



2025/2347

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COMMISSION IMPLEMENTING REGULATION (EU) 2025/2347

of 21 November 2025

**on the fees and charges levied by the European Union Aviation Safety Agency, and repealing
Implementing Regulation (EU) 2019/2153**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ⁽¹⁾, and in particular Article 126(4) thereof,

Whereas:

- (1) Pursuant to Article 120(1) of Regulation (EU) 2018/1139, the revenues of the European Union Aviation Safety Agency ('the Agency'), include, among other items, the fees paid by applicants for, and holders of, certificates issued by the Agency, and by persons who have registered declarations with the Agency, and charges for publications, handling of appeals, training and any other service provided by the Agency.
- (2) Commission Implementing Regulation (EU) 2019/2153 ⁽²⁾ set out the fees and charges to be levied by the Agency. However, the tariffs are to be adjusted in order to achieve recovery of the full cost of the activities related to the services delivered by the Agency while avoiding significant accumulation of surplus, in accordance with Article 126(2) of Regulation (EU) 2018/1139.
- (3) On the one hand, the adjusted fees and charges should be set in a transparent, fair, non-discriminatory and uniform manner, and should take into account the Agency's forecasts as regards its workload, related costs and other relevant factors. On the other hand, fees and charges levied by the Agency should not jeopardise the competitiveness of the Union industry concerned. Likewise, they should be established on a basis which takes due account of the ability of the legal or natural persons concerned, in particular micro, small and medium-sized enterprises (SMEs), to pay the fees.
- (4) Recognising the operational, financial and administrative constraints faced by SMEs, it is appropriate to apply requirements and processes that are proportionate to their specificities and alleviate undue administrative burden. Regulatory technical requirements in the area of initial and continuing airworthiness, personnel licensing and training, air operations, air navigation services and equipment certification and related certification processes are therefore scaled or simplified for SMEs. The fee structure is adapted to the size and complexity for the related product or organisational approval. Besides, the Agency is providing guidance and support in the implementation of such requirements.
- (5) While civil aviation safety should be the prime concern, the Agency should nevertheless take full account of cost efficiency when conducting the tasks incumbent on it, having regard to the scope of those tasks as laid down in Regulation (EU) 2018/1139, and the resources available to it.
- (6) The Agency should be entitled to levy fees and charges for certification tasks or the provision of other services which are not specifically mentioned in the Annex to this Regulation, but which are within the scope of Regulation (EU) 2018/1139 or are imposed on the Agency under other relevant Union legislation, to finance associated costs.

⁽¹⁾ OJ L 212, 22.8.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/1139/oj>.

⁽²⁾ Commission Implementing Regulation (EU) 2019/2153 of 16 December 2019 on the fees and charges levied by the European Union Aviation Safety Agency, and repealing Regulation (EU) No 319/2014 (OJ L 327, 17.12.2019, p. 36, ELI: http://data.europa.eu/eli/reg_impl/2019/2153/oj).

- (7) Agreements referred to in Article 68(1) of Regulation (EU) 2018/1139 usually provide a basis for the evaluation of the actual workload involved in the certification of third countries' products. In principle, the process for validation by the Agency of certificates issued by a third country with which the Union has an appropriate agreement is described in such agreement and results in a workload that differs from the workload required for certification activities by the Agency. This is primarily because the Agency may rely, to a certain extent, on the certification activities already conducted by the third-country authority under the terms of the relevant agreement, thereby reducing the amount of work required from the Agency. Therefore, it is necessary to adjust the applicable fees to reflect the nature of the workload associated with such validations.
- (8) In order to ensure legal certainty, administrative efficiency and sound financial management, time limits for the payment of fees and charges levied under this Regulation should be fixed.
- (9) In the interest of financial fairness and proportionality, when an application is rejected, or where performance of a task related to an application is interrupted or terminated, the fees payable should be fixed at an appropriate amount that takes into account the reduced workload.
- (10) It is appropriate that when the Agency temporarily delays the initiation of the evaluation and processing of a new application, the applicable fees should be charged only upon the commencement of the Agency's activities.
- (11) In order to contribute to fees and charges being recovered to the fullest extent possible, appropriate remedies in cases of non-payment and risk of non-payment should be laid down.
- (12) The geographical location of undertakings in the territories of the Member States should not be a discriminatory factor. Consequently, the travel expenses related to the certification tasks carried out for such undertakings should be aggregated and divided among the applicants.
- (13) Applicants should be able to request an estimate of the amount to be paid for the certification tasks and services, to increase predictability. In certain cases, the preparation of the estimate requires the Agency to perform a prior technical analysis. It is justified for the Agency to be remunerated for the cost of that analysis accordingly.
- (14) To discourage unfounded or dilatory appeals and ensure procedural fairness, full payment of the charges for an appeal against decisions of the Agency should be a prerequisite for the appeal to be admissible.
- (15) While this Regulation should enable industry to anticipate the level of the fees and charges it will be required to pay, it is necessary to regularly examine whether its terms need to be revised, in accordance with Article 126(3) of Regulation (EU) 2018/1139.
- (16) In order to provide interested parties with an insight into the rationale behind the fees, they should be informed about how the fees are calculated. They should also be consulted prior to any change of fees, in order to explain the reasons for any proposed change.
- (17) On 9 July 2025, the Commission consulted the Management Board of the Agency in accordance with Article 98(2), point (i), of Regulation (EU) 2018/1139. On 10 September 2025, the Management Board expressed its favourable opinion.
- (18) Given the number of amendments and in the interest of clarity and legal certainty, Implementing Regulation (EU) 2019/2153 should be repealed.
- (19) To ensure a smooth transition from the rules laid down in Implementing Regulation (EU) 2019/2153 to those laid down in this Regulation, in particular with regard to ongoing procedures, transitional provisions should be laid down.
- (20) The measures provided for in this Regulation are in accordance with the opinion of the committee established by Article 127(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

CHAPTER I

GENERAL PROVISIONS

Article 1

Subject matter

This Regulation sets out the matters for which fees and charges are due to the Agency, the amount of the fees and charges and the way in which they are to be paid.

Article 2

Definitions

For the purposes of this Regulation, the following definitions shall apply:

- (1) 'fees' means the amounts levied by the Agency and payable by applicants for certification tasks;
- (2) 'charges' means the amounts levied by the Agency for services provided other than certification tasks;
- (3) 'certification task' means any activity carried out by the Agency directly or indirectly for the purposes of issuing, maintaining or amending certificates and registering, maintaining and amending declarations pursuant to Regulation (EU) 2018/1139 [and the delegated and implementing acts adopted on the basis of that Regulation];
- (4) 'service' means any activity carried out by the Agency other than certification tasks, including the supply of goods or provision of technical advice;
- (5) 'applicant' means any natural or legal person that requests a certification task or a service provided by the Agency;
- (6) 'billing cycle' means the 12-month period applied to multiannual projects and to surveillance tasks, which starts:
 - (a) for fees and charges listed in Part I, Tables 1 to 6, of the Annex, on the date on which the application is received;
 - (b) for authorisation fees listed in Part I, Table 7A, of the Annex, on the date on which the application is received;
 - (c) for monitoring fees listed in Part I, Table 7A, of the Annex, on the date on which the certificate is issued;
 - (d) for fees listed in Part I, Table 8, of the Annex, on 1 June following the issuance of the certificate;
 - (e) for approval fees listed in Part I, Tables 9A to 22, of the Annex, on the date on which the application is received;
 - (f) for surveillance fees listed in Part I, Tables 9A to 22, of the Annex, on the date on which the certificate is issued;
 - (g) for transfer preparation fees listed in Part I, Tables 16A, 17A, 19A and 20A; of the Annex, on the date on which the certificate is issued;
 - (h) for issuance charge listed in Part I, Table 23, of the Annex, on the date on which the application is received;
 - (i) for renewal charge listed in Part I, Table 23, of the Annex, on 1 February following the issuance of the certificate;
 - (j) for subscription charges listed in Part I, Table 24, of the Annex, on the date on which access to the platform is granted;

- (k) for applications subject to deferred initiation as referred to in Article 10(4) on the date on which the Agency initiates the performance of the tasks associated with that application;
- (7) 'certification specification' or 'CS' means a certification specification adopted pursuant to Article 76(3) of Regulation (EU) 2018/1139 and published on the Agency's website.
- (8) 'VTOL' means rotorcraft or any other heavier-than-air aircraft that has the capability of vertical take-off and/or vertical landing;
- (9) 'HTOL' means any heavier-than-air aircraft that is not a VTOL;
- (10) 'VTOL Large' means CS-29 and CS-27 CAT A rotorcraft;
- (11) 'VTOL Small' means CS-27 rotorcraft with maximum take-off weight (MTOW) below 3 175 kg and limited to 4 seats, excluding pilot;
- (12) 'VTOL Medium' means other CS-27 rotorcraft;
- (13) 'VTOL Very Light' means rotorcraft of simple design with MTOW below 600 kg, limited to 2 seats including pilot, not powered by turbine and/or rocket engines and restricted to VFR day operations;
- (14) 'rotorcraft' means power-driven, heavier-than-air aircraft that depend principally for their support in flight on the lift generated by up to two rotors;
- (15) 'VTOL-capable aircraft' or 'VCA' means power-driven, heavier-than-air aircraft, other than aeroplane or rotorcraft, capable of performing vertical take-off and landing by means of lift and thrust units used to provide lift during take-off and landing;
- (16) 'high-performance aircraft in the weight category up to 5 700 kg' means aeroplanes that have an MMO (Maximum Operating Mach number) greater than 0,6 and/or a maximum operating altitude above 25 000 ft;
- (17) 'airships small' means:
 - (a) all hot-air airships independent of their size;
 - (b) gas airships up to a volume of 2 000 m³;
- (18) 'airships medium' means gas airships with a volume between 2 000 m³ and 20 000 m³;
- (19) 'airships large' means gas airships with a volume of more than 20 000 m³.

Article 3

Determination of fees and charges

1. The fees and charges shall be demanded and levied by the Agency only in accordance with this Regulation.
2. Unless otherwise provided for in this Regulation, fees and charges shall be calculated at the hourly rate indicated in Part II of the Annex.
3. Member States shall not levy fees for the tasks conducted by the Agency, even if they carry out those tasks on behalf of the Agency. The Agency shall reimburse Member States for the tasks they carry out on its behalf.
4. Fees and charges shall be denominated and payable in euros.
5. The amounts referred to in Parts I, II and IIa of the Annex shall be indexed, with effect on 1 January each year, to the inflation rate in accordance with the method set out in Part IV of the Annex.
6. By way of derogation from the fees referred to in the Annex, fees for certification tasks performed in the context of a bilateral agreement between the Union and a third country may be subject to dedicated provisions stipulated in the respective bilateral agreement.

*Article 4***Payment of fees or charges**

1. The Agency shall establish the terms of payment of fees and charges, outlining under which conditions the Agency charges for certification tasks and services. The Agency shall publish the terms on its website.
2. The applicant shall pay the amount due in full, within 30 calendar days from the date on which the invoice is notified to the applicant.
3. Where the Agency has not received payment of an invoice within the time period referred to in paragraph 2, the Agency may charge interest for each calendar day of delay.
4. The interest rate shall be the rate applied by the European Central Bank to its principal refinancing operations, as published in the C series of the *Official Journal of the European Union*, in force on the first calendar day of the month in which the due date falls, increased by eight percentage points.

*Article 5***Rejection or termination for financial reasons**

1. The Agency may:
 - (a) reject an application if the fees or charges due have not been received upon the expiry of the time period provided for in Article 4(2);
 - (b) reject or terminate an application where there is evidence that the applicant's financial ability is at risk, unless the applicant provides a bank guarantee or secured deposit;
 - (c) reject or terminate an application in the cases referred to in Article 8(4), second subparagraph;
 - (d) reject a request for the transfer of a certificate or a request for change of ownership, where payment obligations arising out of certification tasks performed or services provided by the Agency have not been fulfilled.
2. Before proceeding in accordance with paragraph 1, the Agency shall consult the applicant on the Agency's intended measure.
3. The Agency may provide for other grounds for rejecting or terminating an application in its rules of procedure, including but not limited to:
 - (a) failure of the applicant to comply with applicable requirements set out in Regulation (EU) 2018/1139 and in the delegated and implementing acts adopted on the basis thereof;
 - (b) a lack of resources within the applicant's structure to ensure that all activities of the organisation can be carried out in accordance with Regulation (EU) 2018/1139 and its delegated and implementing acts.

*Article 6***Travel expenses**

Travel expenses incurred in the context of the certification tasks and provision of the services shall be charged exclusively in accordance with Part VI of the Annex.

*Article 7***Financial estimate**

1. Upon request by an applicant, and subject to paragraph 2, the Agency shall provide a financial estimate of fees or charges to be paid by the applicant.
2. Where the financial estimate referred to in paragraph 1 requires a prior technical analysis by the Agency due to the expected complexity of the project, the analysis shall be charged on an hourly basis, under an agreement to be signed between the applicant and the Agency.

3. Upon the applicant's request, Agency activities shall be suspended until the financial estimate referred to in paragraph 1 has been provided by the Agency and accepted by the applicant.
4. The financial estimate referred to in paragraph 1 shall be amended by the Agency in any of the following situations:
 - (a) the task is simpler or can be carried out faster than initially foreseen;
 - (b) the task is more complex and takes longer to carry out than the Agency could reasonably have foreseen.

CHAPTER II

FEES

Article 8

General provisions as regards payment of fees

1. Performance of certification tasks shall be subject to prior payment of the full amount of the fee due, unless the Agency decides otherwise after due consideration of the financial risks involved. The Agency may invoice the fee in one instalment after having received the application or at the start of the annual or surveillance period.
2. The fee to be paid by the applicant for a given certification task shall consist of one of the following:
 - (a) a flat fee as set out in Part I of the Annex;
 - (b) a variable fee.
3. The variable fee referred to in paragraph 2, point (b), shall be established by multiplying the actual number of working hours by the hourly rate set out in Part II of the Annex.
4. Where justified by technical circumstances relevant to the fees and subject to the agreement of the applicant, the Agency may:
 - (a) reclassify an application within the categories identified in the Annex;
 - (b) reclassify several applications as a single application, provided that those applications concern the same type design and that they pertain to one or more of the following, in any combination:
 - (i) major changes;
 - (ii) major repairs;
 - (iii) supplemental type certificates.

Where the applicant does not agree to the reclassification proposed, the Agency may reject or terminate the application or applications concerned.

Article 9

Billing periods

1. Fees referred to in Part I, Tables 1, 2, and 3, of the Annex shall be levied per application and per billing cycle. For the period after the first billing cycle, the fees shall be 1/365th of the relevant annual fee per day.
2. Fees referred to in Part I, Table 4, of the Annex shall be levied per application.
3. Fees referred to in Part I, Table 7A, of the Annex shall be levied as follows:
 - (a) authorisation fees and one-off notification fees, per application;
 - (b) monitoring fees, per billing cycle.

4. Fees referred to in Part I, Table 8, of the Annex shall be levied per billing cycle.
5. Approval fees referred to in Part I, Table 9A, of the Annex shall be levied per application and per billing cycle.
For the period after the billing cycle, the approval fees shall be 1/365th of the relevant annual fee per day.
6. Surveillance fees referred to in Part I, Table 9A, of the Annex shall be levied per billing cycle.
7. Significant changes approval fees referred to in Part I, Table 9A, of the Annex shall be levied per application.
8. Fees referred to in Part I, Tables 9B to 14 and Tables 16A to 22, of the Annex shall be levied as follows:
 - (a) approval fees, per application;
 - (b) surveillance fees, per billing cycle;
 - (c) transfer preparation fees, per certificate.
9. For the purpose of the fees referred to in Part I, Tables 9A to 14 and Tables 16A to 22, of the Annex, any change to an organisation that affects its approval shall have the effect of a recalculation of the surveillance fee due as of the next billing cycle following the approval of the change.
10. The fees referred to in Part I, Table 8, of the Annex shall, for the period between the date of issuance of the certificate and the start of the first billing cycle thereafter, be calculated *pro-rata temporis*.
11. Where the reclassification of an application leads to a change of the applicable fees, the fees shall be recalculated as follows:
 - (a) for fees levied per application, as of the date of receipt of the application;
 - (b) for fees levied per application and per billing cycle, as of the current billing cycle and onwards;
 - (c) where the Agency reclassifies several applications as a single application in accordance with Article 8(4), point (b), as of the date considered relevant for the reclassification.
12. The fees referred to in Part I, Tables 7B and 15, of the Annex shall be levied in accordance with the billing periods specified in the respective Tables.

Article 10

Rejection of applications, termination and interruption of the performance of tasks related to applications

1. Where an application is rejected, or the performance of a task related to an application is terminated or interrupted, the applicable fees together with the related travel expenses and any other amounts due shall be payable in full at the time the Agency stops performing the task, taking into account the adjustments set out in paragraphs 2 and 3.
2. Where an application is rejected or the performance of a task related to an application is terminated, the balance of any fees due shall be calculated as follows:
 - (a) for fees referred to in Part I, Tables 1, 2 and 3 and approval fees referred to in Table 9A, of the Annex, levied per application and per billing cycle, the balance of any fees due for the ongoing billing cycle shall be 1/365th of the relevant annual fee per day, while for the periods preceding the ongoing billing cycle, the applicable fees shall remain due;
 - (b) for fees referred to in Part I, Tables 4, 15 and 19D, of the Annex and for fixed fees referred to in Part II of the Annex, levied per application, the balance of any fees due shall be 50 % of the applicable fee;

- (c) for fees referred to in Part 1, Tables 9B to 22, of the Annex, levied per application, the balance of any fees due shall be calculated on an hourly basis but shall not exceed the applicable flat fee;
- (d) for fees referred to in Part II of the Annex, levied on an hourly basis, the balance of any fees due shall be calculated on an hourly basis;
- (e) for any fees not referred to in points (a) to (d), the balance due shall be calculated on an hourly basis, unless otherwise agreed between the applicant and the Agency.

3. Where an interruption of the performance of a task related to an application takes effect within the first billing cycle, the fees for that billing cycle shall not be reimbursed. Where such interruption takes effect after the first billing cycle, the balance of any fees due shall be calculated in accordance with the criteria set out in paragraph 2, point (a). Where, following an interruption of performance of a task related to an application, the Agency resumes the performance of that task, automatically after the expiry of the interruption period chosen by the applicant or earlier on demand of the applicant, the Agency shall levy a new fee, irrespective of the fees already paid for the interrupted task. The new fees shall be 1/365th of the relevant annual fee per day.

4. The Agency may temporarily defer the initiation of the evaluation and processing of a new application where an exceptional and temporary increase in concurrent certification tasks and services, combined with a reduction in operational capacity, necessitates such deferral.

5. The Agency shall establish and maintain a fair, transparent and non-discriminatory procedure governing the conditions under which an application may be subject to the deferred initiation referred to in paragraph 4. The decision to defer initiation shall be based, in particular, on an assessment of the following factors:

- (a) resource availability;
- (b) estimated workload and duration;
- (c) impact on other ongoing activities;
- (d) safety relevance of the application.

The Agency shall without undue delay notify the applicant of the decision to defer initiation, including the reasons for the deferral and, where possible, an estimated timeline for the initiation of the evaluation and processing of the application.

6. Fees related to the application affected by the deferred initiation referred to in paragraph 4 shall be invoiced and become effective as of the date on which the Agency initiates the performance of the tasks associated with that application.

7. For the purposes of this Chapter:

- (a) termination of performance of a task upon request of the applicant shall be deemed to take effect on the date of receipt of the request;
- (b) termination of performance of a task on initiative of the Agency shall be deemed to take effect on the date when the decision on the termination is communicated to the applicant;
- (c) interruption of performance of a task upon request of the applicant shall be deemed to take effect on the date indicated by the applicant but not earlier than the date when the request is received by the Agency.

8. Fees paid for a task related to an application, for which performance of tasks has been terminated, shall not be taken into account for any subsequent task, even if that task is of the same nature as the terminated task.

Article 11

Suspension or revocation of certificates and deregistration of declarations

1. If the outstanding fees have not been received upon the expiry of the time period provided for in Article 4(2), the Agency may suspend or revoke the relevant certificate after having consulted the certificate holder or deregister the relevant declaration after having consulted the issuer of the declaration.

2. If the Agency suspends a certificate or temporarily deregisters a declaration because the certificate holder or the issuer of the declaration fails to comply with the applicable requirements or fails to pay the annual fee or surveillance fee, the Agency shall, notwithstanding such suspension, continue to invoice the annual fee or surveillance fee in one instalment at the start of the annual or surveillance period. The Agency may revoke the relevant certificate or permanently deregister the relevant declaration if the certificate holder or the issuer of the declaration fails to comply with its payment obligations within 30 calendar days from the date of notification of the suspension. The reinstatement of the certificate or declaration shall be subject to prior payment of the balance of fees due for the period of suspension together with any other amounts due at that time.

3. If the Agency revokes a certificate or permanently deregisters a declaration because the certificate holder or the issuer of the declaration fails to comply with the applicable requirements or fails to pay the annual fee or surveillance fee, the balance of any fees due for the ongoing billing cycle shall be calculated as follows:

- (a) for annual or surveillance flat fees levied per certificate or declaration and per billing cycle, the balance of any fees due shall be $1/365$ th of the relevant flat fee per day;
- (b) for annual fees or surveillance fees levied on an hourly basis, the balance of any fees due shall be calculated on an hourly basis.

The amounts referred to in the first subparagraph, points (a) and (b), together with any travel expenses and any other amounts due, shall be payable in full on the date the revocation or deregistration takes effect.

Article 12

Surrender or transfer of certificates, and deactivation of flight simulation training devices

1. If the certificate holder surrenders a certificate, the balance of any fees due for the ongoing billing cycle shall be calculated as follows:

- (a) for annual or surveillance flat fees levied per certificate and per billing cycle, $1/365$ th of the relevant annual flat fee per day;
- (b) for annual fees or surveillance fees levied on an hourly basis, on an hourly basis.

The amounts referred to in the first subparagraph, points (a) and (b), shall be payable in full together with travel expenses and any other amounts due on the date the surrender takes effect.

2. Where a certificate is transferred, the fees referred to in Part I, Tables 8 to 22, of the Annex shall be payable by the new certificate holder as from the billing cycle which follows the date on which the transfer takes effect.

3. In the cases referred to in Part I, Table 14, of the Annex, the device surveillance fee regarding a flight simulation training device shall be reduced pro-rata temporis for any periods during which the device is deactivated, provided that the deactivation has been initiated at the request of the applicant.

Article 13

Certification tasks on exceptional basis

An exceptional adjustment shall be applied to the fee levied, in order to cover all costs incurred by the Agency for a given certification task, where the performance of that task requires assigning categories or number of staff, or both, which the Agency would not normally assign under its standard procedures.

CHAPTER III

CHARGES

Article 14

General provisions as regards payment of charges

1. The amount of the charges levied by the Agency in accordance with Part II of the Annex shall be invoiced at the applicable hourly rate.
2. Charges for the provision of training services, shall be levied in accordance with Part IIa of the Annex.

Article 15

Time of levying charges and billing periods

1. Unless otherwise decided by the Agency, after due consideration of the financial risks involved, the charges shall be levied before the service is provided.
2. Charges referred to in Part I, Table 6 point (1), of the Annex shall be levied per application and per billing cycle. For the period after billing cycle, the charges shall be 1/365th of the relevant annual charge per day.
3. Charges referred to in Part I, Table 5 and Table 6 point (2), of the Annex shall be levied per application.
4. Charges for the issuance of the environmental label referred to in Part I, Table 23, of the Annex shall be levied per application. Renewal charges referred to in Part I, Table 23, of the Annex shall be levied per billing cycle.
5. Charges for the Data 4 Safety Platform referred to in Part I, Table 24, of the Annex shall be levied per application and per billing cycle. The access to the Data 4 Safety Platform shall be renewed automatically unless the applicant notifies the Agency at least 90 days before the end of the subscription period.
6. Where the reclassification of an application leads to a change of the applicable charge, the charges shall be recalculated accordingly with effect from the date of receipt of the application.

Article 16

Rejection of applications, termination and interruption of the performance of tasks related to applications

1. Where an application is rejected, or the performance of a task related to an application is terminated or interrupted, the applicable charges together with the related travel expenses and any other amounts due shall be payable in full at the time the Agency stops performing the task, taking into account the adjustments set out in paragraphs 2 and 3.
2. Where an application is rejected or the performance of a task related to an application is terminated, the balance of any charges due shall be calculated as follows:
 - (a) for charges referred to in Part I, Table 6 point (1) and Table 23, of the Annex, levied per application and per billing cycle, the balance of any charges due for the ongoing billing cycle shall be 1/365th of the relevant annual charge per day, while for the periods preceding the ongoing billing cycle the applicable charges shall remain due;
 - (b) for charges referred to in Part I, Table 5 and Table 6 point (2), of the Annex and for fixed charges referred to in Part II of the Annex, levied per application, the balance of any charges due shall be 50 % of the applicable charge;

- (c) for charges referred to in Part I, Table 24, of the Annex, levied per application and per billing cycle, the balance of any charges due for the ongoing billing cycle shall be the full amount;
- (d) for charges referred to in Part II of the Annex, levied on an hourly basis, the balance of any charges due shall be calculated on an hourly basis;
- (e) for any charges not referred to in points (a) to (d), the balance due shall be calculated on an hourly basis, unless otherwise agreed between the applicant and the Agency.

3. Where an interruption of the performance of a task related to an application takes effect within the first billing cycle, the charges for that billing cycle shall not be reimbursed. Where such interruption takes effect after the first billing cycle, the balance of any charges due shall be calculated in accordance with the criteria set out in paragraph 2, point (a). Where, following an interruption of performance of a task related to an application, the Agency resumes the performance of that task, automatically after the expiry of the interruption period chosen by the applicant or earlier on demand of the applicant, the Agency shall levy a new charge, irrespective of the charges already paid for the interrupted task.

4. For the purposes of this Chapter,

- (a) termination of performance of a task upon request of the applicant shall be deemed to take effect on the date of receipt of the request;
- (b) termination of performance of a task on initiative of the Agency shall be deemed to take effect on the date the decision on the termination is communicated to the applicant;
- (c) interruption of performance of a task upon request of the applicant shall be deemed to take effect on the date indicated by the applicant but not earlier than the date when the request is received by the Agency.

5. Charges paid for a task related to an application, whose performance has been terminated, shall not be taken into account for any subsequent task, even if that task is of the same nature as the terminated task.

CHAPTER IV

APPEALS

Article 17

Processing of appeals

1. Charges shall be levied for processing appeals lodged pursuant to Article 108 of Regulation (EU) 2018/1139. The amounts of charges shall be calculated in accordance with the method set out in Part III of the Annex to this Regulation. An appeal shall be admissible only when the charge for the appeal has been paid within the time period referred to in paragraph 3 of this Article.

2. A legal person that lodges an appeal shall submit to the Agency a certificate signed by an authorised officer specifying the turnover of the appellant. That certificate shall be submitted to the Agency together with the appeal.

3. Appeal charges shall be paid in accordance with the applicable procedure established by the Agency within 60 calendar days from the date on which the appeal was filed at the Agency.

4. If the appeal is concluded in favour of the appellant, the appeal charges paid shall be reimbursed by the Agency.

CHAPTER V

PROCEDURES OF THE AGENCY*Article 18***General provisions**

The Agency shall distinguish between on the one hand revenue and expenditure attributable to certification tasks performed and services provided, and on the other hand revenue and expenditure attributable to activities funded through other revenue sources.

For that purpose:

- (a) the fees and charges levied by the Agency shall be kept in a separate account and shall be the subject of a separate accounting procedure;
- (b) the Agency shall draw up and use analytical accounting for its revenue and expenditure.

*Article 19***Evaluation and revision**

1. The Agency shall provide the Commission, the Management Board and the Stakeholder Advisory Body established in accordance with Article 98(4) of Regulation (EU) 2018/1139 annually with information on the components serving as a basis for determining the amount of the fees. That information shall notably consist in a cost breakdown related to previous and next years.
2. The Agency shall evaluate periodically, and for the first time two years after the start of application of this Commission Implementing Regulation, the Annex with a view to verifying whether significant information related to the underlying assumptions for the Agency's anticipated revenue and expenditure is duly reflected in the amounts of fees or charges levied by the Agency. The Agency may propose to the Commission changes of fees and charges, stating the reasons therefor.

CHAPTER VI

TRANSITIONAL AND FINAL PROVISIONS*Article 20***Repeal**

Implementing Regulation (EU) 2019/2153 is repealed.

References to the repealed Regulation shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Part VII of the Annex.

*Article 21***Transitional provisions**

1. Fees and charges for billing cycles ongoing on 1 January 2026 shall be calculated in accordance with Implementing Regulation (EU) 2019/2153 in the version applicable on 31 December 2025.
2. The hourly rates set out in Part II of the Annex shall apply to any tasks ongoing on 1 January 2026 for which fees or charges are calculated on an hourly basis.
3. In the cases where the approval fees set out in Part I, Tables 18 to 22, of the Annex would otherwise apply, fees and charges relating to applications submitted before 1 January 2026 shall be calculated in accordance with Part II of the Annex until completion of the tasks resulting from those applications.

*Article 22***Entry into force and application**

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 1 January 2026.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 21 November 2025.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX

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PART I

Tasks charged at a flat rate

Table 1

Type Certificates, Restricted Type Certificates and European Technical Standard Order Authorisations

(referred to in Section A, Subpart B and Subpart O, of Annex I (Part 21) and Section A, Subpart B and Subpart C, of Annex Ib (Part 21 Light) to Commission Regulation (EU) No 748/2012 ⁽¹⁾)

	Flat fee (EUR)
Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft	
Over 150 000 kg	2 885 540
Over 55 000 kg up to 150 000 kg	2 377 030
Over 22 000 kg up to 55 000 kg	932 200
Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg)	590 660
Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg)	196 530
Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg)	22 310
Up to 1 200 kg	7 440
Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft	
Large	668 440
Medium	267 390
Small	33 490
Very Light	33 490
Balloons	10 360
Airships Large	60 300

⁽¹⁾ Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification or declaration of compliance of aircraft and related products, parts, appliances, control and monitoring units and control and monitoring unit components, as well as for the capability requirements of design and production organisations (OJ L 224, 21.8.2012, p. 1, ELI: <http://data.europa.eu/eli/reg/2012/748/oj>).

	Flat fee (EUR)
Airships Medium	22 970
Airships Small	11 500
Propulsion	
Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW	569 060
Turbine engines with take-off thrust up to 25 kN or take-off power output over 200 kW up to 2 000 kW	379 320
Non-turbine engines or turbine engines with take-off power output up to 200 kW	51 840
CS-22.H, CS-VLR App. B engines	25 920
Propeller for use on aircraft over 5 700 kg MTOW	17 700
Propeller for use on aircraft up to 5 700 kg MTOW	5 050
CS-22J Class Propeller	2 530
Parts and Non-installed Equipment	
Value above EUR 20 000	13 060
Value between EUR 2 000 and 20 000	7 470
Value below EUR 2 000	4 340
Auxiliary Power Unit (APU)	310 450

Table 2

Supplemental Type Certificates

(referred to in Section A, Subpart E, of Annex I (Part 21) and Section A, Subpart E, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012)

	Flat fee (EUR)			
	Complex Significant	Significant	Standard	Simple
Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft				
Over 150 000 kg	1 337 310	107 380	22 930	6 530
Over 55 000 kg up to 150 000 kg	955 960	64 440	18 340	5 140
Over 22 000 kg up to 55 000 kg	530 910	42 960	13 750	4 680
Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg)	407 750	25 780	9 180	4 680
Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg)	168 440	7 880	3 620	1 810
Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg)	8 620	2 770	1 730	860
Up to 1 200 kg	5 100	440	440	440

	Flat fee (EUR)			
	Complex Significant	Significant	Standard	Simple
Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft				
Large	451 680	82 770	12 410	4 140
Medium	264 650	41 390	8 280	3 310
Small	21 170	16 570	6 210	2 080
Very Light	13 490	1 560	690	440
Other Onboard-Piloted Aircraft				
Balloons	5 100	1 470	690	440
Airships Large	52 930	22 420	17 940	8 970
Airships Medium	21 190	6 890	5 520	2 770
Airships Small	10 560	3 450	2 770	1 390
Propulsion				
Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW	266 890	20 690	12 410	8 280
Turbine engines with take-off thrust up to 25 kN or take-off power output over 200 kW up to 2 000 kW	260 910	12 410	9 740	6 500
Non-turbine engines or turbine engines with take-off power output up to 200 kW	48 730	4 830	2 160	1 080
CS-22.H, CS-VLR App. B engines	24 440	2 430	1 080	520
Propeller for use on aircraft over 5 700 kg MTOW	9 860	3 450	1 730	860
Propeller for use on aircraft up to 5 700 kg MTOW	3 000	2 580	1 290	660
CS-22J Class Propeller	1 520	1 290	660	320
Parts and Non-installed Equipment				
Value above EUR 20 000	—	—	—	—
Value between EUR 2 000 and 20 000	—	—	—	—
Value below EUR 2 000	—	—	—	—
Auxiliary Power Unit (APU)	191 340	10 350	6 910	3 450

Table 3

Major Changes and Major Repairs

(referred to in Section A, Subpart D and Subpart M, of Annex I (Part 21) and Section A, Subpart D and Subpart F, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012)

	Flat fee (EUR)				
	Model fee ⁽¹⁾	Complex Significant	Significant	Standard	Simple
Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft					
Over 150 000 kg	140 400	1 123 200	109 530	20 120	7 170
Over 55 000 kg up to 150 000 kg	84 070	672 590	54 800	15 090	4 620
Over 22 000 kg up to 55 000 kg	56 030	448 270	43 850	10 070	3 590
Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg)	44 830	358 650	27 410	5 030	3 590
Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg)	21 210	169 740	7 530	3 510	1 740
Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg)	740	5 940	1 910	860	440
Up to 1 200 kg	630	5 100	440	440	440
Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft					
Large	42 340	338 760	75 030	15 010	5 000
Medium	26 470	211 720	40 010	10 000	3 500
Small	2 650	21 170	16 020	7 500	2 010
Very Light	1 590	12 720	1 470	690	690
Other Onboard-Piloted Aircraft					
Balloons	630	5 100	1 470	690	690
Airships Large	5 290	42 340	20 010	15 010	10 000
Airships Medium	2 120	16 930	5 520	4 130	2 770
Airships Small	1 050	8 470	2 770	2 060	1 390
Propulsion					
Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW	18 430	147 480	13 820	5 080	3 060
Turbine engines with take-off thrust up to 25 kN or take-off power output over 200 kW up to 2 000 kW	15 880	127 030	7 500	2 540	1 530
Non turbine engines or turbine engines with take-off power output up to 200 kW	2 650	21 210	2 250	1 040	700

	Flat fee (EUR)				
	Model fee ⁽¹⁾	Complex Significant	Significant	Standard	Simple
CS-22.H, CS-VLR App. B engines	1 320	10 600	1 040	520	520
Propeller for use on aircraft over 5 700 kg MTOW	660	5 310	1 850	700	700
Propeller for use on aircraft up to 5 700 kg MTOW	210	1 630	1 400	660	660
CS-22J Class Propeller	100	830	700	220	220

Parts and Non-installed Equipment

Value above EUR 20 000	—	—	—	—	—
Value between EUR 2 000 and 20 000	—	—	—	—	—
Value below EUR 2 000	—	—	—	—	—
Auxiliary Power Unit (APU)	12 300	98 380	5 180	1 730	1 040

⁽¹⁾ The model fee covers the addition of a model to the type design and shall be levied per application and model. It must be associated with an application for standard, significant or complex significant change. The applicable fee category per application and model shall be determined by the fee category assigned to the related type design.

Table 4

Minor Changes and Minor Repairs

(referred to in Section A, Subpart D and Subpart M, of Annex I (Part 21) and Section A, Subpart D, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012)

	Flat fee ⁽¹⁾ (EUR)
Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft	
Over 150 000 kg	2 650
Over 55 000 kg up to 150 000 kg	2 650
Over 22 000 kg up to 55 000 kg	2 650
Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg)	2 650
Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg)	860
Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg)	700
Up to 1 200 kg	440
Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft	
Large	1 360
Medium	1 360
Small	1 360
Very Light	690

	Flat fee ⁽¹⁾ (EUR)
Other Onboard-Piloted Aircraft	
Balloons	690
Airships Large	2 410
Airships Medium	1 360
Airships Small	1 360
Propulsion	
Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW	1 780
Turbine engines with take-off thrust up to 25 kN or take-off power output over 200 kW up to 2 000 kW	1 780
Non turbine engines or turbine engines with take-off power output up to 200 kW	860
CS-22.H, CS-VLR App. B engines	520
Propeller for use on aircraft over 5 700 kg MTOW	700
Propeller for use on aircraft up to 5 700 kg MTOW	660
CS-22J Class Propeller	450
Parts and Non-installed Equipment	
Value above EUR 20 000	2 610
Value between EUR 2 000 and 20 000	1 500
Value below EUR 2 000	870
Auxiliary Power Unit (APU)	690
⁽¹⁾ The fees set out in this Table shall not apply to Minor Changes and Minor Repairs carried out by Design Organisations in accordance with Section A, Subpart J, point 21.A.263(c)(2) of Annex I (Part 21) to Regulation (EU) No 748/2012.	

Table 5

Certification Support for Validation

Service to provide support related to Third-Country Authority validation/acceptance of an EASA certificate and technical assistance related to compliance finding activities

Service Package	Flat charge (EUR)
Large	3 510
Medium	1 400
Small	350

Table 6

Maintenance Review Board (MRB)

Service to provide support related to the approval of Maintenance Review Board report and revisions thereto

	Flat charge (EUR)
1. Initial MRB report	
CS 25 aircrafts	491 400

	Flat charge (EUR)
CS 27 and CS 29 aircrafts	210 600
Supplemental Type Certificates	70 200
2. Revision of MRB reports	
CS-25 Over 150 000 kg	168 480
CS-25 Over 55 000 kg up to 150 000 kg	140 400
CS-25 Over 22 000 kg up to 55 000 kg	112 320
CS-25 Over 5 700 kg up to 22 000 kg	56 160
CS 27 and CS 29 aircrafts	42 120
Supplemental Type Certificates	28 080

By way of derogation from point 2 (Revision of MRB reports) of this Table, the hourly rate set out in Part II of this Annex, up to the level of the full charge for the relevant charge category, shall be charged for either of the following categories of aircraft:

- (a) which are out of production for more than 20 years;
- (b) of which less than 50 units have been produced worldwide;
- (c) of which 50 or more units have been produced worldwide, provided that the certificate holder demonstrates that less than 50 units are in service worldwide.

Table 7A

Third-Country Operators (TCO) Authorisation and Monitoring

Fleet size	Operator Category	
	Light	Heavy
Authorisation Fee (EUR)		
Between 1 and 5	750	1 500
Between 6 and 10	1 500	3 000
Between 11 and 40	2 250	4 500
Over 40	3 000	6 000
Monitoring Fee (EUR)		
Fleet size	Light	Heavy
Between 1 and 5	1 500	3 000
Between 6 and 10	3 000	6 000
Between 11 and 40	4 500	9 000
Over 40	6 000	12 000
One-off notification fee (EUR) ⁽¹⁾		
1 800		

⁽¹⁾ In accordance with point TCO.305 of Annex 1 to Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 133, 6.5.2014, p. 12, ELI: <http://data.europa.eu/eli/reg/2014/452/oj>), fee per notification and equal for any operator category and fleet size.

Table 7B

Further assessment of Third-Country Operators ⁽²⁾

	Flat fee (EUR)
On-site visit ⁽¹⁾	30 230
One-day technical meeting (in Cologne or hybrid)	16 970
Remote audit	19 900
Further Assessment ⁽²⁾	5 000
One-day ad hoc technical assessment (in Cologne or hybrid or full remote)	9 900
Half-day ad hoc technical assessment (in Cologne or hybrid or full remote)	7 500

⁽¹⁾ Excluding travel costs (to be charged in addition to the flat fee set out in this Table).

⁽²⁾ In accordance with point ART.200(b) of Annex 2 to Regulation (EU) No 452/2014.

Table 8

Annual fee for holders of EASA Type Certificates, EASA Restricted Type Certificates, EASA European Technical Standard Order Authorisations and other Type Certificates or Technical Standard Order Authorisations deemed to be accepted under Regulation (EU) 2018/1139

(referred to in Section A, Subpart B and Subpart O, of Annex I (Part 21) and Section A, Subpart B and Subpart C, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012)

	Flat fee (EUR)	
	EU Design	Non EU Design
Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft		
Over 150 000 kg	1 621 840	505 820
Over 55 000 kg up to 150 000 kg	1 369 570	385 380
Over 22 000 kg up to 55 000 kg	412 690	154 640
Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg)	67 460	22 910
Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg)	7 470	2 490
Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg)	3 450	1 170
Up to 1 200 kg	320	100
Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft		
Large	170 520	55 580
Medium	80 290	29 880
Small	33 530	12 170
Very Light	5 190	1 730

⁽²⁾ Based on the available safety data, the Agency may decide to carry out specific activities for TCO initial assessment and monitoring, pursuant to Regulation (EU) No 452/2014.

	Flat fee (EUR)	
	EU Design	Non EU Design
Other Onboard-Piloted Aircraft		
Balloons	1 180	510
Airships Large	5 620	1 870
Airships Medium	3 450	1 150
Airships Small	2 770	930
Propulsion		
Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW	168 610	45 120
Turbine engines with take-off thrust up to 25 kN or take-off power output over 200 kW up to 2 000 kW	81 680	38 540
Non turbine engines or turbine engines with take-off power output up to 200 kW	1 570	200
CS-22.H, CS-VLR App. B engines	860	440
Propeller for use on aircraft over 5 700 kg MTOW	590	310
Propeller for use on aircraft up to 5 700 kg MTOW	340	70
CS-22J Class Propeller	320	100
Parts and Non-installed Equipment		
Value above EUR 20 000	3 430	950
Value between EUR 2 000 and 20 000	1 810	650
Value below EUR 2 000	730	590
Auxiliary Power Unit (APU)	123 380	14 760

By way of derogation from this Table, the following shall apply:

- (a) For freighter versions of an aircraft that have their own type certificate, a coefficient of 0,85 shall be applied to the fee for the equivalent passenger version.
- (b) For holders of multiple EASA Type Certificates and/or multiple EASA Restricted Type Certificates, EASA European Technical Standard Order Authorisations and/or multiple other Type Certificates or Technical Standard Order Authorisations, a 25 % reduction to the annual fee shall be applied to the fourth and subsequent certificates subject to the same flat fee in the same fee category.
- (c) The hourly rate set out in Part II of this Annex, up to the level of the full fee for the relevant fee category shall be charged in the following cases:
 - (1) for either of the following categories of aircraft:
 - (a) which are out of production for more than 20 years;
 - (b) of which less than 50 units have been produced worldwide;
 - (c) of which 50 or more units have been produced worldwide, provided that the certificate holder demonstrates that less than 50 units are in service worldwide;
 - (2) for either of the following categories of engines and propellers:
 - (a) which are out of production for more than 20 years;
 - (b) of which less than 100 units have been produced worldwide;

- (c) of which 100 or more units have been produced worldwide, provided that the certificate holder demonstrates that the engine or propeller is installed in less than 50 aircraft in service;
- (3) for either of the following categories of parts and non-installed equipment
 - (a) which are out of production for more than 15 years;
 - (b) of which less than 400 units have been produced worldwide;
 - (c) of which 400 or more units have been produced worldwide, provided that the certificate holder demonstrates that the part is installed on fewer than 50 aircraft in service or non-installed equipment is carried on board on fewer than 50 aircraft in service.

The criteria established in point C shall be assessed by reference to 1 January of the year in which the respective billing cycle starts.

The period during which an invoice regarding a fee in respect of continuing airworthiness may be retroactively adjusted, having regard to the Table and the derogations, shall be limited to one year after its issuance.

Table 9A

Design Organisation Approval

(referred to in Section A, Subpart J, of Annex I (Part 21) and Section A, Subpart J, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012)

Approval fee (EUR)					
	1A	1B 2A	1C 2B 3A	2C 3B	3C
Staff related below 10	10 170	8 000	5 980	4 040	3 130
10 to 49	28 600	20 430	12 260	8 170	—
50 to 399	126 640	95 010	63 260	48 470	—
400 to 999	253 300	189 910	158 280	133 250	—
1 000 to 2 499	506 580	—	—	—	—
2 500 to 4 999	759 760	—	—	—	—
5 000 to 7 000	813 620	—	—	—	—
Over 7 000	4 221 150	—	—	—	—
Surveillance fee (¹) (EUR)					
	1A	1B 2A	1C 2B 3A	2C 3B	3C
Staff related below 10	11 050	8 360	5 990	4 040	3 120
10 to 49	31 080	21 310	12 260	8 160	—
50 to 399	119 780	86 310	54 950	44 120	—
400 to 999	239 760	172 680	137 850	121 290	—
1 000 to 2 499	479 530	—	—	—	—
2 500 to 4 999	719 300	—	—	—	—
5 000 to 7 000	1 527 500	—	—	—	—
Over 7 000	3 996 860	—	—	—	—

Significant Changes Approval fee ^(*) (EUR)					
	1A	1B 2A	1C 2B 3A	2C 3B	3C
Staff related below 10	910	910	760	600	460
10 to 49	1 510	1 510	1 670	1 060	—
50 to 399	6 650	5 140	4 230	1 210	—
400 to 999	11 180	10 280	6 050	2 120	—
1 000 to 2 499	15 410	—	—	—	—
2 500 to 4 999	20 550	—	—	—	—
5 000 to 7 000	25 390	—	—	—	—
Over 7 000	27 200	—	—	—	—

(¹) Surveillance fee covers regular surveillance activities necessary to be done for the organisation as approved, except the significant changes subject to a fee in accordance with Table 9A.

(²) Significant Change Approval fee shall be applied to each individual change of the term of approval, except changes to the organisation or changes to the number of staff, or both.

Table 9B

Alternative Procedures to Design Organisation Approval

(referred to in Section A, Subpart J, of Annex I (Part 21) to Regulation (EU) No 748/2012)

Category	Description	Fee (EUR)
1A	Type certification	11 150
1B	Type certification – Continued airworthiness only	4 460
2A	Supplemental type certificates (STCs) and/or major repairs	8 920
2B	STCs and/or major repairs – Continued airworthiness only	3 720
3A	ETSOA	8 920
3B	ETSOA – Continued airworthiness only	4 460

Table 10

Production Organisation Approval

(referred to in Section A, Subpart G, of Annex I (Part 21) and Section A, Subpart G, of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012)

Approval fee (EUR)			
	Highest Priced Product below EUR 5 000 ⁽¹⁾	Highest Priced Product between EUR 5 000 and 100 000 ⁽¹⁾	Highest Priced Product above EUR 100 000 ⁽¹⁾
Staff related below 100	28 990	55 750	78 060
Between 100 and 499	44 610	89 210	156 120
Between 500 and 999	83 640	167 270	334 550
Between 1 000 and 4 999	223 030	446 050	1 115 130
Between 5 000 and 20 000	836 320	1 672 700	3 902 950
Over 20 000	1 393 910	2 787 820	5 575 640

Surveillance fee (EUR)			
	Highest Priced Product below EUR 5 000 ⁽¹⁾	Highest Priced Product between EUR 5 000 and 100 000 ⁽¹⁾	Highest Priced Product above EUR 100 000 ⁽¹⁾
Staff related below 100	19 330	37 180	52 050
Between 100 and 499	29 740	59 470	104 060
Between 500 and 999	55 750	111 520	222 650
Between 1 000 and 4 999	148 680	297 370	743 420
Between 5 000 and 20 000	557 570	1 115 180	2 601 960
Over 20 000	877 500	1 858 550	3 900 000

⁽¹⁾ Value (as mentioned in the relevant manufacturer's list prices) of the most expensive product, part or non-installed equipment that is included in the approved POA scope of work (capability list) of the EASA POA holder.

Table 11

Maintenance Organisation Approval

(referred to in Annex II (Part-145) to Commission Regulation (EU) No 1321/2014) ⁽³⁾

	Approval fee ⁽¹⁾ (EUR)	Surveillance fee ⁽¹⁾ (EUR)
Staff related below 5	5 190	3 970
Between 5 and 9	8 630	6 910
Between 10 and 49	34 570	21 410
Between 50 and 99	55 320	42 820
Between 100 and 499	73 930	57 240
Between 500 and 999	102 100	79 050
Over 999	143 350	110 920
Technical ratings	Flat fee based on technical rating ⁽²⁾ (EUR)	Flat fee based on technical rating ⁽²⁾ (EUR)
A 1	29 460	22 800
A 2	6 710	5 190
A 3	13 390	10 360
A 4	1 330	1 040
B 1	13 390	10 360
B 2	6 710	5 190
B 3	1 330	1 040
C/D	1 330	1 040

⁽¹⁾ The fee to be paid shall be composed of the flat fee based on the number of staff plus the flat fee(s) based on technical rating.

⁽²⁾ For organisations that hold several A and/or B ratings, only the highest fee shall be charged. For organisations that hold one or several C and/or D ratings, every rating shall be charged the 'C/D rating' fee.

⁽³⁾ Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks (OJ L 362, 17.12.2014, p. 1, ELI: <http://data.europa.eu/eli/reg/2014/1321/oj>).

Table 12

Maintenance Training Organisation Approval

(referred to in Annex IV (Part-147) to Regulation (EU) No 1321/2014)

	Approval fee (EUR)	Surveillance fee (EUR)
Staff related below 5	5 190	3 970
Between 5 and 9	14 690	11 400
Between 10 and 49	31 600	29 230
Between 50 and 99	61 430	48 660
Over 99	80 880	74 340
Fee for:		
— approval of an MTOE 'off-site' procedure ⁽¹⁾	4 960	3 720
— second and subsequent additional facility ⁽²⁾ ⁽³⁾	4 960	3 720
Fee for second and subsequent additional training course ⁽²⁾ ⁽³⁾	4 960	—

⁽¹⁾ As referred to in Section A, Subpart B, of Annex IV (Part-147) to Regulation (EU) No 1321/2014.⁽²⁾ For initial organisations approval, fees applicable per facility and course. The first facility and the first training course are included in the staff related approval fee.⁽³⁾ For already approved organisations that apply for additional facilities or training courses, each facility or training course shall be charged the applicable fee.

Table 13

Third-Country Continuing Airworthiness Management Organisation Approval

(referred to in Annex Vc (Part-CAMO) to Regulation (EU) No 1321/2014)

	Flat fee ⁽¹⁾ (EUR)	
Approval fee	74 340	
Surveillance fee	74 340	
Technical ratings	Flat fee based on technical rating ⁽²⁾ (EUR) – Initial approval	Flat fee based on technical rating ⁽²⁾ (EUR) – Surveillance
A1 = aeroplanes above 5 700 kg	18 590	18 590
A2 = aeroplanes 5 700 kg and below	9 290	9 290
A3 = helicopters	9 290	9 290
A4: all others	9 290	9 290

⁽¹⁾ The fee to be paid shall be composed of the flat fee plus the flat fee based on technical rating.⁽²⁾ For organisations that hold several A ratings, only the highest fee shall be charged.

Table 14

Flight Simulation Training Devices (FSTDs) and organisations

(referred to in Subpart FSTD of Annex VI (Part-ARA) and Subpart FSTD of Annex VII (Part-ORA) to Commission Regulation (EU) No 1178/2011 ^(*))

Organisation approval fee (EUR)			
Flat fee per location	17 340		
Device qualification approval fee (EUR)			
	Single engine and equipment fit configuration	Dual engine and/or dual equipment fit configuration	3+ engine and/or 3+ equipment fit configuration
Full Flight Simulator (FFS)	45 080	55 490	64 500
Flight Training Device (FTD)	19 080	22 560	31 560
	Single engine piston or equivalent	Multi engine piston or equivalent	Single/multi engine turboprop or turbofan or equivalent
Flight Navigation Procedure Trainer (FNPT)	13 870	19 080	26 020
Organisation surveillance fee (EUR)			
Flat fee per location (complex)	7 810		
Flat fee per location (non-complex)	3 900		
Device surveillance fee (EUR)			
Full Flight Simulator (FFS)	12 820		
Full Flight Simulator (FFS) – Aeroplane only – subject to bilateral agreement ⁽¹⁾	3 930		
Flight Training Device (FTD)	7 310		
	Single engine piston or equivalent	Multi engine piston or equivalent	Single/multi engine turboprop or turbofan or equivalent
Flight Navigation Procedure Trainer (FNPT)	5 210	6 940	10 400
Extended Evaluation Programme (EEP) – Organisation surveillance fee (EUR)			
Flat fee per location (complex)	15 610		
Flat fee per location (non-complex)	7 810		

^(*) Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1, ELI: <http://data.europa.eu/eli/reg/2011/1178/oj>).

Device surveillance fee (EUR)			
EEP 3 years			
Full Flight Simulator (FFS)	5 740		
Flight Training Device (FTD)	3 430		
	Single engine piston or equivalent	Multi engine piston or equivalent	Single/multi engine turboprop or turbofan or equivalent
Flight Navigation Procedure Trainer (FNPT)	2 670	3 240	4 630
EEP 2 years			
Full Flight Simulator (FFS)	7 460		
Flight Training Device (FTD)	4 450		
	Single engine piston or equivalent	Multi engine piston or equivalent	Single/multi engine turboprop or turbofan or equivalent
Flight Navigation Procedure Trainer (FNPT)	3 300	4 170	6 080

(¹) Only applicable to the flight simulator(s) located in the third country which is party to a bilateral agreement with the Union.

Table 15

Acceptance of approvals equivalent to 'Part-145' and 'Part-147' approvals in accordance with applicable bilateral agreements

	Flat fee (EUR)
New approvals, per application	1 260
Continuation of existing approvals, per billing cycle	1 260

Table 16A

Aircraft Maintenance Programme (AMP) Transfer

(referred to in point M.1.3.(ii) of Annex I to Regulation (EU) No 1321/2014)

	Technical Ratings			
	A1	A2	A3	A4
Transfer Preparation fee (EUR) (¹)	7 750	4 650	7 750	4 650

(¹) The fee shall be applied per AMP document.

Table 16B

Aircraft Maintenance Programme Surveillance

(referred to in point M.1.3.(ii) of Annex I to Regulation (EU) No 1321/2014)

	Surveillance fee (EUR) ⁽¹⁾			
	Technical Ratings			
Fleet Size ⁽²⁾	A1	A2	A3	A4
Basic (0 to 4 aircraft)	7 750	4 650	7 750	4 650
Low (5 to 19 aircraft)	15 500	9 300	15 500	9 300
Medium (20 to 149 aircraft)	23 250	13 950	23 250	13 950
High (more than 150 aircraft)	31 000	18 600	31 000	18 600

⁽¹⁾ The fee shall be applied per AMP document.⁽²⁾ The fleet size corresponds to the sum of aircraft covered by each AMP.

Table 17A

Continuing Airworthiness Management Organisation (CAMO) Transfer

(referred to in Annex Vc (Part-CAMO) to Regulation (EU) No 1321/2014 in the case of reallocation of responsibility pursuant to Article 64 or 65 of Regulation (EU) 2018/1139)

Transfer Preparation fee (EUR) ⁽¹⁾	20 000
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⁽¹⁾ The fee shall be applied per CAMO.

Table 17B

Continuing Airworthiness Management Organisation Surveillance

(referred to in Annex Vc (Part-CAMO) to Regulation (EU) No 1321/2014 in the case of reallocation of responsibility pursuant to Article 64 or 65 of Regulation (EU) 2018/1139)

	Technical Ratings			
Fleet Size ⁽¹⁾	A1	A2	A3	A4
Surveillance fee (EUR) ⁽²⁾				
Basic (0 to 4 aircraft)	46 500	24 800	46 500	24 800
Low (5 to 9 aircraft)	86 800	49 600	86 800	49 600
Medium (10 to 19 aircraft)	124 000	62 000	124 000	62 000
Medium-High (20 to 149 aircraft)	232 500	86 800	232 500	86 800
High (150 to 249 aircraft)	310 000	124 000	310 000	124 000
Very High (more than 249 aircraft)	496 000	186 000	496 000	186 000

⁽¹⁾ The number of aircraft corresponds to the total aircraft managed by the organisation for each specific rating.⁽²⁾ For organisations that hold multiple ratings, the fee shall be composed of the combination of highest rating and the total number of aircraft managed by the organisation (sum of all the aircraft for each specific rating).

Table 18

Combined Airworthiness Organisation Approval

(referred to in Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014)

	Approval fee ⁽¹⁾ (EUR)	Surveillance fee ⁽¹⁾ (EUR)
Staff related below 5	4 640	3 550
Between 5 and 9	7 720	6 170
Between 10 and 49	30 900	19 140
Between 50 and 99	49 450	38 280
Between 100 and 499	66 090	51 170
Between 500 and 999	91 270	70 660
Over 999	128 140	99 150
Flat fee based on technical rating for Privilege: Maintenance	Approval fee ⁽²⁾ (EUR)	Surveillance fee ⁽²⁾ (EUR)
Aeroplanes – other than complex motor-powered aircraft	6 000	4 640
Aeroplanes up to 2 730 kg maximum take-off mass (MTOM)	6 000	4 640
Helicopters – other than complex motor-powered aircraft	11 970	9 260
Helicopters up to 1 200 kg MTOM, certified for a maximum of up to 4 occupants	11 970	9 260
Airships	1 190	930
Balloons	1 190	930
Sailplanes	1 190	930
Complete turbine engines	6 000	4 640
Complete piston engines	6 000	4 640
Electrical engines	6 000	4 640
Components other than complete engines	1 190	930
Non-destructive testing (NDT)	1 190	930
Flat fee based on technical data for Privilege: Continuing-airworthiness management	Approval fee ⁽³⁾ (EUR)	Surveillance fee ⁽³⁾ (EUR)
Continuing-airworthiness management	15 000	15 000

⁽¹⁾ The fee to be paid shall be composed of the flat fee based on the number of staff plus the flat fee(s) for each technical rating.⁽²⁾ Organisations holding several ratings shall be charged for each technical rating.⁽³⁾ The continuing-airworthiness management privilege fee shall be charged additionally, if applicable.

Table 19A

Air Operator Certificate Transfer

	Single AOC	Multiple AOC
Transfer Preparation fee (EUR)	30 000	50 000

Table 19B

Air Operator Certificate Initial Approval ⁽³⁾

Aircraft Category	Approval Fee (EUR)	Additional Type Fee (EUR)
HTOL over 55 000 kg	500 000	31 000
HTOL over 22 000 kg up to 55 000 kg	450 000	25 000
HTOL over 5 700 kg up to 22 000 kg	425 000	15 500
HTOL up to 5 700 kg	400 000	7 750
VTOL Large	500 000	31 000
VTOL Medium	450 000	15 500
VTOL Small	400 000	7 750
VTOL capable aircraft	215 000	7 750
Additional Special Approvals		
	Type of change	Special Approvals Fee (EUR)
Addition of one specific approval on operations specifications (except Performance-Based Navigation, Evidence-Based Training, Extended-range Operations with two-engined aeroplanes, and Electronic Flight Bags)	Large	15 500
Addition of one specific approval on operations specifications (Performance-Based Navigation, Evidence-Based Training, Extended-range Operations with two-engined aeroplanes, and Electronic Flight Bags)	Significant	31 000

Table 19C

Air Operator Certificate Surveillance ⁽⁶⁾

Aircraft Category	Total Number of Aircraft in operation	Surveillance Fee (EUR)	Additional Type Fee (EUR)
HTOL over 55 000 kg	0-9	188 000	31 000
	10-49	230 000	
	50-99	285 000	
	100-149	340 000	
	150-199	395 000	
	200+	450 000	

⁽³⁾ The fee to be paid shall be composed of the sum of the following three items:

- (1) Approval fee: amount for one type of aircraft, VTOL or VTOL capable aircraft, without requests for special approvals.
- (2) Additional Type fee: amount for each additional type(s) of aircraft, VTOL or VTOL capable aircraft. The heaviest MTOM type shall be considered in the Approval fee and additional type(s) in this category.
- (3) Special Approvals fee: amount for each special approvals indicated in the application form.

⁽⁶⁾ The fee to be paid shall be composed of the sum of the following three items:

- (1) Surveillance fee: amount for the heaviest type of aircraft, VTOL or VTOL capable aircraft, based on the number of aircraft in operation.
- (2) Additional Type fee: amount for each additional type(s) of aircraft, VTOL or VTOL capable aircraft. The heaviest MTOM type shall be considered in the Approval fee and additional type(s) in this category.
- (3) For second and subsequent AOC holders within the same group, a 25 % reduction shall apply for group operations.

Aircraft Category	Total Number of Aircraft in operation	Surveillance Fee (EUR)	Additional Type Fee (EUR)
HTOL over 22 000 kg up to 55 000 kg	0-9	179 000	25 000
	10-49	221 000	
	50-99	263 000	
	100-149	305 000	
	150-199	347 000	
	200+	389 000	
HTOL over 5 700 kg up to 22 000 kg	0-9	160 000	15 500
	10-49	203 000	
	50-99	246 000	
	100+	289 000	
HTOL up to 5 700 kg	0-9	136 000	7 750
	10-49	167 000	
	50-99	198 000	
	100+	229 000	
VTOL Large	0-9	174 000	31 000
	10-49	226 000	
	50-99	278 000	
	100+	330 000	
VTOL Medium	0-9	164 000	15 500
	10-49	209 000	
	50-99	254 000	
	100+	299 000	
VTOL Small	0-9	145 000	7 750
	10-49	182 000	
	50-99	219 000	
	100+	256 000	
VTOL capable aircraft	0-9	145 000	7 750
	10-49	182 000	
	50-99	219 000	
	100+	256 000	

Table 19D

Changes to Air Operator Certificate

Classification of change	Approval Fee (EUR)
Small	2 500
Medium	7 500
Large	15 500
Significant	31 000

Table 20A

Approved Training Organisation (ATO) Transfer

(in the case of reallocation of responsibility pursuant to Article 64 or 65 of Regulation (EU) 2018/1139)

Number of ATOs	Transfer Preparation fee (EUR)
Single ATO	22 400
Two ATOs	26 800
Three ATOs	29 100
More than three ATOs	33 500

Table 20B

Approved Training Organisation

Group	Approval Fee (EUR)	Surveillance Fee ⁽¹⁾ (EUR)
I	34 100	10 100
II	42 800	17 400
III	62 000	26 600
IV	83 100	53 200
V	158 100	140 200
VI	210 800	203 800

⁽¹⁾ Surveillance fee covers ATO oversight tasks and the following changes: changes of nominated personnel, changes of name on the certificate, changes to certificate address when no verification of new premises is required, updates to the instructor lists, deletion of ATO privileges and FSTDs from the certificate, changes under the scope of already approved courses not requiring an on-site verification.

Table 21

ATM/ANS organisation Approval(referred to the Scope of Service in accordance with Article 1 of Commission Implementing Regulation (EU) 2017/373 ⁽⁷⁾)

	Size of Organisation		
	Small	Medium	Large
Approval fee (EUR)			
Data Services (DAT) Type 1 or Type 2	55 000	63 000	77 000
Data Services (DAT) Type 1 and Type 2	63 000	83 000	110 000
ATM Network Functions (NF)	—	—	558 000
Aeronautical Information Services (AIS)	83 000	122 000	174 000
Flight Procedure Design (FPD)	42 000	62 000	87 000

⁽⁷⁾ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2017/373/oj).

	Size of Organisation		
	Small	Medium	Large
Approval fee (EUR)			
Communication (C)	138 000	212 000	310 000
Navigation (N)	138 000	212 000	310 000
Surveillance (S)	138 000	212 000	310 000
Meteorological Services (MET)	83 000	122 000	174 000
Surveillance fee (EUR) ⁽¹⁾			
Data Services (DAT) Type 1 or Type 2	39 000	45 000	55 000
Data Services (DAT) Type 1 and Type 2	45 000	59 000	78 000
ATM Network Functions (NF)	—	—	279 000
Aeronautical Information Services (AIS)	59 000	87 000	124 000
Flight Procedure Design (FPD)	30 000	44 000	62 000
Communication (C)	69 000	106 000	155 000
Navigation (N)	69 000	106 000	155 000
Surveillance (S)	69 000	106 000	155 000
Meteorological Services (MET)	59 000	87 000	124 000

⁽¹⁾ Changes falling within the scope of already certified services are included in the surveillance fee.

Table 22

ATM/ANS Design or Production Organisation Approval

(referred to the Scope of Service in accordance with Article 1 of Commission Implementing Regulation (EU) 2023/1769 ⁽⁸⁾)

Size of Organisation	Approval fee (EUR)	Surveillance fee ⁽¹⁾ (EUR)
Small	30 380	27 280
Simple	114 080	98 270
Standard	164 300	145 080
Complex	254 520	225 690

⁽¹⁾ Changes falling within the scope of already certified organisation are included in the surveillance fee.

⁽⁸⁾ Commission Implementing Regulation (EU) 2023/1769 of 12 September 2023 laying down technical requirements and administrative procedures for the approval of organisations involved in the design or production of air traffic management/air navigation services systems and constituents and amending Implementing Regulation (EU) 2023/203 (OJ L 228, 15.9.2023, p. 19, ELI: http://data.europa.eu/eli/reg_impl/2023/1769/oj).

Table 23

Environmental labelling scheme (Regulation (EU) 2023/2405 of the European Parliament and of the Council ⁽⁹⁾)

	Fee per label (EUR)
Issuance charge ⁽¹⁾ ⁽²⁾	90
Renewal charge ⁽²⁾ ⁽³⁾	60

⁽¹⁾ Issuance charge shall apply to single AOC holder that intend to submit data for initial issuance of environmental labels or to aircraft operators that previously held labels and the most recent label issued has been invalid for over 12 months.

⁽²⁾ Issuance and renewal charges shall be applied up to maximum 7 000 labels per single AOC. No fees shall be charged as of label 7 001.

⁽³⁾ Renewal charge shall apply to single AOC holder holding approved labels (valid within the past 12 months) and who requires new labels to be issued in accordance with Regulation (EU) 2023/2405, or where labels were issued but not valid for public release.

Table 24

Data 4 Safety (D4S) Platform

Service to provide access to aviation intelligence and analytics about the European aviation sector

	Level of service	
	Basic	Advanced
D4S Member subscription charge (EUR) ⁽¹⁾	—	50 000
Non D4S Member – EU Partner subscription charge (EUR)	50 000	100 000
Non D4S Member – Non-EU Partner subscription charge (EUR)	75 000	150 000

⁽¹⁾ For membership in organisations that are part of the D4S programme.

PART II

Certification tasks or services charged on an hourly basis**Hourly rate**

Applicable hourly rate (EUR/h)	347
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Hourly basis according to the tasks concerned ⁽¹⁰⁾:

Production without approval	Actual number of hours
Transfer of certificates	Actual number of hours
Changes to Approved Training Organisation certificate not covered by the surveillance fee	Actual number of hours
Aero-Medical Centre certificate	Actual number of hours

⁽⁹⁾ Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation) (OJ L, 2023/2405, 31.10.2023, ELI: <http://data.europa.eu/eli/reg/2023/2405/oj>).

⁽¹⁰⁾ The list of tasks is non-exhaustive and subject to periodical revision. Non-inclusion of a task in the list shall not be automatically construed as indicating that the task cannot be performed by the Agency.

Cross-border air navigation services (ATS, ATFM, ASM, CNS, MET)	Actual number of hours
ATM/ANS equipment certification	Actual number of hours
Aerodrome equipment certification	Actual number of hours
Aerodrome equipment declaration	Actual number of hours
Air Traffic Controller Training Organisation certificate	Actual number of hours
Acceptance of Operational Evaluation Board Reports	Actual number of hours
Certification Support for Validation: Individual service	Actual number of hours
Flight Simulation Training Devices: Other special activities	Actual number of hours
Changes to Alternative Procedures to Design Organisation Approval	Actual number of hours
Aircraft Maintenance Programme initial approval	Actual number of hours
U-Space Service Providers (USSP) organisation certificate	Actual number of hours
Light UAS operator certificate (LUC)	Actual number of hours
Design verification for UAS operated in the 'specific' category	Actual number of hours
UAS operated in the 'certified' category certification	Actual number of hours
VTOL-capable aircraft (VCA) certification	Actual number of hours
Electrical engines certification and Electric and Hybrid Propulsion System (EHPS) certification	Actual number of hours
Continued airworthiness activities related to Supplemental Type Certificates	Actual number of hours
Pre-registration of a declaration of design compliance	Actual number of hours
Innovation Services	Actual number of hours
Approval of Training Courses under Article 92 of Regulation (EU) 2018/1139	Actual number of hours
Export certificate of airworthiness (E-CoA) for CS-25 aircraft	6 hours
Export certificate of airworthiness (E-CoA) for other aircraft	2 hours
Alternative Method of Compliance to AD (AMOC)	4 hours
Approval of flight conditions for Permit to Fly	3 hours
Basic STC one serial number	2 hours
Administrative reissuance of document without technical involvement	1 hour
Capability Check	1 hour
Declaration of Design Capability (application for Declared Design Organisation)	3 hours
ATM/ANS equipment declaration	3 hours

PART IIA

Charges for the provision of training services**A. Training Services subject to charges**

1. Subject to point B, charges for training services delivered by Agency staff within the exercise of their functions shall be levied as follows:
 - (a) for classroom training, either in-house or on-site, and online training, in accordance with the corresponding amounts set out in Appendix;
 - (b) for other types of training services or related requests, in accordance with the hourly rate set out in Part II of this Annex.
2. Classroom training services delivered by contracted training service providers, either in-house or on-site, shall be charged based on the total cost of each course divided by the average class size.
3. For training services outside of Agency premises, where the organisation requesting the training does not provide appropriate training facilities, associated direct costs shall be charged.

B. Exemption from the charges provided for in the Appendix

The Agency may grant an exemption from the charges provided for in the Appendix for training services rendered to:

- (a) national aviation authorities, international organisations or other key stakeholders, where it is ensured that they provide training services of equivalent benefit to the Agency;
- (b) public or private universities or similar organisations, if all of the following conditions are met:
 - the training services are part of a programme of study leading to an undergraduate or postgraduate qualification in an aviation related discipline,
 - the programme of study has a minimum duration of 1 academic year,
 - the main purpose or effect of the programme is not to provide initial or continuous training for professionals in aviation or related fields;
- (c) persons who support or participate in Agency activities and need the training to ensure knowledge of Agency processes and specialised tools related to those activities.

Appendix to Part IIa

Classroom training	Training duration in days							
	0,5	1	1,5	2	2,5	3	4	5
Individual training charge (EUR/day)	620	1 000	1 300	1 530	1 770	2 000	2 420	2 810
Session charge (EUR/day)	4 910	8 000	10 390	12 210	14 180	16 010	19 380	22 460

Online training	Training duration in hours							
	1	2	3	4	5	6	7	8
Individual training charge (EUR/hour)	70	140	210	280	350	420	490	560

PART III

Charges for appeals

Charges for appeals shall be calculated as follows: fixed charge shall be multiplied by the coefficient indicated for the corresponding charge category for the person or organisation in question.

Fixed charge	10 000 (EUR)
Charge category for natural persons	Coefficient
	0,10

Charge category for legal persons, according to financial turnover of the appellant (in EUR)	Coefficient
Less than 100 001	0,25
Between 100 001 and 1 200 000	0,50
Between 1 200 001 and 2 500 000	0,75
Between 2 500 001 and 5 000 000	1,00
Between 5 000 001 and 50 000 000	2,50
Between 50 000 001 and 500 000 000	5,00
Between 500 000 001 and 1 000 000 000	7,50
Over 1 000 000 000	10,00

PART IV

Annual inflation rate

Annual inflation rate to be used:	'Eurostat HICP (All items) – European Union all countries' (2015 = 100) Percentage change/12 months average
Value of the rate to be taken into account:	Value of the rate 3 months prior to the implementation of the indexation

PART V

Explanatory Note

1. High-performance aircraft in the weight category up to 5 700 kg as defined in Article 2(16) shall be charged one category higher than the category determined by their Maximum Take-Off Weight (MTOW), but not exceeding the category 'over 5 700 kg up to 22 000 kg'.
2. In Part I, Tables 1 to 4 and 8, of this Annex, the values of the 'Parts and Non-installed equipment' refer to the relevant manufacturer's list prices.
3. For fees levied in accordance with Part I, Tables 2, 3, 4 and 8, of this Annex, the applicable fee category per application shall be determined by the fee category assigned to the related type design. Where multiple models are certified under one type design, the fee category of the majority of these models is applicable. In the case of an even distribution of fee category, the higher fee category applies. For applications relating to several type designs, the highest fee category is applicable.
4. If an application includes the concept of establishing an Approved Model List (AML), the corresponding fee increased by 20 % shall apply. For the revision of an approved model list, the fees listed in Part I, Tables 2, 3, and 4, of this Annex shall apply. The concept of Approved Model List refers to models certified under different type designs.

5. In Part I, Tables 2 and 3, of this Annex, 'Simple', 'Standard', 'Significant' and 'Complex Significant' refer to the following:

	Simple	Standard	Significant	Complex Significant
EASA Supplemental Type Certificate (STC)	STC, major design change, or repair, only involving current and well-proven justification methods, for which a complete set of data (description, compliance check-list and compliance documents) can be communicated at the time of application, and for which the applicant has demonstrated experience, and which can be assessed by the project certification manager alone, or with a limited involvement of a single discipline specialist	All other STCs, major design changes or repairs	'Significant' is defined in point 21.A.101(b) of Annex I (Part 21) to Regulation (EU) No 748/2012 (and similarly in FAA 14CFR 21.101 (b)).	'Complex Significant Change' is any significant change (see point 21.A.101 of Annex I (Part 21) to Regulation (EU) No 748/2012) involving at least two reasons justifying its classification as significant (examples of criteria as per point 21.A.101 of Annex I (Part 21) to Regulation (EU) No 748/2012: change in the general configuration, change to the principles of construction, assumptions used for certification have been invalidated) or any significant change involving two or more examples described as significant change (column 'Description of change' Tables in Appendix A to GM 21.A.101 of Annex I (Part 21) to Regulation (EU) No 748/2012). If justified by exceptional technical circumstances, the Agency may reclassify a complex significant application to significant (e.g. Passenger to Freighter Conversion STCs).
EASA major design changes				
EASA major repairs			n/a	n/a

6. In Part I, Table 5, of this Annex, 'Small' refers to applications that are handled without technical involvement, 'Large' refers to the validation support applicable to Large Aeroplanes, Large Rotorcraft and Turbine Engines, 'Medium' refers to the validation support applicable to other product categories as well as parts and non-installed equipment. Technical assistance/support related to compliance finding activities and validation support shall be charged as individual service should the Agency confirm that the effort required significantly exceeds the predefined service packages.

7. In Part I, Table 7A, of this Annex TCOs are classified Light category if the capacity of the largest aircraft is below or equal to 19 passengers and the MTOM of the heaviest aircraft on the TCO Authorisation is below 55 000 kg. TCOs are classified Heavy category if the capacity of the largest aircraft is above 19 passengers or the MTOM of the heaviest aircraft on the TCO Authorisation is above or equal to 55 000 kg. TCOs operating VTOL are considered Light category.

8. In Part I, Table 9A, of this Annex, Design Organisations are categorised as follows:

Design Organisation Approval Scope	Group A	Group B	Group C
DOA 1 Type certificates holders ETSOA-APU	Highly complex/Large	Complex/Small-Medium	Less complex/Very small
DOA 2 STC/Changes/Repairs/ ETSOA (excluding APU)	Unrestricted	Restricted (technical fields)	Restricted (aircraft size)
	Highly complex/Large	Complex/Small-Medium	Less complex/Very small
DOA 3 Minor Changes/Repairs	Unrestricted	Restricted (technical fields)	Restricted (aircraft size)

9. Provisions for the implementation of Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012:

For Part 21 Light Certified process:

- In Part I, Tables 1, 2 and 3, of this Annex, if an application falls under Part 21 Light Certified, the corresponding fees shall apply.
- In Part I, Table 4, of this Annex, if an application falls under Part 21 Light Certified, the corresponding fee decreased by 50 % shall apply.
- In Part I, Table 8, of this Annex, the applicable fee category shall be determined by the fee category assigned to the related type design. In the case of aircraft defined as ‘Gyroplanes’, the corresponding fee decreased by 50 % shall apply.

For Part 21 Light Declared process:

- In Part I, Table 1, of this Annex, if an application is made for Declaration of Design Compliance, the corresponding fee decreased by 50 % shall apply.
- In Part I, Table 3, of this Annex, if an application falls under Part 21 Light Declared process, the corresponding fee decreased by 50 % shall apply.
- In Part I, Table 8, of this Annex, the applicable fee category shall be determined by the fee category assigned to the declaration of aircraft design compliance.

For Declared Design Organisations:

- In Part I, Table 9A, of this Annex, Surveillance fee, for Declared Design Organisations, the corresponding fee decreased by 50 % shall apply.

For Declared Production Organisations:

- In Part I, Table 10, of this Annex, for Declared Production Organisations, the corresponding approval and surveillance fees shall apply.

10. In Part I, Tables 9A, 10, 11, 12, 18, 21 and 22, of this Annex, the number of staff taken into account is the number of staff related to activities under the scope of the approval.
11. In Part I, Table 14, of this Annex, ‘location’ is the place (or places) where the activities of the organisation are managed or conducted.

For this purpose:

- the principal place of business (PPoB) is considered as a location, regardless of any FSTD operation,
- any address, different from the PPoB where FSTDs are operated is considered as additional location if a compliance officer is appointed at this location.

For an extension to a location, i.e. when a location is at a suitable distance from a location that allows the management to ensure compliance without the need to nominate additional persons, no additional surveillance fee is charged.

As every organisation is unique, a tailored analysis shall be performed to assess the complexity of the organisation considering the number of employees, the size and scope including the number of FSTDs, their levels and the number of aircraft type simulated.

EEP 2: The period of 12 months is extended up to a maximum of 24 months in accordance with point ORA.FSTD.225 of Annex VII (Part-ORA) to Regulation (EU) No 1178/2011.

EEP 3: The period of 12 months is extended up to a maximum of 36 months in accordance with point ORA.FSTD.225 of Annex VII (Part-ORA) to Regulation (EU) No 1178/2011.

12. In Part I, Tables 16A, 17A, 19A and 20A, of this Annex the transfer preparation is applicable where the responsibility for an organisation already holding a certificate is reallocated to the Agency pursuant to Article 64 or 65 of Regulation (EU) 2018/1139.
13. In Part I, Table 19C, of this Annex a 25 % reduction shall apply to any AOC in addition to the main AOC within the single business grouping, if the following criteria are met:
 - equivalent operation manuals including training programmes and special approvals,
 - integrated Safety Management System (SMS) and Compliance Monitoring Function (CMF).

The main AOC is the one within the group for which the highest surveillance fee applies.

14. In Part I, Table 19D, of this Annex changes are classified in the table below.

Changes	Classification
Addition of one HTOL/VTOL/VTOL capable aircraft to an existing fleet (type)	Small
Temporary revisions requiring prior approval of Operations Manual (Part-A, Part-B, Part-C, Part-D, Minimum Equipment List), Compliance Manual, Safety Manual or other manuals	Small
Dry leasing of Union-registered aircraft	Small
Change/approval of one nominated person	Small
New fleet (type) – HTOL up to 5 700 kg	Small
New fleet (type) – VTOL Small	Small
New fleet (type) – HTOL over 5 700 kg up to 22 000 kg	Medium
New fleet (type) – VTOL Medium	Medium
New fleet (type) – VTOL capable aircraft	Medium
Manual revision of Operations Manual (Part-A or Part-D)	Medium
Manual revision or re-issuance of Operations Manual (Part-B, Part-C or Minimum Equipment List), Compliance Manual, Safety Manual or other manuals	Medium
Isolated risk assessment or management of changes (e.g. operations in conflict zones, organisational changes, participation in airshow)	Medium
Removal of a specific approval including associated revisions of relevant manuals	Medium
Dry leasing of non-Union-registered aircraft	Medium

Changes	Classification
Re-issuance of Operations Manual (Part-A or Part-D)	Large
Addition of one specific approval on operations specifications (except Performance-Based Navigation, Evidence-Based Training, Extended-range Operations with two-engined aeroplanes, and Electronic Flight Bags)	Large
Wet leasing of one non-Union-registered aircraft	Large
New fleet (type) – HTOL over 22 000 kg up to 55 000 kg	Large
New fleet (type) – VTOL Large	Large
Addition of one specific approval on operations specifications (Performance-Based Navigation, Evidence-Based Training, Extended-range Operations with two-engined aeroplanes, and Electronic Flight Bags)	Significant
New fleet (type) – HTOL over 55 000 kg	Significant

Fees for identical changes affecting multiple AOCs within the single business grouping shall be levied only once, provided that the criteria set out in point 13 are met.

No fee shall be levied for transfers of individual HTOL/VTOL/VTOL capable aircraft within the same fleet (type) between multiple AOCs within the single business grouping, provided that the criteria set out in point 13 are met.

15. In Part I, Table 20B, of this Annex organisations are grouped according to the following table. For each of the criteria the ATO shall identify the group corresponding to the organisation's status. The categorisation of the highest-rated criterion determines the applicable fee.

Criteria \ Group	I	II	III	IV	V	VI
ATO personnel expressed in Full Time Equivalent (FTE)	max 20	max 20	more than 20	more than 20	more than 20	more than 20
Licences	ATPL TK (A) or ATPL TK (H)	LAPL/PPL (A) or (H) SPL BPL	LAPL/PPL (A) or (H) SPL BPL CPL ATPL	LAPL/PPL (A) or (H) SPL BPL CPL ATPL MPL	LAPL/PPL (A) or (H) SPL BPL CPL ATPL MPL	LAPL/PPL (A) or (H) SPL BPL CPL ATPL MPL
Class/Type ratings ⁽¹⁾ ⁽²⁾	No flight training No FSTD training	Class Rating, Type Rating includes differences training MAX 2 ratings in total (MCC, is counted as 1 rating)	Class Rating, Type Rating includes differences training MAX 8 ratings in total (MCC, is counted as 1 rating)	Class Rating, Type Rating includes differences training MAX 15 ratings in total (MCC, is counted as 1 rating)	Class Rating, Type Rating includes differences training MAX 20 ratings in total (MCC, is counted as 1 rating)	Class Rating, Type Rating includes differences training More than 15 ratings in total (MCC, is counted as 1 rating)

Criteria Group	I	II	III	IV	V	VI
Other ratings	No flight training No FSTD training	Night Rating Aerobatic Rating UPRT FCL 745.A Mountain Ratings MAX 2 ratings in total	Night Rating Aerobatic Rating UPRT FCL 745.A Mountain Ratings Flight Test rating MAX 6 ratings in total	Night Rating Aerobatic Rating UPRT FCL 745.A Mountain Ratings Flight Test rating MAX 8 ratings in total	Night Rating Aerobatic Rating UPRT FCL 745.A Mountain Ratings Flight Test rating MAX 10 ratings in total	Night Rating Aerobatic Rating UPRT FCL 745.A Mountain Ratings Flight Test rating More than 10 ratings in total
FI-CRI-IRI-FTI	No flight training No FSTD training	FI -IRI -CRI MAX 2 different instructor certificate courses in total	FI -IRI -CRI – FTI MAX 5 different instructor certificate courses in total	FI -IRI -CRI – FTI MAX 10 different instructor certificate courses in total	FI -IRI -CRI-FTI MAX 15 different instructor certificate courses in total	FI -IRI -CRI-FTI More than 15 different instructor certificate courses in total
TRI/SFI (types)	No flight training No FSTD training	TRI/SFI MAX 2 different TRI/SFI instructor courses in total	TRI/SFI MAX 5 different TRI/SFI instructor courses in total	TRI/SFI MAX 10 different TRI/SFI instructor courses in total	TRI/SFI MAX 15 different TRI/SFI instructor courses in total	TRI/SFI More than 15 different TRI/SFI instructor courses in total
Training Sites	Main location only	Max 1 additional training site	Max 3 additional training sites	Max 5 additional training sites	Max 7 additional training sites	More than 7 additional training sites
Number of aircraft types/ classes or FSTD utilised for training delivery (Cumulative)	No flight training No FSTD training	Max: — 2 different class/ type of aircraft or — 2 FSTDs representing different class/ type of aircraft	Max: — 8 different class/type of aircraft or — 8 FSTDs representing different class/type of aircraft	Max: — 15 different class/ type of aircraft or — 15 FSTDs representing different class/ type of aircraft	Max: — 20 different class/ type of aircraft or — 20 FSTDs representing different class/ type of aircraft	More than: — 20 different class/type of aircraft or — 20 FSTDs representing different class/type of aircraft

Criteria \ Group	I	II	III	IV	V	VI
Total number of aircraft and FSTD (as applicable) utilised for training delivery	No flight training No FSTD training	Max 10	Max 24	Max 45	Max 60	More than 60
Number of instructors, including theoretical training instructors, involved in training delivery (head count)	Max 15	Max 20	Max 40	Max 60	Max 80	More than 80

(¹) Each class/type rating will count as one (example: SEP (land), SEP (sea), BE90 and A320 will count as 4).

(²) Type ratings for landing training only, the number of type ratings will be determined by the total number of landing training courses multiplied by 0,5 and rounded at the nearest integer. Type rating will include landing training and Zero Flight Time Training

16. In Part I, Table 21, of this Annex Organisations are classified as follows:

	Small	Medium	Large
Size of Organisation	Number of staff involved in the activity under the scope of service (including contractors) is less or equal to 20, and number of locations is equal to one	Number of staff involved in the activity under the scope of service (including contractors) is between 21 and 100, or number of locations is equal to two	Number of staff involved in the activity under the scope of service (including contractors) is above 100, or number of locations above two

For approval fees:

- Where new organisations apply for more than one service, the highest applicable fee shall be charged and a coefficient of 0,85 shall be applied for each subsequent service.
- Where organisations holding a valid certificate apply for additional services, a coefficient of 0,85 shall be applied for each service requested.
- For Surveillance fees:
- Where organisations hold a valid certificate covering more than one service, the highest applicable fee shall be charged and a coefficient of 0,85 shall be applied for each subsequent service.

17. In Part I, Table 22, of this Annex organisations are classified as follows:

	Small	Simple	Standard	Complex
Size of Organisation	Number of staff involved in the design or production activities under the scope is less than 25, and number of locations for design or production activities is equal to one.	Number of staff involved in the design or production activities under the scope is less than 100 staff, and number of locations for design or production activities is two or less.	Number of staff involved in the design or production activities under the scope is less than 400, and number of locations for design or production activities is five or less.	Number of staff involved in the design or production activities under the scope is more than 400, or number of locations for design or production activities is six or more.

18. For the purposes of the surveillance fee referred to in Part I, Table 22, of this Annex, the European Union Agency for the Space Programme (EUSPA), which pursuant to Implementing Regulation (EU) 2023/1769 is deemed equivalent to a design or production organisation, shall be classified under the category of complex organisation.
19. In Part I, Table 24, of this Annex the level of service on the D4S Platform is categorised as follows:
- Basic: access to systemic aviation intelligence about the European Aviation Sector such as systemic risks monitoring and adverse trend detection, blind-benchmarking (basic), new safety risks or vulnerability detection and outcomes of the assessment of high profile systemic risks,
 - Advanced: access to detailed aviation intelligence about the European Aviation Sector and advanced analytics capabilities, such as artificial intelligence, offered by the D4S Platforms to perform on-demand and specific analysis.

PART VI

Travel Expenses

1. Subject to paragraph 3, where a certification task or service is conducted, fully or in part, outside the territories of the Member States, the applicant shall pay the travel expenses in accordance with the formula: $d = v + a + h - e$.
2. For the purpose of the formula referred to in paragraph 1 the following shall apply:

d = travel expenses due;

v = transport costs;

a = official Commission standard rates for 'per diems' covering accommodation, meals, local travel within the place of mission and sundry expenses ⁽¹⁾;

h = travel time (standard number of travel hours per destination, established by the Agency), at the hourly rate set out in Part II of the Annex;

e (e-component) = average travel costs inside the territories of the Member States, including the average transport costs and average travel time inside the territories of the Member States, multiplied by the hourly rate set out in Part II of the Annex, subject to annual review and indexation.

⁽¹⁾ See 'Current per diems rates' as communicated on the Commission's EuropeAid website (https://international-partnerships.ec.europa.eu/funding-and-technical-assistance/guidelines/managing-intervention/diem-rates_en?keyword=per%20diem%20rates).

Where a mission concerns more than one project, the travel time referred to in this paragraph shall be allocated to the relevant projects in proportion to the time or activities dedicated to each project.

3. Recipient of training or training-related services delivered on-site shall reimburse the travel expenses of Agency staff delivering the training, according to the formula $d = v + a + h$.
4. For the purpose of the formula referred to in paragraph 3, the following shall apply:
 - d = travel expenses due;
 - v = transport costs;
 - a = official Commission standard rates for 'per diems' covering accommodation, meals, local travel within the place of mission and sundry expenses ⁽¹²⁾;
 - h = travel time (standard number of travel hours per destination, established by the Agency), at the hourly rate set out in Part II of this Annex; in case of missions relating to several projects, the amount shall be subdivided accordingly.
5. Authorities, organisations or stakeholders as referred to in point B(a) of Part IIa of this Annex may be exempted from the reimbursement of travel expenses under paragraph 3 of this Part where they provide on-site training or training-related services in the Agency's premises, involving travels equivalent to the travels required by the on-site training or training services provided by the Agency in the premises of those entities.

PART VII

Correlation table

Implementing Regulation (EU) 2019/2153	This Regulation
Article 1	Article 1
Article 2	Article 2
Article 3	Article 3
Article 4	Article 4
Article 5	Article 5
Article 6	Article 6
Article 7	Article 7
Article 8	Article 8
Article 9	Article 9
Article 10	Article 10
Article 11	Article 11
Article 12	Article 12
Article 13	Article 13
Article 14	Article 14
Article 15	Article 15
Article 16	Article 16
Article 17	Article 17

⁽¹²⁾ See 'Current per diems rates' as communicated on the Commission's EuropeAid website (https://international-partnerships.ec.europa.eu/funding-and-technical-assistance/guidelines/managing-intervention/diem-rates_en?keyword=per%20diem%20rates).

Implementing Regulation (EU) 2019/2153	This Regulation
Article 18	Article 18
Article 19	Article 19
Article 20	Article 20
Article 21	Article 21
Article 22	Article 22