

*Status: Point in time view as at 31/05/2007.*

*Changes to legislation: There are currently no known outstanding effects for the Commission Regulation (EC) No 593/2007 (repealed). (See end of Document for details)*

## ANNEX

### Explanatory note

- (1) Fees and charges are denominated in euros.
- (2) Products related fees referred to in Tables 1 to 4 of Part I are levied per operation and per period of 12 months. After the first period of 12 months, if relevant, these fees are determined pro rata temporis (1/365th of the relevant annual fee per day beyond the first 12 months period). The fees referred to in Table 5 are levied per operation. The fees referred to in Table 6 are levied per period of 12 months.
- (3) With regard to organisations related fees referred to in Tables 7 to 10 of Part I, approval fees are levied once and surveillance fees are levied every 12 months.
- (4) Tasks charged on an hourly basis referred to in Part II attract the applicable hourly fee, as specified in this Part, multiplied by the actual number of working hours spent by the Agency, or by the number of hours set out in this Part.
- (5) Certification specifications (CS) referred to in this Annex are those adopted pursuant to Article 14(2) of Regulation (EC) No 1592/2002 and published in the Agency's official publication in accordance with EASA Decision 2003/8 of 30 October 2003 ([www.easa.europa.eu](http://www.easa.europa.eu)).
- (6) 'Large Rotorcraft' refers to CS 29 and CS 27 cat A; 'Small Rotorcraft' refers to CS 27 with Maximum Take Off Weight (MTOW) below 3 175 Kg and limited to 4 seats, including pilot, and to CS VLR; 'Medium Rotorcraft' refers to other CS 27.
- (7) 'Derivative' means a new model added to an existing Type Certificate.
- (8) In Tables 1, 2 and 6 of Part I, the values of the 'parts' refer to the relevant manufacturer's list prices.
- (9) In Tables 3 and 4 of Part I, 'Simple', 'Standard' and 'Complex' refer to the following:

	<b>Simple</b>	<b>Standard</b>	<b>Complex</b>
<b>EASA Supplemental Type Certificate (STC)EASA major design changesEASA major repairs</b>	STC, major design change, or repair, only involving current and well-proven justification methods, for which a complete set of data (description, compliance checklist and compliance documents) can be communicated at time of application,	All other STC, major design changes or repairs	Significant <sup>a</sup> STC or major design change

**a** 'Significant' is defined in paragraph 21A.101 (b) of the Annex to Regulation (EC) No 1702/2003 (and similarly in FAA 21.101 (b)).

**b** 'Basic', 'level 1', 'level 2' and 'critical component' are defined in the technical implementation procedures for airworthiness and environmental certification (TIP) to the EU/US draft bilateral aviation safety agreement.

**c** Automatic acceptance criteria by EASA for FAA level 2 major changes are defined in EASA Executive Director Decision 2004/04/CF, or in the technical implementation procedures for airworthiness and environmental certification (TIP) to the EU/US draft bilateral aviation safety agreement, as applicable.

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	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		
<b>Validated US Federal Aviation Administration (FAA) STC</b>	Basic <sup>b</sup>	Non-basic	Significant non-basic
<b>Validated FAA major design change</b>	Level 2 <sup>b</sup> major design changes when not automatically accepted <sup>c</sup>	Level 1 <sup>b</sup>	Significant level 1
<b>Validated FAA major repair</b>	N/A (automatic acceptance)	Repairs on critical component <sup>b</sup>	N/A

**a** 'Significant' is defined in paragraph 21A.101 (b) of the Annex to Regulation (EC) No 1702/2003 (and similarly in FAA 21.101 (b)).

**b** 'Basic', 'level 1', 'level 2' and 'critical component' are defined in the technical implementation procedures for airworthiness and environmental certification (TIP) to the EU/US draft bilateral aviation safety agreement.

**c** Automatic acceptance criteria by EASA for FAA level 2 major changes are defined in EASA Executive Director Decision 2004/04/CF, or in the technical implementation procedures for airworthiness and environmental certification (TIP) to the EU/US draft bilateral aviation safety agreement, as applicable.

(10) In Table 7 of Part I, Design Organisations are categorized as follows:

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

(11) In Table 8 of Part I, the turnover taken into account is the turnover related to activities under the scope of the agreement.

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- (12) In Tables 7, 9 and 10 of Part I, the number of staff taken into account is the number of staff related to activities under the scope of the agreement.

## PART I

### Tasks charged a flat fee

Table 1:

TYPE CERTIFICATES AND RESTRICTED TYPE CERTIFICATES  
(REFERRED TO IN SUBPART B AND SUBPART O OF THE  
ANNEX TO COMMISSION REGULATION (EC) NO 1702/2003<sup>0</sup>)

(EUR)	
	Flat fee
<b>Fixed wing aircraft</b>	
<b>Over 150 tons</b>	2 600 000
<b>Over 50 tons up to 150 tons</b>	1 330 000
<b>Over 22 tons up to 50 tons</b>	1 060 000
<b>Over 5,7 tons up to 22 tons</b>	410 000
<b>Over 2 tons up to 5,7 tons</b>	227 000
<b>Up to 2 tons</b>	12 000
<b>Very Light Aeroplanes, Sailplanes</b>	6 000
<b>Rotorcraft</b>	
<b>Large</b>	525 000
<b>Medium</b>	265 000
<b>Small</b>	20 000
<b>Other</b>	
<b>Balloons</b>	6 000
<b>Propulsion</b>	
<b>Over 25 KN</b>	365 000
<b>Up to 25 KN</b>	185 000
<b>Non turbine engines</b>	30 000
<b>Non turbine engines CS 22 H</b>	15 000
<b>Propeller over 22 t</b>	10 250
<b>Propeller up to 22 t</b>	2 925
<b>Parts</b>	

<sup>a</sup> Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 243, 27.9.2003, p. 6) as last amended by Regulation (EC) No 375/2007 (OJ L 94, 4.4.2007, p. 3).

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<b>Value above 20 000 EUR</b>	2 000
<b>Value between 2 000 and 20 000 EUR</b>	1 000
<b>Value below 2 000 EUR</b>	500

a Commission Regulation (EC) No 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 243, 27.9.2003, p. 6) as last amended by Regulation (EC) No 375/2007 (OJ L 94, 4.4.2007, p. 3).

Table 2:

DERIVATIVES TO TYPE CERTIFICATES OR RESTRICTED TYPE CERTIFICATES

(EUR)	
	<b>Flat fee<sup>a</sup></b>
<b>Fixed wing aircraft</b>	
<b>Over 150 tons</b>	1 000 000
<b>Over 50 tons up to 150 tons</b>	500 000
<b>Over 22 tons up to 50 tons</b>	400 000
<b>Over 5,7 tons up to 22 tons</b>	160 000
<b>Over 2 tons up to 5,7 tons</b>	80 000
<b>Up to 2 tons</b>	2 800
<b>Very Light Aeroplanes, Sailplanes</b>	2 400
<b>Rotorcraft</b>	
<b>Large</b>	200 000
<b>Medium</b>	100 000
<b>Small</b>	6 000
<b>Other</b>	
<b>Balloons</b>	2 400
<b>Propulsion</b>	
<b>Over 25 KN</b>	100 000
<b>Up to 25 KN</b>	50 000
<b>Non turbine engines</b>	10 000
<b>Non turbine engines CS 22 H</b>	5 000
<b>Propeller over 22 t</b>	2 500
<b>Propeller up to 22 t</b>	770
<b>Parts</b>	
<b>Value above 20 000 EUR</b>	1 000

a For Derivatives including significant Major Changes(s), as described in Subpart D of the Annex to Regulation (EC) No 1702/2003, and involving changes to an aircraft's geometry and/or power plant, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

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<b>Value between 2 000 and 20 000 EUR</b>	600
<b>Value below 2 000 EUR</b>	350
<b>a</b>	For Derivatives including significant Major Changes(s), as described in Subpart D of the Annex to Regulation (EC) No 1702/2003, and involving changes to an aircraft's geometry and/or power plant, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

Table 3:

**SUPPLEMENTAL TYPE CERTIFICATES (REFERRED TO IN  
SUBPART E OF THE ANNEX TO REGULATION (EC) NO 1702/2003)**

(EUR)			
	<b>Flat fee<sup>a</sup></b>		
	<b>Complex</b>	<b>Standard</b>	<b>Simple</b>
<b>Fixed wing aircraft</b>			
<b>Over 150 tons</b>	25 000	6 000	3 000
<b>Over 50 tons up to 150 tons</b>	13 000	5 000	2 500
<b>Over 22 tons up to 50 tons</b>	8 500	3 750	1 875
<b>Over 5,7 tons up to 22 tons</b>	5 500	2 500	1 250
<b>Over 2 tons up to 5,7 tons</b>	3 800	1 750	875
<b>Up to 2 tons</b>	1 600	1 000	500
<b>Very Light Aeroplanes, Sailplanes</b>	250	250	250
<b>Rotorcraft</b>			
<b>Large</b>	11 000	4 000	2 000
<b>Medium</b>	5 000	2 000	1 000
<b>Small</b>	900	400	250
<b>Other</b>			
<b>Balloons</b>	800	400	250
<b>Propulsion</b>			
<b>Over 25 KN</b>	12 000	5 000	2 500
<b>Up to 25 KN</b>	5 800	2 500	1 250
<b>Non turbine engines</b>	2 800	1 250	625
<b>Non turbine engines CS 22 H</b>	1 400	625	300
<b>Propeller over 22 t</b>	2 000	1 000	500
<b>a</b>	For Supplemental Type Certificates involving changes to an aircraft's geometry and/or power plant, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.		

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<b>Propeller up to 22 t</b>	1 500	750	375
<b>a</b>	For Supplemental Type Certificates involving changes to an aircraft's geometry and/or power plant, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.		

Table 4:

MAJOR CHANGES AND MAJOR REPAIRS (REFERRED TO IN SUBPARTS D AND M OF THE ANNEX TO REGULATION (EC) NO 1702/2003)

(EUR)

	Flat fee <sup>ab</sup>		
	Complex	Standard	Simple
<b>Fixed wing aircraft</b>			
<b>Over 150 tons</b>	20 000	6 000	3 000
<b>Over 50 tons up to 150 tons</b>	9 000	4 000	2 000
<b>Over 22 tons up to 50 tons</b>	6 500	3 000	1 500
<b>Over 5,7 tons up to 22 tons</b>	4 500	2 000	1 000
<b>Over 2 tons up to 5,7 tons</b>	3 000	1 400	700
<b>Up to 2 tons</b>	1 100	500	250
<b>Very Light Aeroplanes, Sailplanes</b>	250	250	250
<b>Rotorcraft</b>			
<b>Large</b>	10 000	4 000	2 000
<b>Medium</b>	4 500	2 000	1 000
<b>Small</b>	850	400	250
<b>Other</b>			
<b>Balloons</b>	850	400	250
<b>Propulsion</b>			
<b>Over 25 KN</b>	5 000	2 000	1 000
<b>Up to 25 KN</b>	2 500	1 000	500
<b>Non turbine engines</b>	1 300	600	300
<b>Non turbine engines CS 22 H</b>	600	300	250
<b>Propeller over 22 t</b>	250	250	250

**a** For significant Major Changes, as described in Subpart D of the Annex to Regulation (EC) No 1702/2003, involving changes to an aircraft's geometry and/or power plant, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

**b** Changes and repairs on Auxiliary Power Unit (APU) shall be charged as changes and repairs on engines of the same power rating.

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<b>Propeller up to 22 t</b>	250	250	250
<b>a</b>	For significant Major Changes, as described in Subpart D of the Annex to Regulation (EC) No 1702/2003, involving changes to an aircraft's geometry and/or power plant, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.		
<b>b</b>	Changes and repairs on Auxiliary Power Unit (APU) shall be charged as changes and repairs on engines of the same power rating.		

Table 5:

MINOR CHANGES AND MINOR REPAIRS (REFERRED TO IN SUBPARTS  
D AND M OF THE ANNEX TO REGULATION (EC) NO 1702/2003)

(EUR)	
	<b>Flat fee<sup>a</sup></b>
<b>Fixed wing aircraft</b>	
<b>Over 150 tons</b>	500
<b>Over 50 tons up to 150 tons</b>	500
<b>Over 22 tons up to 50 tons</b>	500
<b>Over 5,7 tons up to 22 tons</b>	500
<b>Over 2 tons up to 5,7 tons</b>	250
<b>Up to 2 tons</b>	250
<b>Very Light Aeroplanes, Sailplanes</b>	250
<b>Rotorcraft</b>	
<b>Large</b>	500
<b>Medium</b>	500
<b>Small</b>	250
<b>Other</b>	
<b>Balloons</b>	250
<b>Propulsion</b>	
<b>Over 25 KN</b>	500
<b>Up to 25 KN</b>	500
<b>Non turbine engines</b>	250
<b>Non turbine engines CS 22 H</b>	250
<b>Propeller over 22 t</b>	250
<b>Propeller up to 22 t</b>	250
<b>a</b>	The fees set out in this Table shall not apply to minor Changes and Repairs carried out by Design Organisations in accordance with Part 21A.263(c)(2) of Subpart D of the Annex to Regulation (EC) No 1702/2003.

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Table 6:

ANNUAL FEE FOR HOLDERS OF EASA TYPE CERTIFICATES AND RESTRICTED TYPE CERTIFICATES AND OTHER TYPE CERTIFICATES DEEMED TO BE ACCEPTED UNDER REGULATION (EC) NO 1592/2002

(EUR)		
	Flat fee <sup>abc</sup>	
	EU Design	Non EU Design
<b>Fixed wing aircraft</b>		
<b>Over 150 tons</b>	270 000	90 000
<b>Over 50 tons up to 150 tons</b>	150 000	50 000
<b>Over 22 tons up to 50 tons</b>	80 000	27 000
<b>Over 5,7 tons up to 22 tons</b>	17 000	5 700
<b>Over 2 tons up to 5,7 tons</b>	4 000	1 400
<b>Up to 2 tons</b>	2 000	670
<b>Very Light Aeroplanes, Sailplanes</b>	900	300
<b>Rotorcraft</b>		
<b>Large</b>	65 000	21 700
<b>Medium</b>	30 000	10 000
<b>Small</b>	3 000	1 000

**a** For freighter versions of an aircraft, a coefficient of 0,85 is applied to the fee for the equivalent passenger version.

**b** For holders of multiple Type Certificates and/or multiple Restricted Type Certificates, a reduction to the annual fee is applied to the second and subsequent Type Certificates, or Restricted Type Certificates, in the same product category as shown in the following table:

Product in identical category	Reduction applied to flat fee
1st	0 %
2nd	10 %
3rd	20 %
4th	30 %
5th	40 %
6th	50 %
7th	60 %
8th	70 %
9th	80 %
10th	90 %
11th and subsequent products	100 %

**c** For aircraft of which less than 50 examples are registered worldwide, continued airworthiness activities shall be charged on an hourly basis, at the hourly fee set out in Part II of the Annex, up to the level of the fee for the relevant aircraft product category. For products, parts and appliances which are not aircraft, the limitation concerns the number of aircraft on which the product, part or appliance in question is installed.



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<b>Other</b>		
<b>Balloons</b>	900	300
<b>Propulsion</b>		
<b>Over 25 KN</b>	40 000	13 000
<b>Up to 25 KN</b>	6 000	2 000
<b>Non turbine engines</b>	1 000	350
<b>Non turbine engines CS 22 H</b>	500	250
<b>Propeller over 22 t</b>	750	250
<b>Propeller up to 22 t</b>		
<b>Parts</b>		
<b>Value above 20 000 EUR</b>	2 000	700
<b>Value between 2 000 and 20 000 EUR</b>	1 000	350
<b>Value below 2 000 EUR</b>	500	250

- a** For freighter versions of an aircraft, a coefficient of 0,85 is applied to the fee for the equivalent passenger version.
- b** For holders of multiple Type Certificates and/or multiple Restricted Type Certificates, a reduction to the annual fee is applied to the second and subsequent Type Certificates, or Restricted Type Certificates, in the same product category as shown in the following table:

<b>Product in identical category</b>	<b>Reduction applied to flat fee</b>
1st	0 %
2nd	10 %
3rd	20 %
4th	30 %
5th	40 %
6th	50 %
7th	60 %
8th	70 %
9th	80 %
10th	90 %
11th and subsequent products	100 %

- c** For aircraft of which less than 50 examples are registered worldwide, continued airworthiness activities shall be charged on an hourly basis, at the hourly fee set out in Part II of the Annex, up to the level of the fee for the relevant aircraft product category. For products, parts and appliances which are not aircraft, the limitation concerns the number of aircraft on which the product, part or appliance in question is installed.

Table 7:

**DESIGN ORGANISATION APPROVAL (REFERRED TO IN  
SUBPART J OF THE ANNEX TO REGULATION (EC) NO 1702/2003)**

(EUR)

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	<b>DOA 1A</b>	<b>DOA 1B DOA 2A</b>	<b>DOA 1C DOA 2B DOA 3A</b>	<b>DOA 2C DOA 3B</b>	<b>DOA 3C</b>
	<b>Approval fee</b>				
<b>Staff related below 10</b>	11 250	9 000	6 750	4 500	3 600
<b>10 to 49</b>	31 500	22 500	13 500	9 000	—
<b>50 to 399</b>	90 000	67 500	45 000	36 000	—
<b>400 to 999</b>	180 000	135 000	112 500	99 000	—
<b>1 000 to 2 499</b>	360 000	—	—	—	—
<b>2 500 to 5 000</b>	540 000	—	—	—	—
<b>Over 5 000</b>	3 000 000	—	—	—	—
	<b>Surveillance fee</b>				
<b>Staff related below 10</b>	5 625	4 500	3 375	2 250	1 800
<b>10 to 49</b>	15 750	11 250	6 750	4 500	—
<b>50 to 399</b>	45 000	33 750	22 500	18 000	—
<b>400 to 999</b>	90 000	67 500	56 250	49 500	—
<b>1 000 to 2 499</b>	180 000	—	—	—	—
<b>2 500 to 5 000</b>	270 000	—	—	—	—
<b>Over 5 000</b>	1 500 000	—	—	—	—

Table 8:

**PRODUCTION ORGANISATION APPROVAL (REFERRED TO IN SUBPART G OF THE ANNEX TO REGULATION (EC) NO 1702/2003)**

(EUR)

	<b>Approval fee</b>	<b>Surveillance fee</b>
<b>Turnover below 1 million euros</b>	9 000	6 500
<b>Between 1 000 000 and 4 999 999</b>	38 000	28 000
<b>Between 5 000 000 and 9 999 999</b>	58 000	43 000
<b>Between 10 000 000 and 49 999 999</b>	75 000	57 000
<b>Between 50 000 000 and 99 999 999</b>	270 000	200 000

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<b>Between 100 000 000 and 499 999 999</b>	305 000	230 000
<b>Between 500 000 000 and 999 999 999</b>	630 000	475 000
<b>Over 999 999 999</b>	900 000	2 000 000

Table 9:

MAINTENANCE ORGANISATION APPROVAL (REFERRED TO IN ANNEX I, SUBPART F, AND ANNEX II TO COMMISSION REGULATION (EC) NO 2042/2003<sup>0</sup>)

(EUR)

	<b>Approval fee<sup>a</sup></b>	<b>Surveillance fee<sup>a</sup></b>
<b>Staff related below 5</b>	3 000	2 300
<b>Between 5 and 9</b>	5 000	4 000
<b>Between 10 and 49</b>	11 000	8 000
<b>Between 50 and 99</b>	22 000	16 000
<b>Between 100 and 499</b>	32 000	23 000
<b>Between 500 and 999</b>	43 000	32 000
<b>Over 999</b>	53 000	43 000

<sup>a</sup> The fee to be paid shall be composed of the flat fee based on the number of staff related plus the flat fee(s) based on technical rating.

(EUR)

<b>Technical Ratings</b>	<b>Flat fee based on technical rating<sup>b</sup></b>
A 1	11 000
A 2	2 500
A 3	5 000
A 4	500
B 1	5 000
B 2	2 500
B 3	500
C	500

<sup>a</sup> Commission Regulation (EC) No 2042/2003 of 20 November 2003 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 315, 28.11.2003, p. 1) as last amended by Regulation (EC) No 376/2007 (OJ L 94, 4.4.2007, p. 18).

<sup>b</sup> For organisations holding several A and/or B ratings, only the highest fee shall be charged. For organisations holding one or several C and/or D ratings, every rating shall be charged the 'C rating' fee.

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Table 10:

**MAINTENANCE TRAINING ORGANISATION APPROVAL  
(REFERRED TO IN ANNEX IV TO REGULATION (EC) NO 2042/2003)**

(EUR)		
	<b>Approval fee</b>	<b>Surveillance fee</b>
<b>Staff related below 5</b>	4 000	3 000
<b>Between 5 and 9</b>	7 000	5 000
<b>Between 10 and 49</b>	16 000	14 000
<b>Between 50 and 99</b>	35 000	30 000
<b>Over 99</b>	42 000	40 000

PART II

**Tasks charged on an hourly basis**

1. Hourly fee:

Applicable hourly fee	225 EUR
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2. Hourly basis according to the tasks concerned:

Demonstration of design capability by means of alternative procedures	Actual number of hours
Production without approval	Actual number of hours
Acceptable Means of Compliance to AD's	Actual number of hours
Validation support (acceptance of EASA certificates by foreign authorities)	Actual number of hours
Technical assistance requested by foreign authorities	Actual number of hours
EASA acceptance of MRB reports	Actual number of hours
Transfer of certificates	Actual number of hours
Approval of flight conditions for Permit to fly	3 hours
Administrative re-issuance of documents	1 hour

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## PART III

### Fees for other certification related tasks

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

New approvals, per application	1 500 EUR
Renewals of existing approvals, per period of 12 months	750 EUR

2. Continuing Airworthiness Management Organisation Approval (referred to in Part M Subpart G of Annex I to Regulation (EC) No 2042/2003):

New approvals, per application	24 000 EUR
Renewals of existing approvals, per period of 12 months	18 000 EUR

3. Stand-alone revisions and/or amendments to Aircraft Flight Manual:

To be charged like a change to the corresponding product.

## PART IV

### Charges for appeals

Charges are levied for the administration of appeals as described in Article 35 of Regulation (EC) No 1592/2002.

All appeal applications attract the fixed charge shown in the table, multiplied by the coefficient indicated for the corresponding charge category for the person or organisation in question.

The charge shall be refunded in those cases where the appeal results in a revocation of a Decision of the Agency.

Organisations are required to supply a signed certificate from an authorised officer of the organisation concerned in order for the Agency to determine the corresponding charge category.

Fixed charge	10 000 EUR
<b>Charge category for natural persons</b>	<b>Fixed fee coefficient</b>
	0,1
<b>Charge category for organisations, according to financial turnover of the appellant in euro</b>	<b>Fixed fee coefficient</b>
less than 100 001	0,25
between 100 001 and 1 200 000	0,5

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between 1 200 001 and 2 500 000	0,75
between 2 500 001 and 5 000 000	1
between 5 000 001 and 50 000 000	2,5
between 50 000 001 and 500 000 000	5
between 500 000 001 and 1 000 000 000	7,5
over 1 000 000 000	10

## PART V

### Annual inflation rate

The amounts set out in Parts I, II and III shall be indexed to the inflation rate set out in this Part. This indexation shall take place on the yearly anniversary of the entry into force of this Regulation.

Annual inflation rate to be used:	EUROSTAT HICP (All items) — EU 27 (2005 = 100) Percentage change/12 months average
Value of the rate to be taken into account:	Value of the rate on the 31st December preceding the implementation of the indexation

## PART VI

### Performance information

The following information shall relate to the last 6 month period preceding their issue by the Agency in accordance with Article 5.

- Number of Agency staff conducting certification tasks
- Number of hours outsourced to National Aviation Administrations (NAAs)
- Overall certification cost
- Number of certification tasks carried out (in full or started) by the Agency
- Number of certification tasks carried out (in full or started) on behalf of the Agency
- Number of hours spent by Agency's staff on continuing airworthiness activities
- Overall amount invoiced to industry

**Status:**

Point in time view as at 31/05/2007.

**Changes to legislation:**

There are currently no known outstanding effects for the Commission Regulation (EC) No 593/2007 (repealed).