adjust prices in this scheme in the same way as it can with others. These legislative conditions remain under review with the intention of the CAA being granted the appropriate charging powers to adjust and introduce charges as required, so that this area can transition to industry funding at the time Government funding ceases.*

## Appendix B: Rounding policy

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As per last year, charges below £20 will be quoted in pounds and pence to the nearest penny. Charges at or greater than £20 subject to the price increase('s) will be rounded up to the nearest whole pound, £10, £50, £100 or £1,000, depending on the scale of the charge, unless the charge is specifically quoted in pence.

## Appendix C: Airworthiness Scheme wording changes

**Table 1 Continued Airworthiness**

Type Certificate Annual Charge	Category	UK Product Charge	Non-UK Product Charge
Column 1	Column 2	Column 3	Column 4
Rotorcraft/VTOL aircraft	Large (CS-29 and CS-27 CAT A)	£11,990	£5,995
	Medium (All other CS-27), <b>SC-VTOL</b> )	£5,995	£2,998
	Small (CS-27, MTOW < 3,175kg, max 4 seats)	£2,398	N/A
	Very Light (RPAS)	£240	N/A

**Table 2 Prototype investigatory charges**

Ref	Prototype aircraft	Application charge	Maximum liability per year or part year
Col. 1	Column 2	Column 3	Column 4
B	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b>	£630 per 500 kg or part thereof	£102,000 per 500 kg or part thereof

**Table 3 Prototype ARC charges**

Ref	Prototype non-Part 21 aircraft	National ARC charge
Col. 1	Column 2	Column 3
B	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> , of maximum weight not exceeding 2,730 kg	£67 per 500 kg or part thereof
C	An aircraft of maximum weight not exceeding 2,730 kg other than a glider, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b>	£33 per 500 kg or part thereof
D	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£188 per 500 kg or part thereof
E	An aircraft of maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b>	£72 per 500 kg or part thereof

**Table 5**

Ref	Series – Aircraft other than Gliders and Balloons	Application charge	Validity charge
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight not exceeding 2,730 kg	£630	£67
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b>	£161	£33

C	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate	£630	£188
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b>	£161	£72
E	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£630	N/A
F	Any other aircraft having a maximum weight exceeding 40,000 kg and operated under an air operator's certificate	£161	N/A

**Table 7 Non-Part 21 aircraft**

Ref	ARC – Aircraft other than Gliders and Balloons	Charge per 500 kg or part thereof	
		Recommended by an appropriately CAA-approved organisation	Direct application to the CAA
Col. 1	Column 2	Column 3	Column 4
A	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight not exceeding 2,730 kg.	£67	£95 plus an additional investigatory charge (see Note 6)
B	An aircraft having a maximum weight not exceeding 2,730 kg, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> .	£33	£64 plus an additional investigatory charge (see Note 6)
C	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate.	£188	£235 plus an additional investigatory charge (see Note 6)
D	An aircraft having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> .	£72	£101 plus an additional investigatory charge (see Note 6)

Table 9 Part 21 aircraft

Ref	ARC – Aircraft not exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		ARC issued/ extended by CAMO, CAO or issued by AMO (See Note 12)		ARC recommended by CAMO / CAO	Airworthiness review by CAA
		on-line	Not on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight not exceeding 2,730 kg, the CAMO / CAO applicant shall pay:	£68	£74	£74	£95 plus an additional investigatory charge (see Note 11)
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> , having a maximum weight not exceeding 2,730 kg, the CAMO / CAO applicant shall pay:	£34	£37	£37	£64 plus an additional investigatory charge (see Note 11)

Table 10 Part 21 aircraft

Ref	ARC – Aircraft exceeding a maximum weight of 2,730 kg other than Gliders and Balloons	Charge per 500 kg or part thereof			
		ARC issued/ extended by CAMO/CAO		ARC recommended by CAMO/CAO	Airworthiness review by CAA
		on-line	Not on-line		
Col. 1	Column 2	Column 3	Column 4	Column 5	Column 6
A	A helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / CAO / applicant shall pay:	£188	£206	£206	£235 plus an additional investigatory charge (see Note 13)
B	An aircraft other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft <b>or VTOL aircraft</b> , having a maximum weight exceeding 2,730 kg but not exceeding 40,000 kg, or having a maximum weight exceeding 40,000 kg but not operated under an air operator's certificate, the CAMO / CAO / applicant shall pay:	£72	£80	£80	£101 plus an additional investigatory charge (see Note 13)

### 3.5.5 Export certificates of airworthiness

#### 3.5.5.1

- b) in the case of a helicopter or a powered lift (tilt rotor) aircraft **or VTOL aircraft**, a charge of £256 per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £816 per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge; or
- c) in the case of an aircraft, other than a glider, a balloon, a helicopter or a powered lift (tilt rotor) aircraft **or VTOL aircraft**, a charge of £161 per 500 kg, or part thereof, of the maximum weight of the aircraft or, if the total cost of the investigations exceeds the charge so calculated, a charge of such amount as may be decided and invoiced by the CAA having regard to the expense incurred by it in making the investigations, see paragraph 4.5, but not exceeding £498 per 500 kg, or part thereof, of the maximum weight of the aircraft for any year, or part of the year, during which the investigations are carried out and the CAA may require a deposit to be paid under paragraph 4.6 a) pending the calculation of the final charge.

## Appendix D: Personnel Licensing Scheme wording changes

Table 6

Ref	Licence type	Rating, certificate or qualification type	Initial application	Variation	Renewal/ revalidation
d)	Professional Pilot's Licence or Private Pilot's Licence	An instrument rating (aeroplanes/helicopters/ <b>VTOL</b> )	£142	£104	£104

Table 17

Ref	Sub-ref	Description	Charge
a)		Where the person is authorised to carry out flight instruction for type rating purposes only, and the instruction required is for single pilot helicopter <b>or VTOL</b> operation where the observation is carried out by the CAA	£621
b)		Where the person is authorised to carry out TRI / SFI / STI training for single and multi pilot requirements where;	
	i)	an observation is conducted by the CAA:	
		aa) for a multi pilot aeroplane or helicopter <b>or VTOL aircraft</b>	£1,621
		bb) for a single pilot aeroplane or helicopter <b>or VTOL aircraft</b>	£621
	ii)	an observation is not conducted by the CAA:	
		aa) for simulated instrument flight	£398

Table 34

Ref	Sub-ref	Description	Initial approval	Annual continuation charge payable on 1 April
a)		The charges for the following modular courses will be applied on initial applications for approval and/or variation to the approval. The following fees will not be charged on continuation of approval when an integrated approval is already held in the same class, where the class is Aeroplane, Helicopter, <b>VTOL aircraft</b> or Airship.	£580	£580

Table 35 Single Pilot Aircraft Type Rating Training Courses

Ref	Description	Initial approval (per aircraft type)	Annual continuation charge payable on 1 April
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a)	Single-Pilot Aeroplane or Helicopter <b>or VTOL</b> training < 2,730 kg (non-complex aircraft)	£580	£580 (for all aircraft types together)
b) i)	Single-Pilot Aeroplane training (2,730 kg to 5,700 kg) (non-complex aircraft)	£580	£580 (per aircraft type)
b) ii)	Single-Pilot Helicopter <b>or VTOL</b> training (2,730 kg to 3,175 kg) (non-complex aircraft)	£580	£580 (per aircraft type)

**Table 42 Single-Pilot Instructor courses**

Ref	Sub-ref	Course Type	Initial approval	Annual continuation charge payable on 1 April
a)	i)	Application or continuation for a single course of training for a instructor's certificate in respect of one of the following: <ul style="list-style-type: none"> <li>• FI (Restricted)</li> <li>• IRI</li> <li>• CRI</li> <li>• MCCI</li> <li>• STI</li> <li>• UPRT Instructor</li> <li>• Flight test Instructor</li> <li>• Mountain rating Instructor</li> <li>• TRI (for single pilot non-complex helicopters)</li> <li>• TRI (for single-pilot non-complex aeroplanes)</li> <li>• TRI (for single-pilot non-complex <b>VTOL aircraft</b>)</li> </ul>	£764	£672 (For all courses approved)

**Table 43**

Ref	Sub Ref	Course Type	Initial approval	Annual continuation charge payable on 1 April
a)		For the initial application for the first or only type specific course, including the Teaching and Learning element for one of the following on either an aircraft or an FSTD:		
	i)	a helicopter <b>or VTOL aircraft</b> ≤ 3,175Kg MTWA	£2,331	£776
	ii)	A helicopter <b>or VTOL aircraft</b> > 3,175Kg MTWA	£3,772	£1,258
	iii)	any other aircraft (excluding helicopters <b>or VTOL aircraft</b> ) ≤ 15,000 kg MTWA (including or excluding LIFUS where training is conducted on an FSTD)	£5,606	£1,866
	iv)	Any other aircraft (excluding helicopters <b>or VTOL aircraft</b> ) > 15,000kg MTWA (including or excluding LIFUS where training is conducted on an FSTD)	£6,512	£2,170

b)	For all subsequent applications for type specific courses for one of the following courses on either an aircraft or an FSTD:			
	i)	A helicopter <b>or VTOL aircraft</b> ≤ 3,175Kg MTWA	£1,621	£540
	ii)	A helicopter <b>or VTOL aircraft</b> > 3,175Kg MTWA	£2,331	£776
	iii)	any other aircraft (excluding helicopters <b>or VTOL aircraft</b> ) ≤ 15,000kg MTWA (including or excluding LIFUS where training is conducted on an FSTD)	£3,793	£1,264
	iv)	Any other aircraft (excluding helicopters <b>or VTOL aircraft</b> ) > 15,000kg MTWA (including or excluding LIFUS where training is conducted on an FSTD)	£4,699	£1,569
c)	For a simulator to zero flight time upgrade / LIFUS for single and multi-pilot requirements for TRI, SFI or STI		£1,932	N/A
d)	To extend a type course conducted on an FSTD (Helicopters <b>or VTOL aircraft</b> ) to include Take Offs and Landings			
	i)	FSTD (helicopters <b>or VTOL aircraft</b> )	£1,621	N/A
	ii)	FSTD (all aircraft excluding helicopters <b>or VTOL aircraft</b> )	£2,007	N/A

Table 44

Ref	Description	Initial charge	Annual continuation charge payable on 1 April
c)	Single pilot examiner privileges (aeroplanes/helicopters/ <b>VTOL aircraft</b> ): FE and/or CRE and/or IRE	£3,906	£536

#### 6.8.4 Senior examiner (Revalidation examiner) course attendance

When making an application to attend the senior examiner (revalidation examiner) (aeroplane or helicopter **or VTOL aircraft**) course, the applicant shall pay to the CAA a fixed charge of £3,793.