

**LANDING, PARKING, TIE-DOWN AND AIR
NAVIGATION (FEES AND CHARGES)
(GOVERNMENT AERODROMES) REGULATIONS**

SI 49/2005
SI 57/2005

(SECTION 5)

[Commencement 1st October, 2005]

1. (1) These Regulations may be cited as the Landing, Parking, Tie-down and Air Navigation (Fees and Charges) (Government Aerodromes) Regulations. Citation and application.

(2) These Regulations apply to any Government aerodrome, other than a Government aerodrome in respect of which landing, parking, tie-down and air navigation fees and charges, as the case may be, are prescribed under any other written law.

2. Subject to the provisions of regulation 3 of these Regulations, it shall be lawful for the Director of Civil Aviation to charge, demand and receive fees and charges for the operation of aircraft at a Government aerodrome to which these Regulations apply (hereinafter called the aerodrome) according to the rates set out in the Schedules to these Regulations. Power of Director to charge fees.

Schedules.

3. (1) No fee shall be charged in respect of —

- (a) aircraft engaged in search or rescue operations or in the provision of emergency medical services;
- (b) aircraft owned or chartered by any department of the Government of The Bahamas; or
- (c) aircraft belonging to the Armed Forces or governments of any country of the Commonwealth or of the United States of America. Fees Exemptions and Reductions.

(2) Landing fees at three quarters of the rate prescribed in the First Schedule to these Regulations shall be charged in respect of privately owned aircraft used only for purposes of recreational flying. First Schedule.

(3) Aircraft other than cargo-carrying aircraft, which land more than once at the aerodrome in any one day shall be charged the full scheduled fee on first landing and one-half of the scheduled fee for any subsequent landing on the same day.

(4) A single engine aircraft, weighing less than six thousand pounds, privately owned and operated is exempt from payment of landing fees.

(5) The Director of Civil Aviation may remit or reduce any of the scheduled fees in the case of persons owning or operating aircraft and having business to transact with him.

Landing
Charges
Minister's duties.

4. (1)The Minister shall ensure that —
- (a) provisions are in place to avoid undue disruption to users; increases in charges will be introduced on a gradual basis. Under particular circumstances a departure from this approach may become necessary;
 - (b) provisions are in place where charges will be levied by Civil Aviation at Family Island airports; as far as possible, the charges will be consolidated into a single charge or a very small number of different charges;
 - (c) maximum flexibility will be maintained in the application of all charging methods to permit introduction of improved techniques as they are developed;
 - (d) aerodrome charges levied on international general aviation will be assessed in a reasonable manner, having regard to the cost of the facilities needed and used and the goal of promoting the sound development of international civil aviation as a whole.

Principles
applied to
landing charges.

5. (1)Landing charges are based on the weight formula, using the maximum permissible take-off weight as indicated in the International Civil Aviation Organization (ICAO) Document 7100, Manual of Airports and Air Navigation Facility Tariffs, as amended and the aircraft Manufacturer's specifications as the basis for the maximum permissible takeoff weight assessment. However, the Minister will make allowances for the use of a fixed charge per aircraft or a combination of a fixed charge with a weight-related element, in certain circumstances such as during peak periods.

(2) The revised landing charge scale is based on a constant rate per 1,000 pounds in weight, consideration is given to vary the rate at a certain level or levels of weight.

(3) Charges for approach and aerodrome control are levied as part of the landing charge or separately, they will take aircraft weight into account but less than in direct proportion.

(4) No differentiation in rates will be applied for international flights in respect of the stage length flown.

(5) A single charge will be applied for costs of as many as possible of aerodrome-provided facilities and services for normal landing and take-off of aircraft.

(6) The ordinary landing charge will cover the use of lights and special radio aids for landing where these are required, since it is in the interest of safety that aircraft operators will not be discouraged from utilizing aids by the imposition of separate charges for their use.

(7) The sliding scale method of assessing landing shall be significantly abandoned and replaced with the flat rate concept based on aircraft maximum allowable gross takeoff weight.

(8) At Family Island aerodromes in addition to the landing charge a separate charge to cover the use of airfield lights and special radio aids for landing between sunset and sunrise will be imposed. The charge will not be levied on the basis of optional use but will be uniformly imposed on all landings occurring during the period between sunset and sunrise.

6. (1) The Minister shall —

- (a) ensure that parking and tie-down fees that are levied as specified in the Second Schedule are an inducement to operators and private owners to remain in The Bahamas for longer periods;
- (b) ensure that separate facilities adequate for general aviation is established at major Family Island aerodromes where all such charges will be levied. In this regard a modest but reasonable combined monthly landing and tie-down fee can be introduced to this group to whom the parking charges will generally apply;
- (c) ensure that the Government's policy to encourage the development of aviation in The Bahamas will continue. Flying Clubs and private owners who use Family Island Airports as home base shall register their aircraft with the Department of Civil

Aircraft Parking
and tie-down
fees, waiver
Second
Schedule

Aviation to be eligible for reductions in landing and parking fees.

(2) The Minister may authorize waivers to operators and private owners to remit payment representing payment for the first 15 days of each month. Provided operators and private owners are in good standing at the first of each month, they will be exempt from paying landing and tie-down fees for the remainder of the current month.

(3) Failure of operators and private owners to remit payment in accordance with the agreed memorandum of understanding (MOU), the privilege to do so will be cancelled. Forthwith, the operator and or private owner will be mandated to pay the aircraft's parking and tie-down daily rates without exemption.

(4) The Minister shall establish a monthly parking rate for regular aerodrome users, and establish a special rate for Flying Club members and private owners who registered their aircraft with the Department of Civil Aviation.

(5) The ground processing fee time shall be four (4) hours.

Aircraft Parking
and Tie-Down
Charges.

7. The following principles shall apply in the collection of parking charges —

- (a) for the determination of charges associated with the use of parking, and or tie-down services of aircraft, maximum permissible take-off weight and aircraft dimensions (area occupied) and length of stay will be used so far as possible for the basis;
- (b) the period of free parking time for aircraft immediately following landing will be six (6) hours determined by considering aircraft scheduling, space availability and other pertinent factors.

Passenger service
charges.

8. The Minister shall implement a passenger service charge, which shall be imposed on all operators (including air carriers and charter operators). Operators will be required to include the charges in the airfare.

Security charges.

9. (1)The Minister shall ensure the implementation of adequate security measures at airports. The Minister may delegate the task of providing individual security

functions to such agencies as airport authorities, airlines and local police.

(2) The Minister may determine in which circumstances and the extent to which the costs involved in providing security facilities and services should be borne by the Government, the airport authorities or other responsible agencies.

(3) With reference to the recovery of security costs from the users, the following general principles are applied —

- (a) consultations will take place before any security costs are to be assumed by airports, airlines or other entities;
- (b) the Department of Civil Aviation will put procedures in place to recover the costs of security measures at airports from the users in a fair and equitable manner;
- (c) any charges or transfers of security costs will be directly related to the costs of providing the security services concerned and will be designed to recover no more than the relevant costs involved;
- (d) no discrimination will be exercised between the various categories of users when charging for the level of security provided. Additional costs incurred for extra levels of security provided regularly on request to certain users will also be charged to those users;
- (e) the costs of security at airports will be recovered through charges; the method used will be discretionary, but such charges will be based either on the number of passengers or on aircraft weight or a combination of both factors;
- (f) security costs allocatable to airport tenants will be recovered through rentals or other charges; and
- (g) charges will be levied either as additions to other existing charges or in the form of separate charges but will be subject to separate identification of costs and appropriate explanation.

Family Island
Security
Charges.
Third Schedule.
Consultation
charges and
planning.

10. The Minister may impose aviation security fees at Family Island aerodromes as specified in the Third Schedule.

11. (1) The Minister shall ensure consultation with airport users before significant changes in charging systems or levels of charges are introduced.

(2) The Minister shall ensure that it is understood that the purpose of consultation is to ensure that the Minister or the appropriate authority gives consideration to the views of users and the effect the charges will have on them; and implies that discussions between the Minister and/or other airport authorities and users in an effort to reach general agreement on any proposed charges; and that, failing such agreement, the Minister and/or airport authorities will continue to be free to impose the charges concerned; and/or need not take into consideration the discussions and may impose the charges concerned.

(3) The following procedures shall be followed prior to the imposition of new charges —

- (a) when any significant revision of charges or imposition of new charges are contemplated by the Minister or other competent authority, appropriate prior notice shall, so far as possible, be given at least two months in advance to the principal users, either directly or through their representative bodies;
- (b) in any such revision of charges or imposition of new charges the airport users shall, so far as is possible, be given the opportunity to submit their views to and consult with the Minister or competent authority. For this purpose, the airport users shall be provided with adequate financial information;
- (c) the Minister shall ensure that reasonable advance notice of the final decision on any revision of charges or imposition of new charges is given to airport users. This period of notice shall take into account the implications for both the users and airport;
- (d) in light of the enormous and ever-increasing cost of new airports and major developments at existing airports, regular users or their representative organizations shall be consulted from the beginning of the project. Equally, in order that the Minister and airport authorities may better plan their future financial requirements, aerodrome users, particularly airlines, shall for

their part provide advance planning data to the Minister and airport authorities on a 5 to 10-year forecast basis relating to future types, characteristics and numbers of aircraft expected to be used; the anticipated growth of passengers and cargo to be handled; the special facilities which the airport users desire; and other relevant matters. Such planning will best be accomplished by two-way discussions between the Minister, airport authorities and airlines, either directly or through their respective representative organizations.

12. The Minister may impose administrative overhead charges in the amount of twenty five percent (25%) which includes the costs of staff wholly or principally engaged in administrative functions (including such functions as technical and operational planning and finance, administrative and other support services), as distinct from those supervisory technical personnel whose functions include certain, but more limited, administrative responsibilities, and whose full cost is therefore properly classified under costs of operation and maintenance; and the costs of the operation and maintenance of those premises and equipment used for administrative and common purposes, including rentals or fees paid for such premises and equipment.

Administrative overheads.

13. (1) Airports may derive income from concessions, rental of premises and “free zones”. With the exception of concessions that are directly associated with the operation of air transport services, such as fuel, in-flight catering and ground handling, the full development of revenues of this kind shall be encouraged having regard to the need for moderation in prices to the public, the requirements of passengers and the need for terminal efficiency.

Development revenues from concessions, etc.

(2) The Minister may impose the concession and land lease fees and charges at Family Island airports as specified in the Fourth Schedule.

Fourth Schedule.

14. (1) The Minister may impose charges as specified in the Sixth Schedule to satisfy the application for provision of aviation fuel concession.

Fuel Concession Fees.
Sixth Schedule.

(2) Fuel “throughput” charges, where imposed, shall be recognized by the Minister and airport authorities as being concession charges of an aeronautical nature and fuel concessionaries may not add them automatically to the price of fuel to aircraft operators, although such may be

included as a component of their costs in negotiating fuel supply prices with aircraft operators.

(3) Fuel suppliers shall remit payment to the Department of Civil Aviation in the amount of seven cents (\$00.07) per gallon of aviation fuel supplied to users.

(4) All fees and charges in respect of an investigation into the application for the provision of aviation fuel concession shall be payable in advance to the Director of Civil Aviation.

Determination of aerodrome costs.

15. The Minister shall ensure as appropriate implementation of provisions defined in the following list, which contain Approach, Landing and Take-off Facilities and Services considered in determining aerodrome cost —

- (a) the runway strip, runway pavement, taxiways and safety areas must be cleared and cleaned and properly maintained;
- (b) the runway strip, runway and taxiway systems must be equipped with necessary drainage;
- (c) there must be installed a perimeter security fence and perimeter road;
- (d) there must be installed the necessary airfield lighting systems including approach, landing, taxiing and takeoff systems;
- (e) there must be two-way instantaneous communications established at Family Island aerodromes between controllers and pilots; and
- (f) other visual aids, navigational aids and other special aids for approach, landing and takeoff will be installed.

Approach and aerodrome control.

16. (1) The Minister shall establish air traffic control for the provision of approach control and aerodrome control services to provide for approach, landing, taxiing and takeoff with the necessary communications, including satellite services.

- (2) The Minister shall also ensure that —
 - (a) meteorological services are provided by Nassau Metrological Department; and
 - (b) fire and ambulance services are in attendance.

17. The Minister shall additionally cause to be provided the following facilities and services — Other facilities and services.

- (a) the provision of passenger and public waiting rooms and concourses with necessary air condition, lighting, janitor service, and public roads;
- (b) accommodation for airline offices, traffic counters, and air crews, and for handling of passengers and cargo;
- (c) assistance in handling passengers and cargo, cargo, and necessary equipment;
- (d) provision of special servicing of aircraft (air conditioning, cleaning, etc.);
- (e) towing and other handling of aircraft;
- (f) space for parking and tie down of aircraft, and long-term storage of aircraft;
- (g) hangar, workshop, stores, garage, and other technical accommodation;
- (h) land leases to aircraft operators for various purposes;
- (i) provision of aircraft fuel (usually via concessions) and other technical supplies, and also of maintenance and repairs for aircraft;
- (j) the assurance for communication facilities (aircraft operating agency messages - Class B); and
- (k) provision of common services such as light, power, water.

18. Security measures, equipment and facilities shall be provided for the following functions — Security measures, etc.

- (a) provision of inspection, screening of passengers, hold baggage and cabin baggage;
- (b) provision of security in the departure and arrival lounges, including transfer and transit lounges;
- (c) provision of security of airside areas; and
- (d) provision of security of landside areas.

Accommodation
other than for
aircraft
operators.

19. There shall be provided accommodation for, other than aircraft operators for —

- (a) shops, hotels, restaurants, ground transport providers, banks/money exchanges, post office, telegraph office, e-mail;
- (b) facilities paid for directly by the public, such as parking;
- (c) necessary government activities, customs, immigration, public health, agricultural quarantine;
- (d) land rented including farm land.

Miscellaneous
fees.
Fifth Schedule.

20. The fees specified in the Fifth Schedule are payable in respect of the subject matter to which they relate therein.

Repeal and
consequential
amendment.
Seventh
Schedule.

21. The Regulations specified in the first column are hereby amended in the manner indicated in the second column of the Seventh Schedule.

FIRST SCHEDULE (Regulations 2, 3 & 4)**LANDING FEES****A. Piston Engine Aircraft.**

The following landing fee Schedule applies to piston driven aircraft with a maximum allowable takeoff weight (MATW) below and above 12,500 pounds —

Up to 12,500 pounds	\$3.00 per 1,000 pounds
12,501 pounds and above	\$3.00 per 1,000 pounds.

B. Turbine and Pure Jet.

The following landing fee applies to turbine and pure jet aircraft with maximum takeoff weight of 12,501 pounds but not exceeding 100,000 pounds —

12,501 pounds – not exceeding - 100,000 pounds.....	\$3.50 per 1,000 pounds
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The following landing fees applies to turbine and pure jet aircraft with maximum takeoff weights of —

100,001 pounds – not exceeding - 800,000 pounds.....	\$4.00 per 1,000 pounds.
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SECOND SCHEDULE (Regulation 6)**A. Parking Fees for Regular Users.**

The following parking fees apply to all regular users:

Maximum Allowable Take-off Weight.	Monthly Rate
6,000 lbs. or less	\$100.00
6,001 10,000	\$120.00
10,001 20,000	\$150.00
20,001 50,000	\$200.00
50,001 100,000	\$210.00
100,001 200,000	\$350.00
200,001 300,000	\$375.00
over 300,000	\$600.00

B. Parking Fees for Flying Club Members and Private Owners Registered with Civil Aviation.

The following exemption to Family Island Aerodrome Parking Fees apply to flying club members and private aircraft owners and operators who registered their aircraft with Civil Aviation as resident and operator at a particular aerodrome.

These Fees apply to aircraft with a maximum allowable takeoff weight of less than 6,000 pounds. Flying club members, private aircraft owners and operators shall pay monthly, fifty percent (50%) of parking fees levied on regular users.

Maximum Allowable Take-off Weight.	Monthly Rate
6,000 lbs. or less	\$50.00

Aircraft with a maximum allowable takeoff weight greater than 6,000 pounds shall pay parking fees as regular users.

C. Air Navigation Fees

1. The fees to be paid for the issue of a Certificate of Registration of an aircraft shall be in accordance with the following scale —

2. Initial Registration where the maximum allowable takeoff weight —

(a)	does not exceed 6,000 lb.	\$500.00
(b)	exceeds 6,000 lb. but does not exceed 12,500 lbs.	\$600.00
(c)	exceeds 12,500 lb. but does not exceed 30,000 lbs.	\$800.00
(d)	exceeds 30,000 lb. but does not exceed 100,000 lbs.	\$2,000.00
(e)	exceeds 100,00 lbs.	\$5,000.00
	Annual fee for maintenance of the Register [C of R]	\$100.00
	For the issue of a duplicate certificate	\$50.00

3. For the purpose of this paragraph “maximum allowable takeoff weight” means the maximum total weight authorized in the certificate of airworthiness in force in respect of the aircraft, or, if no such certificate is in force, in the certificate of airworthiness last in force in respect of that aircraft. In any other case “maximum allowable takeoff weight” means the maximum total

weight authorized of the prototype or modification thereof to which the aircraft in the opinion of the Minister conforms.

THIRD SCHEDULE (Regulation 10)

Aviation Security Fees

- (a) Screening, passengers and carry-on baggage, per person: \$3.00;
- (b) Screening hold baggage, per flight: \$50.00;
- (c) Aviation services special requests (2 officers) (and 25% administrative charge): \$30.00;
- (d) Security charges 1 – 19 passenger aircraft: \$50.00;
- (e) Security charges 20 – 60 passenger aircraft: \$75.00;
- (f) Security charges 61 and above passenger aircraft: \$100.00;
- (g) Issuance of a Restricted Areas Permit for a 2 year period: \$30.00;
- (h) Issuance of a restricted areas vehicle permit: \$100.00;
- (i) Replacement of a Restricted Areas Permit: \$20.00.

FOURTH SCHEDULE (Regulation 13(2))

Concession and Land Lease Fees

- 1. Ticket counters, the monthly rental amount of \$300.00 at Government airports; except —
- 2. Ticket counters, the monthly rental amount of \$350.00 at: Marsh Harbour, Treasure Cay, North Eleuthera, Exuma International, San Salvador, Governor's Harbour, and Rock Sound Airports.
- 3. Offices, the monthly rental amount of:
 - (a) square foot: the annual amount of \$20.00 per square foot;

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- (b) electricity: the annual amount of \$20.00 per square foot;
 - (c) air condition: the annual rental of \$10.00 per square foot.
4. Services not available at terminal buildings will be deducted from the annual amount.
5. Land lease: an annual lease amount of \$3,600.00 per acre at: Marsh Harbour, Treasure Cay, North Eleuthera, Exuma International, San Salvador, Governor's Harbour, and Rock Sound Airports.
6. Land lease: at other Government airports \$2,400.00 per annum; or another amount determined by the Minister.

FIFTH SCHEDULE (Regulation 20)

Fees in respect of Certificates, Licences, Permits, Examinations for Pilots, Aircraft Engineers, Air Traffic Controllers, etc.

A. Certificate of registration

1. The fee to be paid upon an application being made for the issue of a certificate of registration of an aircraft shall be in accordance with the following scale, where the maximum total weight authorised —
- (a) does not exceed 6,000 lbs, \$500.00;
 - (b) exceeds 6,000 lbs but does not exceed 12,500 lbs, \$600.00;
 - (c) exceeds 12,500 lbs but does not exceed 30,000 lbs, \$800.00;
 - (d) exceeds 30,000 lbs but does not exceed 100,000 lbs, \$2,000.00;
 - (e) exceeds 100,000 lbs, \$5,000.00;
 - (f) annual fee for maintenance of the certificate of registration \$100.00;
 - (g) issuance of a duplicate certificate \$50.00;
 - (h) change of registration \$150.00;
 - (i) change of ownership \$100.00;
 - (j) uplifting of grounding/prevent to fly order \$200.00;

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- (k) cancellation of certificate of registration \$100.00;
 - (l) allocation/reservation of a particular registration mark annually \$200.00;
 - (m) type certificate: grant renewal or amendment \$75.00 per person hour;
 - (n) type acceptance certificate: grant \$75.00 per person hour;
 - (o) design certification of aircraft parts of equipment: grant, renewal or amendment \$75.00 per person hour.

2. For the purposes of this Schedule, “maximum total weight authorised” means the maximum total weight authorised in the certificate of airworthiness in force in respect of the aircraft, or, if no such certificate is in force, in the certificate of airworthiness last in force in respect of that aircraft. In any other case “maximum total weight authorised” means the maximum total weight authorised of the prototype or modification thereof to which the aircraft in the opinion of the Minister conforms.

B. Air operator’s certificate

1. The fee to be paid upon an application being made for the issue or renewal of an air operator’s certificate shall be determined as per the provisions of sub-clause (a), (b), (c), (d), (e), and (f) of this clause —

- (a) grant of an air operator’s certificate (AOC), \$1,000.00;
- (b) renewal of an air operator’s certificate (AOC), \$250.00;
- (c) grant of an amendment, to an AOC \$250.00;
- (d) monitoring, an AOC \$1,000.00;
- (e) assessment of manuals \$75.00 per man hour minimum charge \$150.00;
- (f) a fleet charge where maximum total weight authorised for each fleet type:
 - (i) does not exceed 6,000 lbs., \$7,000.00
 - (ii) exceeds 6000 lbs. but does not exceed 30000 lbs. \$10,000.00
 - (iii) exceeds 30,000 lbs., \$25,000.00

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- (g) a weight charge per 1,000 lb. or part thereof for each aircraft \$100.00.

2 The air operator's certificate shall have a maximum validity of one year. Fees shall be payable in advance in quarterly installments, the first installment of which shall be paid upon application.

3. Upon an application for the variation of an air operator's certificate which shall include variation in type or number of aircraft in the certificate, the variation in fees shall be computed as follows —

- (a) if the variation relates only to the number of aircraft, the fleet type remaining the same, only the weight charge component of the annual fee shall be varied;
- (b) if the variation relates both to number of aircraft and the fleet type, then both the weight charge and the fleet charge components of the annual fee shall be varied:

Provided that for the computation of the fee, any relevant period of up to six months shall be deemed to be six months and consequently only half the annual fee shall be applicable, while any relevant period of over six months and up to one year shall be deemed to be one year. For the purpose of this proviso, "relevant period" shall be the period for which the aircraft remains on the Air Operator's Certificate.

4. Upon making an application for a foreign registered aircraft to be operated on a leasing basis (wet or dry lease) by the holder of an air operator's certificate for the purposes of public transport or aerial work, the applicant shall pay a charge of \$4,000.00 provided that where the actual cost of investigations required by the Minister exceeds \$4,000.00 then such amount as maybe decided by the Minister, having regard to the expense incurred in making the investigations, shall become payable:

Provided that where the operator fails to bring the leased aircraft under the purview of the air operator's certificate, fees (as per clause 31.(4)) shall become payable in respect of such aircraft.

C. Permit for an aircraft to fly without a certificate of air worthiness

The fees to be paid upon an application being made for the grant or variation of a permit for an aircraft to fly without there being in force in respect thereof a certificate of airworthiness, shall be as follows —

- (a) for any investigations required by the Minister in connection with the application —
 - (i) for aircraft having maximum total weight authorised not exceeding 6000 lbs. \$75.00 per man hour;
 - (ii) for aircraft having maximum total weight authorised exceeding 6000 lbs., \$75.00 per man hour:

Provided that if the cost of investigation for any year, or part of the year, during which these investigations are carried out, exceeds the relative foregoing amount, a charge of such amount as may be decided by the Minister, having regard to the expense incurred in making the investigations, shall become payable;

- (b) for the issue or renewal of the permit to fly in respect of each year of validity applied —
 - (i) for aircraft having maximum total weight authorised not exceeding 6000 lbs, \$75.00 per man hour;
 - (ii) for aircraft having maximum total weight authorised exceeding 6000 lbs, \$75.00 per man hour.

D. First issue of certificate of air worthiness and renewal

1. Upon an application being made for the first issue of a certificate of air worthiness in respect of a prototype aircraft there shall be paid for the investigations required by the Minister a fee of \$75.00 per man hour, or part thereof, of the maximum total weight authorised of the aircraft or, if the total cost of investigations exceeds the charge so calculated, a charge of such amount as may be decided by the Minister, having regard to the expense incurred in making the investigations, shall become payable.

2. For the grant of the certificate with a maximum validity of one year, in the case of a prototype or a series aircraft, a fee of \$100.00 is payable upon an application in respect of each 1,000 lb or part thereof, of the maximum total weight authorised of that aircraft.

3. For the grant of an export certificate with a maximum validity of one year, in the case of a prototype or a series aircraft, a fee of \$75.00 is payable upon an application in respect of each per person hour or part thereof, of the maximum total hours required to process the application.

4. The fee to be paid upon an application being made for the renewal of a certificate of airworthiness with a maximum validity of one year for an aircraft shall be \$75.00 in respect of each 1,000 lb, or part thereof, of the maximum total weight authorised of that aircraft.

E. Grant, renewal, extension or variation, of schedule journey; non-schedule journey; temporary/provisional and or ADHOC licence and permit.

1. Upon an application being made for the grant of a schedule journey licence, the amount in respect of an annual licence, payable in full annually is: \$1,200.00; the amount required to be paid in respect of the renewal of an annual licence is: \$1,200.00 payable in full; the fee to be paid in respect of a temporary licence is: \$1,200.00, payable quarterly in advance in the amount of \$300.00 . Twenty five percent (25%) administrative charges, which is non-refundable shall accompany the application.

2. Upon an application being made for the grant of a non-schedule journey permit, the amount in respect of an annual licence, payable in full annually is: \$1,200.00; the amount required to be paid in respect of the renewal of an annual licence is: \$1,200.00 payable in full; the fee to be paid in respect of a temporary licence is: \$1,200.00, payable quarterly in advance in the amount of \$300.00. Twenty five percent (25%) administrative charges, which is non-refundable shall accompany the application.

3. Upon an application being made for the grant of an ADHOC non-schedule journey permit, the amount required to be paid is: \$150.00.

F. Issue of noise type certificate

Upon an application for the issue or variation of a noise type certificate the applicant shall pay a fee of \$1000.00:

Provided that where the cost of investigations required by the Minister exceeds the fee amount, a charge of such amount as may be decided by the Minister having regard to the expense incurred in making the investigations shall become payable.

The fee to be paid upon an application being made for —

- (a) the issue of a certificate of validation of a certificate of air worthiness in respect of any aircraft shall be the same fee which would be paid in respect of an application for the issue of a certificate of air worthiness;
- (b) the renewal of such a certificate of validation shall be the same as the fee which would be paid in respect of the renewal of a certificate of air worthiness.

G. Approval in respect of aircraft maintenance organizations certificate

The fee to be paid upon an application being made for —

- (a) approved maintenance organization certificate, grant, renewal, amendment, monitoring: an annual fee in the amount of \$2,000.00. An annual fee in the amount of \$1,000.00 is payable in respect of each additional location;
- (b) issuance of an Approved Maintenance Organization Certificate, per application is \$200.00. Additionally, the hourly rate for inspection is \$75.00 per hour;
- (c) for the issuance of a foreign Approved Maintenance Organization Certificate, the hourly rate for inspections is \$75.00 per man hour;
- (d) amendment of an approved maintenance Organization Certificate, all Maintenance Organization Certificate, \$75.00;
- (e) renewal of an Approved Maintenance Organization Certificate, per application,

\$500.00. Additionally, the hourly rate for inspections is \$75.00 and a minimum rate of \$200.00 or \$75.00 per every additional hour; issuance of a duplicate Approved Maintenance Organization Certificate, per application is \$150.00 .

H. Approval in respect of aircraft minimum equipment list including modification, repair etc.

The fee to be paid upon an application being made for approval of a Minimum Equipment List is as follows —

- (a) Approval of Minimum Equipment List, grant, renewal or amendment, one time fee for all manuals: \$75.00 per man hour;
- (b) Approval of Maintenance control manual/system, grant, renewal or amendment, one time fee for all manuals: \$75.00 per man hour;
- (c) Approval of Aircraft Modification, grant, renewal or amendment: \$75.00 per man hour;
- (d) Approval of Flight Manuals or amendments, grant, renewal or amendment, one time fee for all Manuals: \$75.00 per man hour;
- (e) Approval of aircraft radio station, grant, renewal or amendment: \$75.00 per man hour;
- (f) Special Flight Permit, grant, renewal or amendment: \$75.00 per man hour, or part thereof.

I. Grant and renewal of aircraft maintenance engineer's licence (AME)

The fees to be paid upon an application being made in respect of a licence to act as an Aircraft Maintenance Engineer or for the inclusion of a type rating shall be as follows:

- (a) for the grant of a licence, valid for one year, \$200.00;
- (b) for the inclusion of each additional category, \$100.00;
- (c) for the annual renewal of a licence (without examination), \$200.00;
- (d) to administer an Aircraft Maintenance Engineer Technical Examination \$100.00;

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- (e) for the issuance of a rating, \$150.00;
 - (f) aircraft maintenance engineer examination (written or oral) \$150.00;
 - (g) for the issuance of a copy or re-issue, \$50.00;
 - (h) aircraft maintenance engineer licence approval \$150.00;
 - (i) aircraft maintenance engineer examiner approval \$250.00;
 - (j) certificate of inspection authorization (IA) \$250.00;
 - (k) issuance of a letter in respect of AME experience/qualification, \$25.00;
 - (l) for a copy of register of AME licence, \$50.00;
 - (m) validation of a foreign licence, \$250.00;

Provided that where examinations are required to be undertaken for renewal of the licence, a fee of \$250.00 per paper shall become payable.

J. Licences for flight crew and ratings therein

1. The following fees shall be paid upon application being made for the grant or renewal of a licence to act as —

- (a) an airline transport pilot licence (ALTP) will be granted upon payment of the amount of \$400.00; will be renewed upon payment of \$250.00; and will be valid for a period of six (6) months; to administer an ALTP general technical examination \$100.00; issuance of a flight test, \$300.00; issuance of a flight test, helicopter, \$350.00;
- (b) a commercial pilot licence (CP) will be granted upon payment of the amount of \$350.00; will be renewed upon payment of \$200.00; and will be valid for a period of one (1) year; to administer a CP general technical examination \$50.00; issuance of a flight test, \$200.00;
- (c) administration of commercial pilot/airline transport pilot licence Group “A” Examination, \$100.00;

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- (d) administration of commercial pilot/airline transport pilot licence Category “A” Examination, \$100.00;
 - (e) administration of technical examination (12,500 pounds or less), \$75.00;
 - (f) administration of technical examination (exceeding 12,500 pounds), \$150.00;
 - (g) flight engineer licence will be granted upon payment of the amount of \$200.00; and will be renewed upon payment of the amount of \$100.00; and will be valid for a period of twelve (12) months; to administer a flight engineer examination \$100.00; the issuance of a flight engineer instructor/examiner rating \$300.00; the issuance of a copy of a flight engineer licence, \$50.00; the validation of a flight engineer licence \$50.00; copy of register of engineer licence \$20.00;
 - (h) a flight radio telephony operator licence will be granted upon payment of the amount of \$50.00; and will be renewed upon payment of the amount of \$100.00; and will be valid for a period of twenty four (24) months;
 - (i) a private pilot licence will be granted upon payment of the amount of \$200.00; and will be renewed upon payment of the amount of \$100.00; and will be valid for a period of twenty four months (24) months for persons under 40 years; and twelve (12) months for persons over 40 years; to administer a PP examination \$50.00.

2. The following fees shall be paid upon application being made for the inclusion or variation of other ratings in respect of flight crew members as indicated hereunder —

- (a) inclusion of a Flight Instructor/Examiner rating, \$250.00;
- (b) Airline Flight Examiner rating, issue and renewal test, \$200.00;
- (c) general Aviation Flight Examiner issue rating, \$100.00;
- (d) inclusion of an Assistant Flight Instructor/Examiner rating, \$100.00 variation of a

Flying Instructor's Rating and an Assistant Flying instructor's Rating, \$100.00;

- (e) issuance of an Instrument Rating, \$200.00;
- (f) issuance of an Instrument Rating, annual flight test, \$200.00;
- (g) issuance of a Night Rating, \$100.00;
- (h) an Instrument Meteorological Conditions Rating, \$100.00;
- (i) a Towing Rating, \$100.00;
- (j) validation of foreign pilot licence \$200.00;
- (k) replacement of licence, certificate, or rating, \$50.00;
- (l) amendment to face of document, \$50.00;
- (m) flight tests for which a fee is not otherwise prescribed, \$100.00 .

3. The following fees shall be paid upon an application being made for an examination to be conducted for the grant or renewal of any licence to act as a member of the flight crew of an aircraft or for the inclusion or variation of a rating in such a licence —

- (a) on the performance of aircraft (for each Aircraft Performance Group), \$160.00;
- (b) on loading, \$110.00;
- (c) on Human Performance and Limitations, \$110.00;
- (d) for the Aircraft (General) examination, \$330.00;
- (e) for a consequential re-sit of the Aircraft (General) examination _
 - (i) Principles of Flight \$110.00;
 - (ii) Electrics, \$110.00;
 - (iii) Engines, \$110.00;
 - (iv) Airframe Systems, \$110.00;
- (f) for the inclusion or extension of an Aircraft (Type) Rating in a licence for each type of aircraft where the maximum total weight authorised of the aircraft —

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- (i) does not exceed 12,500 lbs., \$130.00;
 - (ii) exceeds 12,500 lbs.. but does not exceed 75,000 lbs., \$260.00;
 - (iii) exceeds 75,000 lbs., \$400.00;
 - (g) on radiotelephony, \$50.00;
 - (h) for a consequential re-sit (per part), \$50.00 but
 - (i) on aviation law, flight rules and procedures, \$60.00;
 - (ii) on seamanship, seaplanes and collision regulations \$60.00;
 - (i) for a private pilot's licence:
 - (i) examination for grant of licence \$100.00;
 - (ii) for a consequential re-sit per paper \$50.00:

Provided that where an aircraft type with MATW exceeding 12500 lb, is to be included in the Aircraft Rating a charge for Aircraft Type examination as per Clause 12(2)(e) shall also be applicable;
 - (j) by the holder of a private pilot's licence for an Instrument Rating —
 - (i) Aids, \$60.00;
 - (ii) Instruments, \$60.00;
 - (iii) Flight Planning and Flight Monitoring, \$60.00;
 - (iv) Navigation, \$60.00;
 - (v) Meteorology Paper 1-Theory, \$60.00;
 - (vi) Meteorology Paper 2- Practical, \$60.00;
 - (k) by applicants for a commercial pilot's licence —
 - (i) Radio Aids, \$120.00;
 - (ii) Instruments, \$120.00;
 - (iii) Flight Planning and Flight Monitoring, \$120.00;
 - (iv) Navigation, \$120.00;
 - (v) Meteorology Paper 1 –Theory, \$120.00;
 - (vi) Meteorology Paper 2 – Practical, \$120.00;

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- (l) by applicants for an airline transport pilot's licence or a flight navigator's licence —
- (i) Radio Aids, \$200.00;
 - (ii) Instruments, \$200.00;
 - (iii) Flight Planning and Flight Monitoring, \$200.00;
 - (iv) Navigation, \$200.00;
 - (v) Meteorology Paper 1 – Theory, \$200.00;
 - (vi) Meteorology Paper 2 – Practical, \$200.00.

4. For the purpose of this paragraph —

“a licence to act as a professional pilot” means a licence of one of the following classes:

- Basic Commercial Pilot's Licence (Aeroplanes)
- Commercial Pilot's Licence (Aeroplanes)
- Commercial Pilot's Licence (Balloons)
- Commercial Pilot's Licence (Airships)
- Commercial Pilot's Licence (Gliders)
- Commercial Pilot's Licence (Helicopters and Gyroplanes)
- Airline Transport Pilot's Licence (Aeroplanes)
- Airline Transport Pilot's Licence (Helicopters and Gyroplanes)

“a licence to act as a private pilot” means a licence of one of the following classes:

- Private Pilot's Licence (Aeroplanes)
- Private Pilot's Licence (Helicopters and Gyroplanes)

“a licence to act as an air traffic controller” means a licence of one of the following classes:

5. The following fees shall be paid upon application being made for the grant or renewal of a licence to act as —

- (a) Air Traffic Controller Grade 2/Flight Information Service Officer, \$30.00;

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- (b) Air Traffic Controller Grade 2/Flight Information Service Officer/licence renewal, \$30.00;
 - (c) Air Traffic Controller Grade 1/Aerodrome Controller/Local Controller, \$30.00;
 - (d) Air Traffic Controller Grade 1/Aerodrome Controller/Local Controller, renewal \$30.00;
 - (e) Senior Air Traffic Controller, Non-radar, \$30.00;
 - (f) Senior Air Traffic Controller, Non-radar, renewal \$30.00;
 - (g) Senior Air Traffic Controller, Radar, \$30.00;
 - (h) Senior Air Traffic Controller, Radar, renewal \$30.00;
 - (i) Air Traffic Services Instructor Rating, \$30.00;
 - (j) Air Traffic Services Instructor Rating, renewal \$30.00;
 - (k) Air Traffic Services Examiner Rating, \$30.00;
 - (l) Air Traffic Services Examiner Rating, renewal \$30.00;
 - (m) Air Traffic Services Certifier Rating, \$30.00;
 - (n) Air Traffic Services Certifier Rating, renewal \$30.00 .

K. Approval of flight simulators

Upon making an application for the approval, renewal or amendment of approval or validation of a flight simulator, the applicant shall pay fees as follows —

- (a) for initial issuance, renewal or amendment of a simulator for its use: \$7,500.00;
- (b) for issuance of renewal or validation of a simulator for its use: \$3,700.00;
- (c) aviation training organization certificate, grant, renewal, amendment, monitoring: \$2,600.00;
- (d) issue a certificate: \$500.00;
- (e) amendment of approval: \$250.00;
- (f) renewal of certificate: \$500.00;
- (g) issuance of a temporary certificate: \$250.00;

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- (h) Air Navigation Service Organization, grant, renewal, amendment and monitoring: \$500.00:

Provided that, where the total cost of the approval or renewal of approval exceeds the amount stated above, the applicant shall pay a charge of such amount as may be decided by the Minister having regard to the expense incurred in carrying out the work.

L. Approval of training or examiner

Upon an application for appointment or reappointment as an authorized examiner authorised to conduct tests, including on simulators, and to sign certificates of test or experience for the purposes of instrument or type ratings the following fee shall be paid:

- (a) for training and examination, \$300.00;
- (b) for appointment or reappointment, \$200.00.

Upon an application for the approval of a training course and the appointment or reappointment as a person approved to conduct the approved courses of training, the applicant shall pay a fee of, \$300.00.

M. Validation of a flight crew licence

The fee to be paid upon an application being made for the issue of, a certificate of validation of a licence shall be, \$250.00.

N. Aerodrome licence

The fees to be paid upon an application being made to construct, reconstruct, alter and or inspect an aerodrome shall be as follows —

- (a) initial processing of an application by the Department of Civil Aviation, the amount to be paid in advance shall be an Administrative Charge of 25%, non-refundable and shall accompany the application. The sum shall be determined from the amounts in the following table.
- (b) subject to the application's approval by the Minister, the applicant shall remit payment for the Department of Civil Aviation's inspection team's visit to the site. Such amount shall include: Round Trip Airfare, per diem, hotel accommodations as appropriate, ground transportation, and 25% administrative charge.

- (c) the applicant shall remit payment including administrative charges for all subsequent and final visits by Civil Aviation's inspection team.
- (d) subject to the Minister grant or renewal of an aerodrome licence for a period not exceeding one year, the amount to be paid shall be subjected to the conditions defined in the following table.
- (e) in the one case, the amount to be paid shall include the amount for a day operation (Sunrise to Sunset); and
- (f) in the other case, the amount to be paid shall include the amount for a day and night operation as follows —

Maximum total weight authorized of the heaviest aircraft which the applicant expects will use the aerodrome while the licence is in force for the purpose of the public transport of passengers, cargo or for instruction in flying.	For Day Licence \$	For Day and Night Licence \$
Not Exceeding 6,000 lbs.	400	800
Exceeding 6,000 lbs. but not exceeding 12,500 lbs.	800	1,600
Exceeding 12,500lbs. but not exceeding 75,000 lbs.	1,200	2,400
Exceeding 75,000 lbs. but not exceeding 300,000 lbs.	1,600	3,200
Exceeding 300,000 lbs.	2,000	4,000

(2) Provided that in the case of sub-paragraph (a), (b), (c), (d), (e) and (f) of this paragraph, where the cost of inspection required by the Minister exceeds the fee amount, a charge of such amount as may be decided by the Minister having regard to the expense incurred in making the inspection shall become payable.

O. Copies of documents

The fee to be paid for the issue by the Minister of a copy or replacement of a document issued under these Regulations shall be \$50.00:

Provided that for a copy or replacement of a licence or a flight manual or performance schedule relating to a certificate of airworthiness the fee shall be an amount equal to the cost of preparing the copy or replacement as the case may be, but shall not exceed \$150.00 .

P. Aeronautical Information Service Certificate

The fee to be paid in respect of a grant, renewal, amendment, and or monitoring of an aeronautical information service certificate is \$75.00 per man hour.

Q. Aviation Security Service Provider Approval

The fee to be paid in respect of a grant, renewal, amendment, and or monitoring of an aviation security service certificate is \$75.00 per man hour.

R. Meteorological Service Certificate

The fee to be paid in respect of a grant, renewal, amendment, and or monitoring of a meteorological service certificate is: \$75.00 per man hour.

S. Aerodrome Operating Certificate

The fee to be paid in respect of a grant, renewal, amendment and or monitoring of an aerodrome operating certificate is \$75.00 per man hour including the amount under paragraph W set out herein, and twenty five percent (25%) administrative charges.

T. Design Organization Certificate

The fee to be paid in respect of a grant, renewal, amendment, monitoring, assessment of manuals is \$75.00 per man hour including a twenty five percent (25%) administrative charge.

U. Telecommunication Service Certificate

The fees to be paid in respect of a grant, renewal, amendment, and monitoring is \$820.00 up to 6,000 pounds; \$1,200.00 over 6,000 pounds. The maximum charge shall be \$70,000.00.

V. Air traffic Service Certificate

The fees to be paid in respect of a grant, renewal, amendment and monitoring is \$75.00 per man hour.

W. Amendment to documents

The fee to be paid for any amendment to any document, issued under these Regulations shall be \$75.00:

Provided that, where the total cost of approval or renewal of approval exceeds the amount stated throughout this document, the applicant shall pay a charge of such amount (in some instances, an administrative amount of twenty five percent (25%) may also be payable) as may be decided by the Minister having regard to the expense incurred in carrying out the work.

SIXTH SCHEDULE (Regulation 13)**Fuel Concession Fees**

- (a) inspection of premises, equipment, and documents: \$1,000.00;
- (b) airfare for inspector or inspectors;
- (c) ground transportation;
- (d) per diem;
- (e) when such visits requires the inspector to overnight. The applicant will provide the appropriate amounts for accommodations;
- (f) the applicant shall remit payment in the amount of twenty five percent (25%) administrative charges.

SEVENTH SCHEDULE**REGULATIONS AMENDED**

Regulation	Extent of Amendment
1. Civil Aviation (Licencing of Air Services) Regulations Ch. 284.	Regulation 25 is hereby repealed.
2. Landing Fees (Government Controlled Airports) Regulations Ch. 284.	Repealed.
3. Landing and Parking (Fees Government Aerodromes) Regulations, 1990.	Repealed.
4. Landing and Parking Fees (San Andros Airport) Regulations.	Repealed.