

*Status: This is the original version (as it was originally adopted).*

## ANNEX

### PART I

#### Tasks charged a flat fee

TABLE I

**Type Certificates and Restricted Type Certificates**(referred to in subpart B and subpart O in Section A of the Annex I to Commission Regulation (EU) No 748/2012)<sup>0</sup>

	<b>Flat fee (EUR)</b>
Fixed wing aircraft	
<b>Over 150 000 kg</b>	1 785 000
<b>Over 50 000 kg up to 150 000 kg</b>	1 530 000
<b>Over 22 000 kg up to 50 000 kg</b>	510 000
<b>Over 5 700 kg up to 22 000 kg (including High-Performance Aircraft)</b>	382 500
<b>Over 2 000 kg up to 5 700 kg (except for High-Performance Aircraft)</b>	263 800
<b>Up to 2 000 kg (except for High-Performance Aircraft)</b>	13 940
<b>Very Light Aeroplanes, Powered Sailplanes, Sailplanes</b>	6 970
<b>Light Sport Aeroplanes</b>	5 230
Rotorcraft	
<b>Large</b>	464 000
<b>Medium</b>	185 600
<b>Small</b>	23 240
<b>Very light rotorcraft</b>	23 240
Other	
<b>Balloons</b>	6 970
<b>Airships Large</b>	38 630
<b>Airships Medium</b>	15 450
<b>Airships Small</b>	7 730
Propulsion	
<b>Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW</b>	395 000
<b>Turbine engines with take-off thrust up to 25 kN or take-off power output up to 2 000 kW</b>	263 300

a Commission Regulation (EU) No 748/2012 of 3 August 2012 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 224, 21.8.2012, p. 1.).

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<b>Non turbine engines</b>	34 860
<b>CS-22.H, CS-VLR App. B engines</b>	17 430
<b>Propeller for use on aircraft over 5 700 kg MTOW</b>	11 910
<b>Propeller for use on aircraft up to 5 700 kg MTOW</b>	3 400
<b>CS-22J Class Propeller</b>	1 700
<b>Parts and Appliances</b>	
<b>Value above EUR 20 000</b>	8 780
<b>Value between EUR 2 000 and 20 000</b>	5 020
<b>Value below EUR 2 000</b>	2 910
<b>Auxiliary Power Unit (APU)</b>	208 800
<b>a</b>	Commission Regulation (EU) No 748/2012 of 3 August 2012 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 224, 21.8.2012, p. 1.).

TABLE 2

**Derivatives to Type Certificates or Restricted Type Certificates**

	<b>Flat fee<sup>a</sup> (EUR)</b>
<b>Fixed wing aircraft</b>	
<b>Over 150 000 kg</b>	614 100
<b>Over 50 000 kg up to 150 000 kg</b>	368 500
<b>Over 22 000 kg up to 50 000 kg</b>	245 600
<b>Over 5 700 kg up to 22 000 kg (including High-Performance Aircraft)</b>	196 500
<b>Over 2 000 kg up to 5 700 kg (except for High-Performance Aircraft)</b>	93 000
<b>Up to 2 000 kg (except for High-Performance Aircraft)</b>	3 250
<b>Very Light Aeroplanes, Powered Sailplanes, Sailplanes</b>	2 790
<b>Light Sport Aeroplanes</b>	2 090
<b>Rotorcraft</b>	
<b>Large</b>	185 600
<b>Medium</b>	116 000
<b>Small</b>	11 600
<b>Very light rotorcraft</b>	6 970
<b>Other</b>	
<b>Balloons</b>	2 790

**a** For Derivatives involving Substantial Changes(s) to the Type Design, as described in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

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<b>Airships Large</b>	23 200
<b>Airships Medium</b>	9 280
<b>Airships Small</b>	4 640
<b>Propulsion</b>	
<b>Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW</b>	80 800
<b>Turbine engines with take-off thrust up to 25 kN or take-off power output up to 2 000 kW</b>	69 600
<b>Non turbine engines</b>	11 620
<b>CS-22.H, CS-VLR App. B engines</b>	5 810
<b>Propeller for use on aircraft over 5 700 kg MTOW</b>	2 910
<b>Propeller for use on aircraft up to 5 700 kg MTOW</b>	890
<b>CS-22J Class Propeller</b>	450
<b>Parts and Appliances</b>	
<b>Value above EUR 20 000</b>	
<b>Value between EUR 2 000 and 20 000</b>	
<b>Value below EUR 2 000</b>	
<b>Auxiliary Power Unit (APU)</b>	53 900

a For Derivatives involving Substantial Changes(s) to the Type Design, as described in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, 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 in Section A of the Annex I to Regulation (EC) No 748/2012)

	<b>Flat fee<sup>a</sup> (EUR)</b>		
	<b>Complex</b>	<b>Standard</b>	<b>Simple</b>
<b>Fixed wing aircraft</b>			
<b>Over 150 000 kg</b>	60 200	12 850	3 660
<b>Over 50 000 kg up to 150 000 kg</b>	36 130	10 280	2 880
<b>Over 22 000 kg up to 50 000 kg</b>	24 090	7 710	2 620
<b>Over 5 700 kg up to 22 000 kg (including High-Performance Aircraft)</b>	14 450	5 140	2 620

a For Supplemental Type Certificates involving Substantial Changes (s) as defined in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

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<b>Over 2 000 kg up to 5 700 kg (except for High-Performance Aircraft)</b>	4 420	2 030	1 020
<b>Up to 2 000 kg (except for High-Performance Aircraft)</b>	1 860	1 160	580
<b>Very Light Aeroplanes, Powered Sailplanes, Sailplanes</b>	290	290	290
<b>Light Sport Aeroplanes</b>	220	220	220
<b>Rotorcraft</b>			
<b>Large</b>	46 400	6 960	2 320
<b>Medium</b>	23 200	4 640	1 860
<b>Small</b>	9 280	3 480	1 160
<b>Very light rotorcraft</b>	1 050	460	290
<b>Other</b>			
<b>Balloons</b>	990	460	290
<b>Airships Large</b>	11 600	9 280	4 640
<b>Airships Medium</b>	4 640	3 710	1 860
<b>Airships Small</b>	2 320	1 860	930
<b>Propulsion</b>			
<b>Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW</b>	11 600	6 960	4 640
<b>Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2 000 kW</b>	6 960	5 460	3 640
<b>Non turbine engines</b>	3 250	1 450	730
<b>CS-22.H, CS-VLR App. B engines</b>	1 630	730	350

a For Supplemental Type Certificates involving Substantial Changes (s) as defined in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

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<b>Propeller for use on aircraft over 5 700 kg MTOW</b>	2 320	1 160	580
<b>Propeller for use on aircraft up to 5 700 kg MTOW</b>	1 740	870	440
<b>CS-22J Class Propeller</b>	870	440	220
<b>Parts and Appliances</b>			
<b>Value above EUR 20 000</b>			
<b>Value between EUR 2 000 and 20 000</b>			
<b>Value below EUR 2 000</b>			
<b>Auxiliary Power Unit (APU)</b>	6 960	4 640	2 320
<p>a For Supplemental Type Certificates involving Substantial Changes (s) as defined in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.</p>			

TABLE 4

**Major changes and major repairs**(referred to in subparts D and M in Section A of the Annex I to Regulation (EC) No 748/2012)

	<b>Flat fee<sup>a</sup> (EUR)</b>		
	<b>Complex</b>	<b>Standard</b>	<b>Simple</b>
<b>Fixed wing aircraft</b>			
<b>Over 150 000 kg</b>	50 800	9 330	3 330
<b>Over 50 000 kg up to 150 000 kg</b>	25 420	7 000	2 140
<b>Over 22 000 kg up to 50 000 kg</b>	20 340	4 670	1 670
<b>Over 5 700 kg up to 22 000 kg (including High-Performance Aircraft)</b>	12 710	2 330	1 670
<b>Over 2 000 kg up to 5 700 kg (except for High-Performance Aircraft)</b>	3 490	1 630	810
<b>Up to 2 000 kg (except for High-Performance Aircraft)</b>	1 280	580	290

a For significant Major Changes, involving Substantial Change(s) as defined in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

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<b>Very Light Aeroplanes, Powered Sailplanes, Sailplanes</b>	290	290	290
<b>Light Sport Aeroplanes</b>	220	220	220
<b>Rotorcraft</b>			
<b>Large</b>	34 800	6 960	2 320
<b>Medium</b>	18 560	4 640	1 620
<b>Small</b>	7 430	3 480	930
<b>Very light rotorcraft</b>	990	460	290
<b>Other</b>			
<b>Balloons</b>	990	460	290
<b>Airships Large</b>	9 280	6 960	4 640
<b>Airships Medium</b>	3 710	2 780	1 860
<b>Airships Small</b>	1 860	1 390	930
<b>Propulsion</b>			
<b>Turbine engines with take-off thrust over 25 kN or take-off power output over 2 000 kW</b>	6 410	2 360	1 420
<b>Turbine engines with take-off thrust up-to 25 kN or take-off power output up to 2 000 kW</b>	3 480	1 180	710
<b>Non turbine engines</b>	1 510	700	350
<b>CS-22.H, CS-VLR App. B engines</b>	700	350	290
<b>Propeller for use on aircraft over 5 700 kg MTOW</b>	1 250	290	290
<b>Propeller for use on aircraft up to 5 700 kg MTOW</b>	940	290	290
<b>CS-22J Class Propeller</b>	470	150	150

**Parts and Appliances**

- a For significant Major Changes, involving Substantial Change(s) as defined in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.
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<b>Value above EUR 20 000</b>			
<b>Value between EUR 2 000 and 20 000</b>			
<b>Value below EUR 2 000</b>			
<b>Auxiliary Power Unit (APU)</b>	3 480	1 160	700

a For significant Major Changes, involving Substantial Change(s) as defined in Subpart B in Section A of the Annex I to Regulation (EC) No 748/2012, the respective Type Certificate or Restricted Type Certificate fee, as defined in Table 1, shall apply.

*TABLE 5*

**Minor changes and minor repairs**(referred to in subparts D and M in Section A of the Annex I to Regulation (EC) No 748/2012)

	<b>Flat fee<sup>a</sup> (EUR)</b>
Fixed wing aircraft	
<b>Over 150 000 kg</b>	890
<b>Over 50 000 kg up to 150 000 kg</b>	890
<b>Over 22 000 kg up to 50 000 kg</b>	890
<b>Over 5 700 kg up to 22 000 kg (including High-Performance Aircraft)</b>	890
<b>Over 2 000 kg up to 5 700 kg (except for High-Performance Aircraft)</b>	290
<b>Up to 2 000 kg (except for High-Performance Aircraft)</b>	290
<b>Very Light Aeroplanes, Powered Sailplanes, Sailplanes</b>	290
<b>Light Sport Aeroplanes</b>	220
Rotorcraft	
<b>Large</b>	460
<b>Medium</b>	460
<b>Small</b>	460
<b>Very light rotorcraft</b>	290
Other	
<b>Balloons</b>	290
<b>Airships Large</b>	810
<b>Airships Medium</b>	460
<b>Airships Small</b>	460
Propulsion	

a 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 J in Section A of the Annex I to Regulation (EC) No 748/2012.

*Status: This is the original version (as it was originally adopted).*

<b>Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW</b>	600
<b>Turbine engines with take-off thrust up to 25 KN or take-off power output up to 2 000 kW</b>	600
<b>Non turbine engines</b>	290
<b>CS-22.H, CS-VLR App. B engines</b>	290
<b>Propeller for use on aircraft over 5 700 kg MTOW</b>	290
<b>Propeller for use on aircraft up to 5 700 kg MTOW</b>	290
<b>CS-22J Class Propeller</b>	150
<b>Parts and Appliances</b>	
<b>Value above EUR 20 000</b>	
<b>Value between EUR 2 000 and 20 000</b>	
<b>Value below EUR 2 000</b>	
<b>Auxiliary Power Unit (APU)</b>	460
a 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 J in Section A of the Annex I to Regulation (EC) No 748/2012.	

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 216/2008 (referred to in subpart B and subpart O in Section A of the Annex I to Regulation (EC) No 748/2012)**

	<b>Flat fee<sup>abc</sup> (EUR)</b>	
	<b>EU Design</b>	<b>Non EU Design</b>
<b>Fixed wing aircraft</b>		
Over 150 000 kg	1 078 000	385 400
Over 50 000 kg up to 150 000 kg	852 900	252 600
Over 22 000 kg up to 50 000 kg	257 000	96 300
Over 5 700 kg up to 22 000 kg (including High-Performance Aircraft)	42 010	14 270
Over 2 000 kg up to 5 700 kg (except for High-Performance Aircraft)	4 650	1 630
Up to 2 000 kg (except for High-Performance Aircraft)	2 320	780



*Status: This is the original version (as it was originally adopted).*

Very Light Aeroplanes, Powered Sailplanes, Sailplanes	1 050	350
Light Sport Aeroplanes	780	260
<b>Rotorcraft</b>		
Large	105 600	33 780
Medium	52 800	18 610
Small	20 880	7 710
Very light rotorcraft	3 490	1 160
<b>Other</b>		
Balloons	1 050	350
Airships Large	3 480	1 160
Airships Medium	2 320	770
Airships Small	1 860	620
<b>Propulsion</b>		
Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW	107 100	31 870
Turbine engines with take- off thrust up-to 25 KN or take-off power output up to 2 000 kW	53 550	26 650
Non turbine engines	1 160	410
CS-22.H, CS-VLR App. B engines	580	290
Propeller for use on aircraft over 5 700 kg MTOW	870	290
Propeller for use on aircraft up to 5 700 kg MTOW	440	150
CS-22J Class Propeller	220	70
<b>Parts and Appliances</b>		
Value above EUR 20 000	4 500	1 500
Value between EUR 2 000 and 20 000	2 250	750
Value below EUR 2 000	1 130	540
Auxiliary Power Unit (APU)	85 000	26 000

**a** For freighter versions of an aircraft having their own type certificate, 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 category as defined by MTOW or by value of parts and appliances as shown in the following table:

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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 rate set out in Part II (1) of Annex I, up to the level of the fee for the relevant category as defined by MTOW or by value of parts and appliances. The annual flat fee is applicable unless the certificate holder provides evidence that less than 50 samples are registered worldwide. 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 7A

**Design Organisation Approval**(referred to in subpart J in Section A of the Annex I to Regulation (EC) No 748/2012)

(EUR)

<b>Approval fee</b>					
	<b>DOA 1A</b>	<b>DOA 1B</b> <b>DOA 2A</b>	<b>DOA 1C</b> <b>DOA 2B</b> <b>DOA 3A</b>	<b>DOA 2C</b> <b>DOA 3B</b>	<b>DOA 3C</b>
Staff related below 10	13 600	10 700	8 000	5 400	4 180
10 to 49	38 250	27 320	16 390	10 930	
50 to 399	109 300	82 000	54 600	41 830	
400 to 999	218 600	163 900	136 600	115 000	
1 000 to 2 499	437 200				
2 500 to 5 000	655 700				
Over 5 000	3 643 000				
<b>Surveillance fee</b>					
Staff related below 10	6 800	5 350	4 000	2 700	2 090
10 to 49	19 130	13 660	8 200	5 460	
50 to 399	54 600	40 980	27 320	21 860	

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400 to 999	109 300	82 000	68 300	60 100	
1 000 to 2 499	218 600				
2 500 to 5 000	327 900				
Over 5 000	1 822 000				

TABLE 7B

**Alternative Procedures of Design Organisation Approval**(referred to in subpart J in Section A of the Annex I to Regulation (EC) No 748/2012)

(EUR)

Category	Description	Alternative Procedure to Design Organisation Approval
1A	Type certification	7 500
1B	Type certification – Continued airworthiness only	3 000
2A	Supplemental type certificates (STC) and/or major repairs	6 000
2B	STC and/or major repairs – Continued airworthiness only	2 500
3A	ETSOA	6 000
3B	ETSOA – Continued airworthiness only	3 000

TABLE 8

**Production Organisation Approval**(referred to in subpart G in Section A of the Annex I to Regulation (EC) No 748/2012)

(EUR)

	Approval fee	Surveillance fee
<b>Turnover<sup>a</sup> below 1 million euros</b>	10 460	7 550
<b>Between 1 000 000 and 4 999 999</b>	58 000	36 790
<b>Between 5 000 000 and 9 999 999</b>	206 400	49 050
<b>Between 10 000 000 and 49 999 999</b>	309 600	73 600
<b>Between 50 000 000 and 99 999 999</b>	358 000	174 000

<sup>a</sup> The turnover taken into account is the turnover related to activities under the scope of the agreement.

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<b>Between 100 000 000 and 499 999 999</b>	417 600	232 000
<b>Between 500 000 000 and 999 999 999</b>	732 100	464 000
<b>Over 999 999 999</b>	2 784 000	2 207 000

a The turnover taken into account is the turnover related to activities under the scope of the agreement.

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>b</sup></b>	<b>Surveillance fee<sup>b</sup></b>
<b>Staff related below 5</b>	3 490	2 670
<b>Between 5 and 9</b>	5 810	4 650
<b>Between 10 and 49</b>	15 000	12 000
<b>Between 50 and 99</b>	24 000	24 000
<b>Between 100 and 499</b>	32 080	32 080
<b>Between 500 and 999</b>	44 300	44 300
<b>Over 999</b>	62 200	62 200
<b>Technical Ratings</b>	<b>Flat fee based on technical rating<sup>c</sup></b>	<b>Flat fee based on technical rating<sup>c</sup></b>
A 1	12 780	12 780
A 2	2 910	2 910
A 3	5 810	5 810
A 4	580	580
B 1	5 810	5 810
B 2	2 910	2 910
B 3	580	580
C	580	580

a 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.).

b 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.

c 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.

TABLE 10

**Maintenance Training Organisation Approval**(referred to in Annex IV to Regulation (EC) No 2042/2003)

*Status: This is the original version (as it was originally adopted).*

	<b>Approval fee (EUR)</b>	<b>Surveillance fee (EUR)</b>
<b>Staff related below 5</b>	3 490	2 670
<b>Between 5 and 9</b>	9 880	7 670
<b>Between 10 and 49</b>	21 260	19 660
<b>Between 50 and 99</b>	41 310	32 730
<b>Over 99</b>	54 400	50 000
<b>Fee for the second and subsequent additional facility</b>	3 330	2 500
<b>Fee for second and subsequent additional training course</b>	3 330	
<b>Fee for training course approval</b>		3 330

TABLE 11

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

	<b>Flat fee<sup>0</sup> (EUR)</b>	
<b>Approval fee</b>	50 000	
<b>Surveillance fee</b>	50 000	
<b>Technical Ratings</b>	<b>Flat fee based on technical rating<sup>b</sup> (EUR) – Initial Approval</b>	<b>Flat fee based on technical rating<sup>b</sup> (EUR) – Surveillance</b>
A1 = airplanes above 5,7 ton	12 500	12 500
A2 = airplanes below 5,7 ton	6 250	6 250
A3 = helicopters	6 250	6 250
A4: all others	6 250	6 250

**a** The fee to be paid shall be composed of the flat fee plus the flat fee(s) based on technical rating.

**b** For organisations holding several A ratings, only the highest fee shall be charged.

TABLE 12

**Acceptance of approvals equivalent to ‘Part 145’ and ‘Part 147’ approvals in accordance with applicable bilateral agreements**

<b>(EUR)</b>	
New approvals, per application and per period of first 12 months	1 700
Continuation of existing approvals, per period of 12 months	850

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## PART II

### Certification tasks or services charged on an hourly basis

#### 1. Hourly rate

Applicable hourly rate [EUR/h]	233 <sup>a</sup>
<b>a</b> including travel costs within the Member States	
Hourly basis according to the tasks concerned <sup>a</sup> :	
Production without approval	Actual number of hours
Alternative Methods of Compliance to AD's	Actual number of hours
Validation support (acceptance of EASA certification by foreign authorities)	Actual number of hours
EASA acceptance of Maintenance Review Board reports	Actual number of hours
Transfer of certificates	Actual number of hours
Approved Training Organisation certificate	Actual number of hours
Aero-medical Centre certificate	Actual number of hours
ATM-ANS organisation certificate	Actual number of hours
Air Traffic Controller Training Organisation certificate	Actual number of hours
Operational Data related to Type Certificate, changes to Type Certificate and Supplemental Type Certificate	Actual number of hours
EASA Acceptance of Operational Evaluation Board Reports	Actual number of hours
Qualification Certificate for Flight Simulation Training Devices	Actual number of hours
Approval of flight conditions for Permit to fly	3 hours
Administrative reissuance of document	1 hour
Export certificate of airworthiness (E-CoA) for CS 25 aircraft	6 hours
Export certificate of airworthiness (E-CoA) for other aircraft	2 hours
<b>a</b> This is a non-exhaustive list of tasks. The list of tasks in this Part is subject to periodical revision. Non-inclusion of a task to this Part should not be automatically construed as indicating that the task cannot be performed by the European Aviation Safety Agency.	

#### 2. Hourly rate for services, other than listed in point 1

Applicable hourly rate [EUR/h]	221 <sup>a</sup>
<b>a</b>	Excluding travel costs

## 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
<b>Charge category for natural persons</b>	<b>Coefficient</b>
	0,1
<b>Charge category for legal persons, according to financial turnover of the appellant in euro</b>	<b>Coefficient</b>
less than 100 001	0,25
between 100 001 and 1 200 000	0,5
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 IV

**Annual inflation rate**

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 3 months prior the implementation of the indexation

## PART V

**Explanatory Note**

- (1) ‘Certification specifications’ (CS) referred to in this Annex are those adopted pursuant to Article 19(2) of Regulation (EC) No 216/2008 and published in the Agency’s

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official publication in accordance with EASA Decision 2003/8/EC of 30 October 2003 (www.easa.europa.eu).

- (2) ‘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; ‘Medium Rotorcraft’ refers to other CS 27.
- (3) In Tables 1, 2 and 6 of Part I, the values of the ‘parts and appliances’ refer to the relevant manufacturer’s list prices.
- (4) The MTOW of the initial Type Certificates and subsequently of the majority (more than 50 %) of the related models covered by this Type Certificate determines the applicable MTOW category.
- (5) High Performance Aircraft in the weight category up to 5 700 kg [12 500 lbs] are those aeroplanes having a Mmo greater than 0,6 and/or a maximum operating altitude above 25 000 ft. They shall be charged as defined in the categories ‘over 5 700 kg[12 500 lbs] up to 22 000 kg’.
- (6) ‘derivative’ means an amended Type Certificate as defined and applied for by the Type Certificate holder.
- (7) 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 check-list and compliance documents) can be communicated at 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	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 1 to Regulation (EC) No 748/2012 (and similarly in FAA 14CFR 21.101 (b)).

**b** For the definitions of ‘basic’, ‘non-basic’, ‘level 1’, ‘level 2’, ‘critical component’ and ‘Certificating Authority’, see the applicable bilateral agreement under which the validation takes place.

**c** Automatic acceptance criteria by EASA for level 2 major changes are defined in the applicable bilateral agreement under which the validation takes place.

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	single discipline specialist		
<b>Validated STC under a bilateral arrangement</b>	Basic <sup>b</sup>	Non-basic <sup>b</sup>	Non-basic STC <sup>b</sup> when the Certifying Authority <sup>b</sup> has classified the change as 'significant' <sup>a</sup>
<b>Validated major design change under a bilateral arrangement</b>	Level 2 <sup>b</sup> major design changes when not automatically accepted <sup>c</sup>	Level 1 <sup>b</sup>	Level 1 <sup>b</sup> major design change when the Certifying Authority <sup>b</sup> has classified the change as 'significant' <sup>a</sup>
<b>Validated major repair under a bilateral arrangement</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 I to Regulation (EC) No 748/2012 (and similarly in FAA 14CFR 21.101 (b)).

**b** For the definitions of 'basic', 'non-basic', 'level 1', 'level 2', 'critical component' and 'Certifying Authority', see the applicable bilateral agreement under which the validation takes place.

**c** Automatic acceptance criteria by EASA for level 2 major changes are defined in the applicable bilateral agreement under which the validation takes place.

(8) In Table 7A of Part I, Design Organisations are categorised 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			

(9) 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.

(10) Certification of products pursuant to Specific Airworthiness Specifications, the related modifications, repairs and their continuing airworthiness, shall be charged as defined in tables 1 to 6.

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(11) Stand-alone revisions and/or amendments to Aircraft Flight Manual shall be charged like a change to the corresponding product.

(12) ‘Small Airships’ refer to

- all Hot Air Airships independent of their size,
- Gas Airships up to a volume 2 000 m<sup>3</sup>;

‘Medium Airships’ refer to Gas Airships with a volume of more than 2 000 m<sup>3</sup> up to 15 000 m<sup>3</sup>;

‘Large Airships’ refer to Gas Airships with a volume of more than 15 000 m<sup>3</sup>.