

CHARGING POLICY FOR ENGINEERING APPROVALS

1. Introduction

In principal, LAA Engineering services are provided for the benefit of the LAA members who operate aircraft on a LAA permit to fly. This essentially pays for the infrastructure, which underpins the annual permit renewal. It includes

- Review and administration of aircraft documentation in support of Permit renewal.
- Maintenance of our CAA approval, including support to their review and audit program
- Co-ordination of LAA Inspectors across the UK through publications and education
- Continuous development of Engineering procedures to align with changes in legislation
- Answering queries and providing Engineering advice to aircraft builders and other LAA members.
- Review of emerging designs to ensure the best of the modern designs are available to LAA builders.

The infrastructure to support approval of individual changes to specific aircraft is also provided for by this funding, but since these services are provided for the benefit of specific members rather than the entire membership, it is considered reasonable to allocate a element of this cost to the person requesting the change.

2. Basic Principals

The charging system outlined in this information letter is designed to encourage users of the system to think carefully before submitting a proposal and ensure that the submission is clearly presented and adequately justified. In principle, if the submission can be approved at the first or second review then only the £22.50 application fee will be required. If however a number of correspondences are required to understand what is being proposed and agree the basis on which it can be approved as airworthy, then additional charges will be levied in proportion to the time expended by LAA Engineering to support the request.

3. Applicability

Prior to 30th July 2005, charges were only applicable to new modifications. The amount levied was £45 per mod. The charging scheme detailed in this Technical Leaflet is applicable for all requests received after this date and its applicability is extended to include the following

- All modification requests (no exceptions) per TL 3.01 including requests to have a copy of an existing mod approved for a specific aircraft extended to cover additional examples of the type.
- Engine and Propeller Change requests per TL 3.02
- Limitations Changes per TL 3.04
- Repairs and Concessions per TL 3.05

Any requests for these approvals received after 30th July 2005 will trigger a request for payment and will be set aside.

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4. Tiered Mods Charging and Cost Collection

Engineering approvals would be essentially split into two levels:

Small - Tier 1

Essentially the mod can be reviewed at "one sitting" taking a maximum of two hours.

The output of this initial review will be either:

- A letter to the applicant with an assessment of the extended activities that would be required by LAA Engineering to approve the proposal.
- A letter stating "no objection" to going ahead with the proposal which identifies test or inspection criteria necessary to achieve final approval.
- A letter confirming approval of the change, some conditions may be specified.
- A letter stating that the mod cannot be approved, including the reasons.

In order to qualify, even fairly "major" mods could be classified Tier 1, provided they are clearly presented in a well organised, technically correct and complete package.

The review of Tier 1 mods is covered by the application charge of £22.50.

Large – Tier 2

Engineering time, inclusive of initial assessment, exceeds 2 hours.

This might typically be the case if:

- The extent of the change is such that more than one aspect of the airworthiness is affected (ie: structure, flight handling, propulsion etc).
- The request requires a LAA Engineer to visit and examine the proposed change.
- A series of correspondence is required to clarify and/or modify the proposed change.

Tier 2 mods will proceed to the point where either the 2 hour period has been exceeded or some actions for the applicant have been identified. Either way, the applicant will be notified.

Movement along the approval process for tier 2 mods will be dependent on receipt of additional fees in £25 increments, for further 2 hour increments of LAA Engineering time.

5. Rejection of Approval Applications

In extreme cases LAA Engineering may advise the applicant that they are unable to proceed further with approval of the mod. Reasons for this may be:

- An assessment cannot be made without a commitment of more than 10 hours of LAA Engineering time. Where this reason is given, the tasks which comprise this commitment will be listed, with estimated duration and suggestions of how the applicant can reduce the LAA commitment. (eg: by hiring external consultant).
- The mod serves the same purpose as one already approved for the type.
- The membership benefit derived is not commensurate with the resources required to approve it and the additional liability assumed.