

**For discussion  
on 28 March 2011**

**Legislative Council Panel on Economic Development**

**Proposed Revisions of Fees and Charges under  
Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312A)  
and Hong Kong Air Navigation (Fees) Regulations (Cap 448D)**

**PURPOSE**

This paper briefs Members on the Government's proposed revisions of the fees and charges under the Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312A) and the Hong Kong Air Navigation (Fees) Regulations (Cap 448D), details of which are set out in the **Annex**.

**BACKGROUND**

2. The Government's policy is that fees and charges should in general be set at a level sufficient to recover the full cost of providing the services. The Civil Aviation Department (CAD) has reviewed the fees and charges related to civil aviation prescribed under Cap 312A and Cap 448D. The fees and charges under Cap 312A were revised in 1996, while most of those under Cap 448D were last adjusted in 1986<sup>1</sup>.

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<sup>1</sup> The exceptions are certain examination fees in connection with flight crew licensing (last revised in 1990) and the maximum fee for aerodrome licensing (last revised in 1998).

## PROPOSALS

### *Fee or maximum fee adjustments to achieve full cost recovery*

3. A total of six fee items, three in Cap 312A and three in Cap 448D, are over-recovering. These include the granting of a noise certificate and the renewal of a Certificate of Airworthiness (COA) for larger aircraft. CAD **proposes** to adjust the fees downwards to the respective full costs in one go.

4. Regarding 48 items in Cap 448D which are now under-recovering, CAD **proposes** to increase the fees in one go except for the following items for which a phased implementation over a three-year period is proposed –

- (a) the components of the maximum fee for the grant or variation of an Air Operator's Certificate (AOC) (see paragraph 2(2) of the Schedule to Cap 448D);
- (b) the minimum and maximum fees for the inspection of a maintenance or design organisation for the purpose of granting approval of persons (see paragraph 8 of the Schedule to Cap 448D); and
- (c) the fees for the issue of a Certificate of Airworthiness, and of a Certificate of Validation of a Certificate of Airworthiness, in the case of a glider or balloon (see paragraphs 4(1)(a), 4(2)(a) and 7(1) of the Schedule to Cap 448D).

5. CAD **proposes** to incorporate the three phases of adjustments in the amendment legislation.

***Streamlining the structure of the examination fees for the grant or renewal of flight crew licences***

6. CAD **proposes** to streamline the structure of the examination fees for the grant or renewal of flight crew licences in Cap 448D. At present, pilots and flight engineers need to pass various examinations to obtain the required qualifications and pay the examination fees stipulated under paragraph 12(2) of the Schedule to Cap 448D. Since the costs of conducting various examinations are similar, CAD **proposes** to consolidate the examination fees into two items, namely examination in connection with a Private Pilot's Licence and examination in connection with a Professional Pilot's Licence or a Flight Engineer's Licence.

***Deletion of an obsolete fee item***

7. Since CAD no longer renews the certificate of validation of a licence, CAD **proposes** to delete the fee for the renewal of a certificate under paragraph 13 of the Schedule to Cap 448D.

***New fee items***

8. Certain services are being provided free of charge to the industry at present or the charges levied do not recover all the costs of the services involved. To provide the legal basis for recovering the costs of providing these services, CAD **proposes** to introduce 19 fee items under Cap 448D. The proposed items cover –

- (a) approval of flight simulators;
- (b) approval of training courses, and of persons providing the training, conducting examinations or furnishing reports, for the purpose of licensing of flight crew;
- (c) grant of a flight crew licence where the applicant holds a flight crew licence issued by a jurisdiction outside Hong Kong;
- (d) inclusion of instrument rating or additional aircraft type rating in a pilot's licence;

- (e) inclusion of an endorsement in respect of language proficiency in a pilot's licence;
- (f) approval of training courses, and of persons providing the training, conducting examinations or furnishing reports, for the purpose of licensing of aircraft maintenance engineers;
- (g) examinations for aircraft maintenance engineer licences;
- (h) approval of persons to furnish reports for any purposes in relation to civil aviation; and
- (i) permission to carry dangerous goods or munitions of war, to fly a captive balloon, glider or parascending parachute, to moor an airship, or to conduct parachute jump, low fly, aerial photography or aerial survey.

9. The first two items (i.e. approval of flight simulators and approval of flight training courses and the related persons for the purpose of flight crew licensing) are currently subsumed under the AOC fees. Once these new fee items are created, CAD will no longer levy these fees as part of the AOC fees.

***New provisions to charge for withdrawn or unsuccessful applications***

10. We **propose** to introduce provisions to recover the cost of investigations conducted in connection with an application that is withdrawn by the applicant, refused by CAD or otherwise ceases to have effect. The new provisions will apply to those fees which are determined by reference to the cost of investigations. They will not apply to fees charged at fixed rates as they are payable at the time of application<sup>2</sup>.

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<sup>2</sup> The proposed new provisions are in line with Article 97(4) of the Air Navigation (Hong Kong) Order 1995 (Cap 448C) which provides for the recovery of costs incurred in cases where an application is withdrawn, refused by CAD or otherwise ceases to have effect.

## **IMPACT ON STAKEHOLDERS**

### ***AOC Holders***

11. The AOC holders would mainly be affected by the increase in the maximum fee for AOC<sup>3</sup> and the reduction in the fee for the renewal of COA.

12. We anticipate that the increase in the maximum fee for AOC would not affect those airlines which are already paying the full costs. At the same time, the reduction in the fee for COA renewal would result in savings ranging from \$0.1 million to \$6 million per annum for these operators.

13. Regarding the other AOC holders which are not currently paying the full cost of investigations, they would be affected by the phased increase in the maximum fee for AOC, partly offset by a reduction in the fee for COA renewal. As compared with the existing fees, we estimate that these operators would pay an additional amount of \$0.1 million to \$1 million in the first year, \$0.3 million to \$1 million in the second year and \$0.6 million to \$1 million in the third year.

### ***Maintenance and Design Organisations***

14. The maintenance and design organisations would mainly be affected by an increase in the maximum fee for the inspections conducted by CAD.<sup>4</sup> An organisation which is currently paying the maximum fee prescribed by law (i.e. \$133,400) might have to pay an additional sum of up to \$59,400 in the first year after the implementation of the fee proposals. The additional sum that such organisation might need to pay will be \$145,100 and \$269,100 in the second and third years respectively as compared with the existing fee.

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<sup>3</sup> The fee for the grant or variation of an AOC is equal to CAD's cost of investigations but subject to a maximum fee calculated in accordance with paragraph 2 of the Schedule to Cap 448D.

<sup>4</sup> The fee for the inspections of the maintenance and design organisations is equal to CAD's cost of investigations but subject to the minimum and maximum fees prescribed in paragraph 8 of the Schedule to Cap 448D.

### ***Maintenance Training Organisations***

15. Due to the introduction of new fees for the approval of maintenance training courses and the related persons, a maintenance training organisation would pay an additional sum depending on the scope of investigations conducted by CAD. Based on past experience, the amount could range from \$7,500 for a relatively straightforward case to over \$100,000 for a large organisation.

### ***Flight Training Organisations***

16. Due to the introduction of new fees for the approval of flight simulators, flight training courses and the related persons for the purpose of flight crew licensing, a flight training organisation which is not an AOC holder would have to pay a sum ranging from about \$62,000 to \$263,000. The actual amount varies depending on the man-hours required for processing the applications, whether the flight training organisations are located outside Hong Kong, and the type and combination of approvals applied for.

### ***Flight Crew and Aircraft Maintenance Engineers***

17. For the licensing of flight crew, a licence applicant would have to pay an additional sum of \$2,400 for a typical professional pilot's licence or \$6,200 for a typical private pilot's licence because of the increase in the examination and licence fees.

18. For the licensing of aircraft maintenance engineers, a person would have to pay an additional sum of \$5,200 in order to obtain a typical aircraft maintenance engineer licence, arising from the introduction of new examination fees and an increase in the licence fee.

### ***Other Stakeholders***

19. New fees would be introduced for the permission issued to an airline for the carriage of dangerous goods or munitions of war. Depending on the permission sought, an airline would have to pay between \$785 and \$6,800 to obtain permission with a validity period of two years.

20. New fees would also be introduced for the permission to fly a balloon, glider or parascending parachute, to moor an airship, or to conduct parachute jump, low fly, aerial photography or aerial survey. A person would have to pay \$1,470 for each application.

### **EFFICIENCY INITIATIVES**

21. CAD regularly reviews its day-to-day management and procedures with a view to reducing the cost of their services through implementing efficiency initiatives and streamlining procedures. Efficiency savings from these efforts have been factored into CAD's proposed revisions of the fees and charges.

### **ECONOMIC AND PRODUCTIVITY IMPLICATIONS**

22. The proposal has little economic implications to the aviation industry as the additional costs are insignificant compared to the total operating costs. There are no productivity implications.

### **FINANCIAL AND STAFFING IMPLICATIONS**

23. When the proposed fees and charges revisions are implemented in stages, there will be a net increase in annual revenue of about \$3.5 million in the first year, \$4.5 million in the second year and \$5.9 million in the third year and after, as compared with the existing revenue. There are no staffing implications.

## **PUBLIC CONSULTATION**

24. We have consulted the Technical Sub-committee of the Aviation Development Advisory Committee, the Airport Authority, the aviation industry including the local airlines, Airline Operators Committee, Board of Airline Representatives, Hong Kong Airline Pilots Association, Hong Kong Region of the Guild of Air Pilots and Air Navigators, as well as other related organisations such as Hong Kong Institution of Engineers, Hong Kong Aviation Club, aircraft maintenance and design organisations, flight training organisations and maintenance training organisations.

25. Some stakeholders, whilst recognising the user-pays principle, have expressed concern on its application to their particular sectors of the civil aviation industry. We have explained that it is appropriate to apply the principle across the board as CAD's fees are levied on commercial enterprises and professionals.

26. On their concern about the significant percentage increases proposed for certain items (notably the maximum fees for AOC and for the inspection of a maintenance or design organisation), we have explained that the proposal of spreading the increases over three years is reasonable, which seeks to strike a balance between the users' interests and the Government's policy of full cost recovery. We do not consider it justified to spread the increases over a longer period.

27. On their concern about the details regarding the calculation of CAD's fees and charges in relation to those that are based on the cost of investigations, we have agreed to provide more information in the demand notes in the future, including the number of working hours spent by its staff and any overseas trips involved.



## **WAY FORWARD**

28. We plan to submit the relevant legislative amendments to the Legislative Council in the second quarter of 2011. Our target is that the fee proposals should take effect in the fourth quarter of 2011.

**Transport and Housing Bureau  
Civil Aviation Department  
March 2011**

**Proposed Adjustments of Fees under Civil Aviation (Aircraft Noise) (Certification) Regulations (Cap 312A)**

<b>Descriptions</b>	<b>Prevailing Rate</b>	<b>Proposed Rate</b>	<b>Remarks</b>
1. Grant of a noise certificate where a noise certificate has previously been granted in respect of the identical combination of aircraft and engine types	\$1,105	\$505	
2. Grant of a noise certificate in other circumstances	\$1,105	\$505	
3. Issue of duplicate noise certificate	\$580	\$200	

**Proposed Adjustments to Fees under Hong Kong Air Navigation (Fees) Regulations (Cap 448D)**

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p align="center"><u>Certificate of Registration</u></p> <p>1. Issue of a certificate for a glider</p> <p>Issue of a certificate for any other case -</p> <p>Where the maximum total weight authorized-</p> <p>(a) does not exceed 3,000 kg</p> <p>(b) exceeds 3 000 kg but does not exceed 6 000 kg</p> <p>(c) exceeds 6 000 kg but does not exceed 15 000 kg</p> <p>(d) exceeds 15 000 kg but does not exceed 45 000 kg</p> <p>(e) exceeds 45 000 kg</p>	<p align="center">\$50</p> <p align="center">\$75</p> <p align="center">\$225</p> <p align="center">\$300</p> <p align="center">\$500</p> <p align="center">\$800</p>	<p align="center">A uniform rate of <b>\$660</b> will apply for the 6 items.</p>	
<p align="center"><u>Air Operator's Certificate</u></p> <p>2. (1) Grant or variation of an Air Operator's Certificate -</p> <p>Fee equal to the cost of investigations, but not exceeding the aggregate of the maximum amounts calculated in accordance with the formula below.</p>			

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p>(2) The maximum amounts are -  <i>for the first year of the phased adjustment -</i></p> <p>(a) Maximum total weight authorized -  For heaviest aircraft type in applicant's fleet of aircraft-</p> <p>(i) not over 2 tonnes</p> <p>(ii) over 2 but not over 55 tonnes</p> <p>(iii) over 55 but not over 100 tonnes</p> <p>(iv) over 100 but not over 160 tonnes</p> <p>(v) over 160 tonnes</p> <p>For every other aircraft type in applicant's fleet -</p> <p>(i) not over 2 tonnes</p> <p>(ii) over 2 but not over 55 tonnes</p> <p>(iii) over 55 but not over 100 tonnes</p> <p>(iv) over 100 but not over 160 tonnes</p> <p>(v) over 160 tonnes</p> <p>(b) For each 1 000 passenger kilometres</p> <p>(c) For each 1 000 freight tonne kilometres</p> <p>Fee for a withdrawn or unsuccessful application</p>	<p>\$7,000</p> <p>\$34,800</p> <p>\$46,400</p> <p>\$70,000</p> <p>\$140,000</p> <p>\$3,500</p> <p>\$17,400</p> <p>\$23,200</p> <p>\$35,000</p> <p>\$70,000</p> <p>\$0.6</p> <p>\$7</p> <p>—</p>	<p>\$19,300</p> <p>\$96,000</p> <p>\$128,000</p> <p>\$193,100</p> <p>\$386,300</p> <p>\$9,660</p> <p>\$48,000</p> <p>\$64,000</p> <p>\$96,550</p> <p>\$193,100</p> <p>\$1.7</p> <p>\$20</p> <p>Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p>The proposed fee adjustments will be implemented by 3 phases.</p>

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<i>for the second year of the phased adjustment -</i>			
(a) Maximum total weight authorized -			
For heaviest aircraft type in applicant's fleet of aircraft -			
(i) not over 2 tonnes	\$19,300	\$53,300	
(ii) over 2 but not over 55 tonnes	\$96,000	\$264,900	
(iii) over 55 but not over 100 tonnes	\$128,000	\$353,200	
(iv) over 100 but not over 160 tonnes	\$193,100	\$532,800	
(v) over 160 tonnes	\$386,300	\$1,065,700	
For every other aircraft type in applicant's fleet -			
(i) not over 2 tonnes	\$9,660	\$26,650	
(ii) over 2 but not over 55 tonnes	\$48,000	\$132,500	
(iii) over 55 but not over 100 tonnes	\$64,000	\$176,600	
(iv) over 100 but not over 160 tonnes	\$96,550	\$266,400	
(v) over 160 tonnes	\$193,100	\$532,800	
(b) For each 1 000 passenger kilometres	\$1.7	\$4.6	
(c) For each 1 000 freight tonne kilometres	\$20	\$53.3	
Fee for a withdrawn or unsuccessful application	—	Cost of investigations incurred (but not exceeding the maximum fee)	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<i>for the third year of the phased adjustment -</i>			
(a) Maximum total weight authorized -			
For heaviest aircraft type in applicant's fleet of aircraft -			
(i) not over 2 tonnes	\$53,300	\$147,000	
(ii) over 2 but not over 55 tonnes	\$264,900	\$730,900	
(iii) over 55 but not over 100 tonnes	\$353,200	\$974,600	
(iv) over 100 but not over 160 tonnes	\$532,800	\$1,470,300	
(v) over 160 tonnes	\$1,065,700	\$2,940,600	
For every other aircraft type in applicant's fleet -			
(i) not over 2 tonnes	\$26,650	\$73,500	
(ii) over 2 but not over 55 tonnes	\$132,500	\$365,500	
(iii) over 55 but not over 100 tonnes	\$176,600	\$487,300	
(iv) over 100 but not over 160 tonnes	\$266,400	\$735,100	
(v) over 160 tonnes	\$532,800	\$1,470,300	
(b) For each 1 000 passenger kilometres	\$4.6	\$12.6	
(c) For each 1 000 freight tonne kilometres	\$53.3	\$147	
Fee for a withdrawn or unsuccessful application	-	Cost of investigations incurred (but not exceeding the maximum fee)	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p><u>Permit for an aircraft to fly without a Certificate of Airworthiness</u></p> <p>3. Issue or variation of a permit -            Fee equal to the cost of investigations, but not -            (i) less than            (ii) exceeding            Fee for a withdrawn or unsuccessful application</p>	<p>\$270            \$140 per kg            –</p>	<p>\$270            \$140 per kg            Cost of            investigations            incurred            (but not exceeding            the maximum fee)</p>	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<u>First Issue of Certificate of Airworthiness</u>			
4. (1) In respect of a prototype aircraft - (a) fee for a glider or balloon <sup>1</sup>  (b) fee for any other aircraft equal to the cost of investigations, but not exceeding	\$270   \$33,800 per 500 kg	\$720 (1 <sup>st</sup> year) \$1,920 (2 <sup>nd</sup> year) \$5,040 (3 <sup>rd</sup> year)  \$33,800 per 500 kg	The proposed fee adjustments will be implemented by 3 phases.
(2) In respect of a series aircraft - (a) fee for a glider or balloon <sup>1</sup>  (b) fee for any other aircraft equal to the cost of investigations, but not exceeding	\$270   \$16,900 per 500 kg	\$720 (1 <sup>st</sup> year) \$1,920 (2 <sup>nd</sup> year) \$5,040 (3 <sup>rd</sup> year)  \$16,900 per 500 kg	The proposed fee adjustments will be implemented by 3 phases.
Fee for a withdrawn or unsuccessful application	—	Cost of investigations incurred (but not exceeding the maximum fee)	

<sup>1</sup> No Certificate of Airworthiness has been issued in respect of a glider or balloon in recent years.



Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Approval of Engine</u></p> <p>5. Approval of an engine -            Fee equal to the cost of investigations, but not exceeding -</p> <p>(a) for a gas turbine engine</p> <p>(b) for any other engine of 300 kW or less</p> <p>(c) for any other engine over 300 kW</p> <p>Fee for a withdrawn or unsuccessful application</p>	<p style="text-align: center;">\$574,600</p> <p style="text-align: center;">\$47,300</p> <p style="text-align: center;">\$94,600</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$574,600</p> <p style="text-align: center;">\$47,300</p> <p style="text-align: center;">\$94,600</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<u>Renewal of Certificate of Airworthiness</u>			
6. (a) Fee for a glider or balloon	\$270	\$340	
(b) Fee for an aircraft where the maximum total weight authorized does not exceed 2,730 kg, and the period of validity applied for is 2 years	\$270 per 500 kg	\$340 per 500 kg	
(c) Fee for any other case	\$420 per 500 kg	\$340 per 500 kg	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<u>Validation or Renewal of Validation of Certificate of Airworthiness</u>			
7. (1) First issue of a certificate of validation -			
(a) fee for a glider or balloon (whether a prototype or series aircraft) <sup>2</sup>	\$270	\$720 (1 <sup>st</sup> year) \$1,920 (2 <sup>nd</sup> year) \$5,040 (3 <sup>rd</sup> year)	The proposed fee adjustments will be implemented by 3 phases.
(b) fee for any other aircraft equal to the cost of investigations, but not exceeding -			
(i) in respect of a prototype aircraft	\$33,800 per 500 kg	\$33,800 per 500 kg	
(ii) in respect of a series aircraft	\$16,900 per 500 kg	\$16,900 per 500 kg	
(2) Renewal of a certificate of validation -			
(a) fee for a glider or balloon	\$270	\$340	
(b) fee for an aircraft where the maximum total weight authorized does not exceed 2,730 kg, and the period of validity applied for is 2 years	\$270 per 500 kg	\$340 per 500 kg	
(c) fee for any other case	\$420 per 500 kg	\$340 per 500 kg	

<sup>2</sup> No Certificate of Validation of a Certificate of Airworthiness has been issued in respect of a glider or balloon in recent years.

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Approval of Persons</u></p> <p>8. Inspections of a maintenance organisation - <i>for the first year of the phased adjustment -</i></p> <p>(a) for the purposes of the grant or variation of an approval - Fee equal to the cost of investigations, but not -</p> <p>(i) less than</p> <p>(ii) exceeding</p> <p>(b) for the purposes of the renewal of an approval (in respect of each period of 12 months or part thereof after 1 April in any year) - Fee equal to the cost of investigations, but not -</p> <p>(i) less than</p> <p>(ii) exceeding</p> <p>Fee for a withdrawn or unsuccessful application</p>	<p></p> <p style="text-align: center;">\$5,330</p> <p style="text-align: center;">\$133,400</p> <p></p> <p style="text-align: center;">\$5,330</p> <p style="text-align: center;">\$133,400</p> <p style="text-align: center;">-</p>	<p></p> <p style="text-align: center;">\$7,700</p> <p style="text-align: center;">\$192,800</p> <p></p> <p style="text-align: center;">\$7,700</p> <p style="text-align: center;">\$192,800</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p>The proposed fee adjustments will be implemented by 3 phases.</p>

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p><i>for the second year of the phased adjustment -</i></p> <p>(a) for the purposes of the grant or variation of an approval -  Fee equal to the cost of investigations, but not -</p> <p>(i) less than</p> <p>(ii) exceeding</p> <p>(b) for the purposes of the renewal of an approval (in respect of  each period of 12 months or part thereof after 1 April in any  year) -</p> <p>Fee equal to the cost of investigations, but not -</p> <p>(i) less than</p> <p>(ii) exceeding</p> <p>Fee for a withdrawn or unsuccessful application</p>	<p></p> <p>\$7,700</p> <p>\$192,800</p> <p></p> <p>\$7,700</p> <p>\$192,800</p> <p>—</p>	<p></p> <p>\$11,150</p> <p>\$278,500</p> <p></p> <p>\$11,150</p> <p>\$278,500</p> <p>Cost of  investigations  incurred  (but not exceeding  the maximum fee)</p>	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p><i>for the third year of the phased adjustment -</i></p> <p>(a) for the purposes of the grant or variation of an approval -            Fee equal to the cost of investigations, but not -</p> <p>(i) less than</p> <p>(ii) exceeding</p> <p>(b) for the purposes of the renewal of an approval (in respect of each period of 12 months or part thereof after 1 April in any year) -            Fee equal to the cost of investigations, but not -</p> <p>(i) less than</p> <p>(ii) exceeding</p> <p>Fee for a withdrawn or unsuccessful application</p>	<p></p> <p>\$11,150</p> <p>\$278,500</p> <p></p> <p>\$11,150</p> <p>\$278,500</p> <p>–</p>	<p></p> <p>\$16,100</p> <p>\$402,500</p> <p></p> <p>\$16,100</p> <p>\$402,500</p> <p>Cost of investigations incurred (but not exceeding the maximum fee)</p>	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Approval in respect of Aircraft and Equipment including modification, repair, etc. (excluding Engines and Radio Apparatus)</u></p> <p>9. Fee for an approval equal to the cost of investigations, but not exceeding Fee for a withdrawn or unsuccessful application</p>	<p style="text-align: center;">\$266,800 —</p>	<p style="text-align: center;">\$266,800 Cost of investigations incurred (but not exceeding the maximum fee)</p>	
<p style="text-align: center;"><u>Approval of type, etc. of Radio Apparatus</u></p> <p>10. Fee for an approval equal to the cost of investigations, but not exceeding Fee for a withdrawn or unsuccessful application</p>	<p style="text-align: center;">\$53,300 —</p>	<p style="text-align: center;">\$53,300 Cost of investigations incurred (but not exceeding the maximum fee)</p>	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<u>Licences for Aircraft Maintenance Engineers</u>			
11. (a) Grant of or inclusion in a licence without type rating -			
(i) for each sub-category other than pressurized metal aircraft, piston engined rotorcraft, and turbine engined rotorcraft	\$80	A uniform rate of <b>\$605</b> will apply for the 4 items	
(ii) for pressurized metal aircraft	\$130		
(iii) for piston engined rotorcraft	\$230		
(iv) for turbine engined rotorcraft	\$230		
(b) Inclusion of a type rating in a licence -			
(i) for other than piston engined rotorcraft, or turbine engined rotorcraft	\$80	A uniform rate of <b>\$535</b> will apply for the 3 items	
(ii) for piston engined rotorcraft	\$230		
(iii) for turbine engined rotorcraft	\$230		
(c) Grant of a licence by validation	\$120	\$310	
(d) Renewal of a licence	\$230	\$310	
(e) Variation of a licence	\$120	\$535	
(f) Examinations for the purposes of the grant of, inclusion in or variation of a licence -			
(i) for every multiple choice question paper	—	\$315	New fee
(ii) for every essay question paper	—	\$775	New fee



Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p><u>Licences for Flight Crew and Ratings therein</u></p> <p>12. (1) (a) Grant of a licence to act as a professional pilot, flight navigator, flight engineer, flight radio-telegraphy operator or private pilot -</p> <p>(i) where the applicant holds a flight crew licence issued by a jurisdiction outside Hong Kong</p> <p>(ii) in other circumstances</p> <p>(b) Renewal of a licence to act as a professional pilot, flight navigator, flight engineer or flight radio-telegraphy operator</p> <p>(c) Grant or renewal of a licence to act as a flight radio-telephony operator</p>	<p>–</p> <p>\$170</p> <p>\$120</p> <p>\$120</p>	<p>\$2,055</p> <p>\$1,100</p> <p>\$595</p> <p>\$595</p>	<p>New fee</p> <p>The proposed fee adjustments reflect the development of the regulatory requirements and the increase in the cost of processing licence applications since the last fee revision.</p>

Descriptions	Prevailing Rate	Proposed Rate	Remarks
(2) Each examination -			
(a) for the grant of a Private Pilot’s Licence, or the inclusion of a rating, endorsement or restriction in such a licence	} 21 items ranging from \$90 to \$1,800	\$880	} To be consolidated into two items
(b) for the grant or renewal of a Professional Pilot’s Licence or Flight Engineer’s Licence, or the inclusion of a rating, endorsement or restriction in such a licence		\$895	
(3) (a) Inclusion of an instructor’s rating in a licence	\$80	\$680	} The proposed fee adjustments reflect the increase in the cost for processing applications since the last fee revision.
(b) Inclusion of an additional aircraft type or an additional group of aircraft in an instructor’s rating	\$50	\$595	
(c) Inclusion of an additional aircraft rating in a Professional Pilot’s Licence or Flight Engineer’s Licence	\$140	\$595	
(4) Issue of a medical certificate	\$130	\$155	
(4A) Inclusion of an instrument rating in a Professional Pilot’s Licence or Private Pilot’s Licence	-	\$595	New fee
(4B) Inclusion of an additional aircraft type rating in a Private Pilot’s Licence (Helicopters) or an additional group rating in a Private Pilot’s Licence (Aeroplanes)	-	\$595	New fee
(4C) Inclusion of an endorsement in respect of language proficiency in a pilot’s licence	-	\$595	New fee

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Validation of a licence</u></p> <p>13. (1) Issue of a medical certificate (if required)</p> <p>(2) Each examination (if required) -</p> <p style="padding-left: 20px;">(a) for the grant of a Private Pilot's Licence, or the inclusion of a rating, endorsement or restriction in such a licence</p> <p style="padding-left: 20px;">(b) for the grant or renewal of a Professional Pilot's Licence or Flight Engineer's Licence, or the inclusion of a rating, endorsement or restriction in such a licence</p> <p>(3) Initial issue of a certificate of validation</p> <p>(4) Renewal of a certificate of validation</p>	<p style="text-align: center;">\$130</p> <p style="text-align: center;">} 21 items ranging from \$90 to \$1,800</p> <p style="text-align: center;">\$100</p> <p style="text-align: center;">\$90</p>	<p style="text-align: center;">\$155</p> <p style="text-align: center;">} \$880</p> <p style="text-align: center;">} \$895</p> <p style="text-align: center;">\$485</p> <p style="text-align: center;">-</p>	<p style="text-align: center;">To be consolidated into two items</p> <p style="text-align: center;">Obsolete fee to be deleted</p>
<p style="text-align: center;"><u>Licensing of Aerodromes</u></p> <p>14. Fee for the issue of a licence equal to the cost of investigations, but not exceeding</p> <p style="padding-left: 20px;">Fee for a withdrawn or unsuccessful case</p>	<p style="text-align: center;">\$10,000,000</p> <p style="text-align: center;">-</p>	<p style="text-align: center;">\$10,000,000</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Copies of Documents</u></p> <p>15. Fee for issue of a copy or replacement of a document (other than the item below)</p> <p>Fee for preparing a copy or replacement of a flight manual or performance schedule relating to a certificate of airworthiness equal to the cost of preparing the copy or replacement, but not exceeding</p>	<p style="text-align: center;">\$50</p> <p style="text-align: center;">\$2,180</p>	<p style="text-align: center;">\$78</p> <p style="text-align: center;">\$2,180</p>	
<p style="text-align: center;"><u>Approval of Flight Simulators</u></p> <p>16. Fee for an approval equal to the cost of investigations, but not exceeding</p> <p>Fee for a withdrawn or unsuccessful case</p>	<p style="text-align: center;">—</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$209,700</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p style="text-align: center;">New fee</p>
<p style="text-align: center;"><u>Approval of Courses of Flight Training or Instruction</u></p> <p>17. Fee for an approval equal to the cost of investigations, but not exceeding</p> <p>Fee for a withdrawn or unsuccessful case</p>	<p style="text-align: center;">—</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$1,033,700</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p style="text-align: center;">New fee</p>

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Authorization or Approval of Persons for the purposes of Flight Training or Instruction</u></p> <p>18. Fee for the authorization or approval equal to the cost of investigations, but not exceeding Fee for a withdrawn or unsuccessful case</p>	—	\$209,700 Cost of investigations incurred (but not exceeding the maximum fee)	New fee
<p style="text-align: center;"><u>Permission for Balloons, Airships, Gliders and Parascending Parachutes</u></p> <p>19. Issue of a permission</p>	—	\$1,470	New fee
<p style="text-align: center;"><u>Permission for Parachutes</u></p> <p>20. Issue of a permission</p>	—	\$1,470	New fee
<p style="text-align: center;"><u>Permission for Low Flying</u></p> <p>21. Issue of a permission</p>	—	\$1,470	New fee
<p style="text-align: center;"><u>Permission for Aerial Photography or Aerial Survey</u></p> <p>22. Issue of a permission</p>	—	\$1,470	New fee

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Approval of Persons to Furnish Reports</u></p> <p>23. Fee for the grant of approval or of any variation of such approval equal to the cost of investigations, but not exceeding Fee for a withdrawn or unsuccessful case</p>	<p style="text-align: center;">—</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$192,800</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p style="text-align: center;">New fee</p>
<p style="text-align: center;"><u>Permission for Carriage of Dangerous Goods in Aircraft</u></p> <p>24. Grant of a permission to an airline</p>	<p style="text-align: center;">—</p>	<p style="text-align: center;">\$6,800</p>	<p style="text-align: center;">New fee</p>
<p style="text-align: center;"><u>Permission for Carriage of Munitions of War in Aircraft</u></p> <p>25. Grant of a permission to an airline covering a specified period of time</p> <p>26. Grant of a permission to an airline for a single consignment</p>	<p style="text-align: center;">—</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$785</p> <p style="text-align: center;">\$565</p>	<p style="text-align: center;">New fee</p> <p style="text-align: center;">New fee</p>
<p style="text-align: center;"><u>Approval of Courses of Maintenance Training or Instruction</u></p> <p>27. Fee for an approval equal to the cost of investigations, but not exceeding Fee for a withdrawn or unsuccessful case</p>	<p style="text-align: center;">—</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$192,800</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p style="text-align: center;">New fee</p>

Descriptions	Prevailing Rate	Proposed Rate	Remarks
<p style="text-align: center;"><u>Authorization and Approval of Persons for the purposes of Maintenance Training or Instruction</u></p> <p>28. Fee for authorization or approval equal to the cost of investigations, but not exceeding Fee for a withdrawn or unsuccessful case</p>	<p style="text-align: center;">—</p> <p style="text-align: center;">—</p>	<p style="text-align: center;">\$192,800</p> <p style="text-align: center;">Cost of investigations incurred (but not exceeding the maximum fee)</p>	<p style="text-align: center;">New fee</p>

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