

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

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

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,

After consulting the Management Board of the European Union Aviation Safety Agency,

Whereas:

- (1) In accordance with 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 Regulation (EU) No 319/2014⁽²⁾ established the fees and charges to be levied by the Agency. However, the tariffs need to be adjusted in order to achieve recovery of cost while avoiding significant accumulation of surplus, in accordance with the provisions set out in Article 126(2) of Regulation (EU) 2018/1139.
- (3) In this respect, the Agency's forecasts as regards its workload, related costs and other relevant factors should be taken into account.
- (4) Fees and charges provided for in this Regulation should be set in a transparent, fair, non-discriminatory and uniform manner.
- (5) Without prejudice to the principle of cost coverage established in Article 126 of Regulation (EU) 2018/1139, 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 to pay, in particular small and medium-sized enterprises.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

- (6) 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 they stand following the entry into force of Regulation (EU) 2018/1139, and the resources available to it.
- (7) The Agency should be enabled 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 remit of Regulation (EU) 2018/1139.
- (8) Agreements referred to in Article 68(1) of Regulation (EU) 2018/1139 should 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 should result in workload that differs from the workload required for certification activities by the Agency.
- (9) Time limits for the payment of fees and charges levied under this Regulation should be fixed.
- (10) 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.
- (11) The geographical location of undertakings in the territories of the Member States should not be a discriminatory factor. Consequently, the travel costs related to the certification tasks carried out on behalf of [such] undertakings should be aggregated and divided among the applicants.
- (12) Applicants should be able to request an estimate of the amount to be paid for the certification tasks and services, so as to increase predictability. In certain cases, the preparation of the estimate may require the Agency to perform a prior technical analysis. Given the cost of such analysis, it is justified for the Agency to be remunerated accordingly.
- (13) It is reasonable that the full payment of the charges for an appeal against decisions of the Agency is a prerequisite for an appeal to be admissible.
- (14) 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.
- (15) Interested parties should be consulted prior to any change of fees, and should be given information as to how the fees are calculated. Such information should provide interested parties with an insight into the costs incurred by the Agency and its productivity.
- (16) The revision of the tariffs should follow a procedure that permits amendment without undue delay based on the Agency's experience gained from the application of this Regulation, continuous resource and working methodology monitoring, and the continuous assessment of the financial needs.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

- (17) Regulation (EU) No 319/2014 should be repealed, without prejudice to transitional provisions.
- (18) 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 determines the matters for which fees and charges are due to the Agency, and establishes 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:

- (a) ‘fees’ means the amounts levied by the Agency and payable by applicants for certification tasks;
- (b) ‘charges’ means the amounts levied by the Agency for services provided other than certification tasks;
- (c) ‘certification task’ means any activity carried out by the Agency directly or indirectly for the purposes of issuing, maintaining or amending certificates pursuant to Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis of that Regulation;
- (d) ‘service’ means any activity carried out by the Agency other than certification tasks, including the supply of goods;
- (e) ‘applicant’ means any natural or legal person that requests a certification task or a service provided by the Agency;
- (f) ‘billing cycle’ means the recurring 12-month period applied to multiannual projects and to surveillance tasks. The period starts:
- (1) for fees and charges listed in tables 1 to 6 of Part I of the Annex, on the date on which the application is received;
 - (2) for fees listed in table 8 of Part I of the Annex, on 1 June following the issuance of the certificate;

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- (3) for approval fees listed in tables 9 to 15 of Part I of the Annex, on the date on which the application is received;
- (4) for surveillance fees listed in tables 9 to 15 of Part I of the Annex, on the date on which the certificate is issued.

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 In those cases for which this Regulation does not provide for otherwise, 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 tasks that fall within the remit of 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 of 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 payment of an invoice has not been received by the Agency after 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 Without prejudice to the Agency's rules of procedure, the Agency may:

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

- 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 the second subparagraph of Article 8(4);
 - d reject a request for the transfer of a certificate, 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.

Article 6

Travel expenses

- 1 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 according to 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⁽³⁾;
 - 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⁽⁴⁾; in case of missions relating to several projects, the amount shall be subdivided accordingly;
 - 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. It is subject to annual review and indexation.
- 3 Travel expenses incurred in the context of the provision of the services referred to in Article 14(2) shall be charged exclusively in accordance with Part IIa 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.
- 2 In cases where, due to the expected complexity of the project, the above financial estimate requires a prior technical analysis by the Agency, this analysis shall be charged on an hourly basis, under a contractual agreement to be signed between the applicant and the Agency.
- 3 Activities shall be suspended upon the request made by the applicant until the estimate requested has been provided by the Agency and accepted by the applicant.

Status: Point in time view as at 16/12/2019.

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4 The financial estimate shall be amended by the Agency if it appears that the task is simpler or can be carried out faster than initially foreseen or, on the contrary, if it 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 is 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 point (b) of paragraph 2 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 set by this Regulation, the Agency may, subject to the agreement of the applicant:

- a reclassify an application within the categories identified in the Annex to this Regulation;
- 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, or
 - (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

Payment periods

1 Fees referred to in Tables 1, 2 and 3 of Part I of the Annex shall be levied per application and per period of 12 months. For the period after the first 12 months, the fees shall be 1/365th of the relevant annual fee per day.

2 Fees referred to in Table 4 of Part I of the Annex shall be levied per application.

3 Fees referred to in Table 8 of Part I of the Annex shall be levied per period of 12 months.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

4 Fees referred to in Tables 9 to 14 of Part I of the Annex shall be levied as follows:

- a approval fees shall be levied per application;
- b surveillance fees shall be levied per period of 12 months;

Any changes to an organisation that affect its approval have the effect of a recalculation of the surveillance fee due as of the next 12-month period following the approval of the change.

5 In the cases referred to in point (f) 2) of Article 2, fees for the period between the date of issuance of the certificate and the start of the first billing cycle thereafter shall be calculated *pro-rata temporis*, on the basis of table 8 of Part I of the Annex.

6 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, the fee shall be recalculated as of the date of receipt of the application;
- b for fees levied per application and per period of 12 months, the fee shall be recalculated for the current billing cycle and onwards.
- c where the Agency reclassifies several applications as a single application in accordance with Article 8(4), the fee shall be recalculated as of the date considered relevant for the reclassification.

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.

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 Tables 1, 2 and 3 of Part I of the Annex, levied per application and per period of 12 months, the balance of any fees due for the ongoing billing cycle shall be 1/365th of the relevant annual fee per day. For the periods preceding the ongoing 12-month period, the applicable fees remain due;
- b for fees referred to in Tables 4 and 15 of Part I 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 Tables 9 to 14 of Part I 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 point (a) of paragraph 2. Where, following

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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.

- 4 For the purposes of this Regulation,
- 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 Fees 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 of the same nature as the terminated task.

Article 11

Suspension or revocation of certificates

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.

2 If the Agency suspends a certificate because the certificate holder 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 if the certificate holder fails to comply with its payment obligations within one year from the date of notification of the suspension. The reinstatement of the certificate 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 because the certificate holder 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 and per period of 12 months, the balance of any fees due shall be 1/365th 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 points (a) and (b) of the first subparagraph, together with any travel expenses and any other amounts due, shall be payable in full on the date the revocation takes effect.

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Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

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 12-month period shall be calculated as follows:

- a for annual or surveillance flat fees levied per certificate and per period of 12 months, the balance of any fees due shall be 1/365th of the relevant annual flat fee per day;
- b for annual fees or surveillance fees levied on an hourly basis, the balance of any fees shall be calculated on an hourly basis.

The amounts referred to in points (a) and (b) of the first subparagraph 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 Tables 8 to 15 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 Table 14 of Part I of the Annex, the device surveillance fee regarding a flight simulation training device shall be reduced *pro-rata temporis* for periods of deactivation intervening upon 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 and/or number of staff 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 including in respect of travel expenses, shall be levied in accordance with Part IIa of the Annex.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

Article 15

Time of levying charges and payment 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 Table 6 (point (1) of Part I of the Annex shall be levied per application and per period of 12 months. For the period after the first 12 months, the charges shall be 1/365th of the relevant annual charge per day.

3 Charges referred to in Tables 5 and 6 (point (2) of Part I of the Annex shall be levied per application.

4 Where the reclassification of an application leads to a change of the applicable charge, 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.

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 Table 6 (point (1) of Part I of the Annex, levied per application and per period of 12 months, the balance of any charges due for the ongoing 12-month period shall be 1/365th of the relevant annual charge per day. For the periods preceding the ongoing 12-month period the applicable charges remain due.
- b For charges referred to in Tables 5 and 6 (point (2) of Part I 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 II of the Annex, levied on an hourly basis, the balance of any charges due shall be calculated on an hourly basis.
- d For any charges not referred to in the above paragraphs, 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 point (a) of paragraph 2. 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 Regulation,

Status: Point in time view as at 16/12/2019.

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- 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 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. An appeal shall be admissible only when the charge for the appeal has been paid within the time period referred to in paragraph 3.

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 according to 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;

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- (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 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.

3 This Regulation shall be revised when necessary, in particular taking into account the revenue of the Agency and its related costs.

4 The Agency shall consult the Stakeholder Advisory Body referred to in paragraph 1 in accordance with Article 126(4) of Regulation (EU) 2018/1139 before giving its opinion and shall explain the reasons for any proposed change.

CHAPTER VI

TRANSITIONAL AND FINAL PROVISIONS

Article 20

Repeal

Regulation (EU) No 319/2014 is repealed, without prejudice to Article 21(5).

Article 21

Transitional provisions

1 The annual or surveillance fees set out in Tables 1, 2, 3, 8 to 13, and 15 of Part I of the Annex shall apply to any certification task ongoing at the entry into force of this Regulation as from the next billing cycle starting after the entry into force of this Regulation.

2 The hourly rates set out in Part II of the Annex shall apply as of the entry into force of this Regulation to any tasks ongoing at the entry into force of this Regulation and for which fees or charges are calculated on an hourly basis.

3 In the cases referred to in Table 5 and Table 6 of Part I of the Annex as well as in respect of organisation approval fees and device qualification approval fees referred to in Table 14 of Part I of the Annex, and notwithstanding those provisions, fees and charges relating to applications ongoing at the entry into force of this Regulation shall be calculated according to Part II of the Annex until completion of the tasks resulting from those applications.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

4 In the cases referred to in Table 14 of Part I of the Annex, other than those referred to in paragraph 3, the fees referred to in the table shall apply as from the entry into force of this Regulation.

5 Subject to paragraphs 2, 3 and 4, fees and charges for billing cycles ongoing at the entry into force of this Regulation shall be calculated in accordance with Regulation (EU) No 319/2014.

Article 22

Entry into force

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

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

Done at Brussels, 16 December 2019.

For the Commission

The President

Ursula VON DER LEYEN

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

ANNEX

PART I

Tasks charged a flat rate

TABLE 1

Type Certificates, Restricted Type Certificates and European Technical Standard Order Authorisations(referred to in Subpart B and Subpart O of Section A of Annex I (Part 21) to Commission Regulation (EU) No 748/2012)⁰

| | Flat fee (EUR) |
|--|----------------|
| Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft | |
| Over 150 000 kg | 2 055 230 |
| Over 55 000 kg up to 150 000 kg | 1 693 040 |
| Over 22 000 kg up to 55 000 kg | 564 350 |
| Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg) | 420 700 |
| Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg) | 139 980 |
| Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg) | 15 890 |
| Up to 1 200 kg | 5 300 |
| Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft | |
| Large | 476 100 |
| Medium | 190 450 |
| Small | 23 850 |
| Very Light | 23 850 |
| Balloons | 7 380 |
| Airships Large | 42 950 |
| Airships Medium | 16 360 |
| Airships Small | 8 190 |
| Propulsion | |
| Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW | 405 310 |
| Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2 000 kW | 270 170 |

^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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| | |
|--|---------|
| Non turbine engines | 36 920 |
| CS-22.H, CS-VLR App. B engines | 18 460 |
| Propeller for use on aircraft over 5 700 kg MTOW | 12 610 |
| Propeller for use on aircraft up to 5 700 kg MTOW | 3 600 |
| CS-22J Class Propeller | 1 800 |
| Parts and Non-installed Equipment | |
| Value above EUR 20 000 | 9 300 |
| Value between EUR 2 000 and 20 000 | 5 320 |
| Value below EUR 2 000 | 3 090 |
| Auxiliary Power Unit (APU) | 221 120 |
| <p>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).</p> | |

TABLE 2

Supplemental Type Certificates(referred to in Subpart E of Section A of Annex I (Part 21) to Commission 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 | 952 500 | 76 480 | 16 330 | 4 650 |
| Over 55 000 kg up to 150 000 kg | 680 880 | 45 900 | 13 060 | 3 660 |
| Over 22 000 kg up to 55 000 kg | 378 140 | 30 600 | 9 790 | 3 330 |
| Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg) | 290 420 | 18 360 | 6 540 | 3 330 |
| Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg) | 119 970 | 5 610 | 2 580 | 1 290 |
| Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg) | 6 140 | 1 970 | 1 230 | 610 |

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

| | | | | |
|---|---------|--------|--------|-------|
| Up to 1 200 kg | 3 630 | 310 | 310 | 310 |
| Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft | | | | |
| Large | 321 710 | 58 950 | 8 840 | 2 950 |
| Medium | 188 500 | 29 480 | 5 900 | 2 360 |
| Small | 15 080 | 11 800 | 4 420 | 1 480 |
| Very Light | 9 610 | 1 110 | 490 | 310 |
| Other Onboard-Piloted Aircraft | | | | |
| Balloons | 3 630 | 1 050 | 490 | 310 |
| Airships Large | 37 700 | 15 970 | 12 780 | 6 390 |
| Airships Medium | 15 090 | 4 910 | 3 930 | 1 970 |
| Airships Small | 7 520 | 2 460 | 1 970 | 990 |
| Propulsion | | | | |
| Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW | 190 090 | 14 740 | 8 840 | 5 900 |
| Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2 000 kW | 185 830 | 8 840 | 6 940 | 4 630 |
| Non turbine engines | 34 710 | 3 440 | 1 540 | 770 |
| CS-22.H, CS- VLR App. B engines | 17 410 | 1 730 | 770 | 370 |
| Propeller for use on aircraft over 5 700 kg MTOW | 7 020 | 2 460 | 1 230 | 610 |
| Propeller for use on aircraft up to 5 700 kg MTOW | 2 140 | 1 840 | 920 | 470 |
| CS-22J Class Propeller | 1 080 | 920 | 470 | 230 |
| Parts and Non-installed Equipment | | | | |
| Value above EUR 20 000 | — | — | — | — |

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

| | | | | |
|------------------------------------|---------|-------|-------|-------|
| Value between EUR 2 000 and 20 000 | — | — | — | — |
| Value below EUR 2 000 | — | — | — | — |
| Auxiliary Power Unit (APU) | 136 280 | 7 370 | 4 920 | 2 460 |

TABLE 3

Major Changes and Major Repairs(referred to in Subpart D and Subpart M of Section A of Annex I (Part 21) to Commission Regulation (EU) No 748/2012)

| | Flat fee (EUR) | | | | |
|--|------------------------|---------------------|-------------|----------|--------|
| | Model fee ^a | Complex Significant | Significant | Standard | Simple |
| Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft | | | | | |
| Over 150 000 kg | 100 000 | 800 000 | 78 010 | 14 330 | 5 110 |
| Over 55 000 kg up to 150 000 kg | 59 880 | 479 050 | 39 030 | 10 750 | 3 290 |
| Over 22 000 kg up to 55 000 kg | 39 910 | 319 280 | 31 230 | 7 170 | 2 560 |
| Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg) | 31 930 | 255 450 | 19 520 | 3 580 | 2 560 |
| Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg) | 15 110 | 120 900 | 5 360 | 2 500 | 1 240 |
| Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg) | 530 | 4 230 | 1 360 | 610 | 310 |

^a 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.

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

| | | | | | |
|--|--------|---------|--------|--------|-------|
| Up to 1 200 kg | 450 | 3 630 | 310 | 310 | 310 |
| Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft | | | | | |
| Large | 30 160 | 241 280 | 53 440 | 10 690 | 3 560 |
| Medium | 18 850 | 150 800 | 28 500 | 7 120 | 2 490 |
| Small | 1 890 | 15 080 | 11 410 | 5 340 | 1 430 |
| Very Light | 1 130 | 9 060 | 1 050 | 490 | 490 |
| Other Onboard-Piloted Aircraft | | | | | |
| Balloons | 450 | 3 630 | 1 050 | 490 | 490 |
| Airships Large | 3 770 | 30 160 | 14 250 | 10 690 | 7 120 |
| Airships Medium | 1 510 | 12 060 | 3 930 | 2 940 | 1 970 |
| Airships Small | 750 | 6 030 | 1 970 | 1 470 | 990 |
| Propulsion | | | | | |
| Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW | 13 130 | 105 040 | 9 840 | 3 620 | 2 180 |
| Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2 000 kW | 11 310 | 90 480 | 5 340 | 1 810 | 1 090 |
| Non turbine engines | 1 890 | 15 110 | 1 600 | 740 | 500 |
| CS-22.H, CS-VLR App. B engines | 940 | 7 550 | 740 | 370 | 370 |
| Propeller for use on aircraft over 5 700 kg MTOW | 470 | 3 780 | 1 320 | 500 | 500 |

a 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.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

| | | | | | |
|---|-----|-------|-------|-----|-----|
| Propeller for use on aircraft up to 5 700 kg MTOW | 150 | 1 160 | 1 000 | 470 | 470 |
| CS-22J Class Propeller | 70 | 590 | 500 | 160 | 160 |

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) | 8 760 | 70 070 | 3 690 | 1 230 | 740 |

a 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 Subpart D and Subpart M of Section A of Annex I (Part 21) to Commission Regulation (EU) No 748/2012)

| | Flat fee ^a (EUR) |
|--|-----------------------------|
| Onboard-Piloted Horizontal Take-Off and Landing (HTOL) Aircraft | |
| Over 150 000 kg | 1 890 |
| Over 55 000 kg up to 150 000 kg | 1 890 |
| Over 22 000 kg up to 55 000 kg | 1 890 |
| Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg) | 1 890 |
| Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg) | 610 |
| Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg) | 500 |
| Up to 1 200 kg | 310 |
| Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft | |
| Large | 970 |

a The fees set out in this Table shall not apply to Minor Changes and Minor Repairs carried out by Design Organisations in accordance with point 21A.263(c)(2) of Subpart J of Section A of Annex I (Part 21) to Commission Regulation (EU) No 748/2012.

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

| | |
|--|--|
| Medium | 970 |
| Small | 970 |
| Very Light | 490 |
| Other Onboard-Piloted Aircraft | |
| Balloons | 490 |
| Airships Large | 1 720 |
| Airships Medium | 970 |
| Airships Small | 970 |
| Propulsion | |
| Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW | 1 270 |
| Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2 000 kW | 1 270 |
| Non turbine engines | 610 |
| CS-22.H, CS-VLR App. B engines | 370 |
| Propeller for use on aircraft over 5 700 kg MTOW | 500 |
| Propeller for use on aircraft up to 5 700 kg MTOW | 470 |
| CS-22J Class Propeller | 320 |
| Parts and Non-installed Equipment | |
| Value above EUR 20 000 | 1 860 |
| Value between EUR 2 000 and 20 000 | 1 070 |
| Value below EUR 2 000 | 620 |
| Auxiliary Power Unit (APU) | 490 |
| a | The fees set out in this Table shall not apply to Minor Changes and Minor Repairs carried out by Design Organisations in accordance with point 21A.263(c)(2) of Subpart J of Section A of Annex I (Part 21) to Commission 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 | 2 500 |
| Medium | 1 000 |
| Small | 250 |

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

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 | 350 000 |
| CS 27 and CS 29 aircrafts | 150 000 |
| Supplemental Type Certificates | 50 000 |
| 2 —Revision of MRB reports | |
| CS-25 Over 150 000 kg | 120 000 |
| CS-25 Over 55 000 kg up to 150 000 kg | 100 000 |
| CS-25 Over 22 000 kg up to 55 000 kg | 80 000 |
| CS-25 Over 5 700 kg up to 22 000 kg | 40 000 |
| CS 27 and CS 29 aircrafts | 30 000 |
| Supplemental Type Certificates | 20 000 |

TABLE 7

Third-Country Operators(referred to in Commission Regulation (EU) No 452/2014) ⁰

| | Flat fee (EUR) |
|---|----------------|
| On-site visit ^b | 19 000 |
| Technical meeting in Cologne | 10 000 |
| <p>a 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. 1).</p> <p>b Excluding travel costs (to be charged in addition to the above flat fee).</p> | |

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 Subpart B and Subpart O of Section A of Annex I (Part 21) to Commission 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 | 1 155 160 | 360 270 |
| Over 55 000 kg up to 150 000 kg | 975 480 | 274 490 |

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

| | | |
|--|---------|---------|
| Over 22 000 kg up to 55 000 kg | 293 940 | 110 140 |
| Over 5 700 kg up to 22 000 kg (including HPA over 2 730 kg up to 5 700 kg) | 48 050 | 16 320 |
| Over 2 730 kg up to 5 700 kg (including HPA over 1 200 kg up to 2 730 kg) | 5 320 | 1 770 |
| Over 1 200 kg up to 2 730 kg (including HPA up to 1 200 kg) | 2 460 | 830 |
| Up to 1 200 kg | 230 | 70 |
| Onboard-Piloted Vertical Take-Off and Landing (VTOL) Aircraft | | |
| Large | 102 930 | 37 740 |
| Medium | 57 190 | 21 280 |
| Small | 23 880 | 8 670 |
| Very Light | 3 700 | 1 230 |
| Other Onboard-Piloted Aircraft | | |
| Balloons | 840 | 360 |
| Airships Large | 4 000 | 1 330 |
| Airships Medium | 2 460 | 820 |
| Airships Small | 1 970 | 660 |
| Propulsion | | |
| Turbine engines with take-off thrust over 25 KN or take-off power output over 2 000 kW | 120 090 | 32 140 |
| Turbine engines with take-off thrust up-to 25 KN or take-off power output up to 2 000 kW | 58 180 | 27 450 |
| Non turbine engines | 1 120 | 140 |
| CS-22.H, CS-VLR App. B engines | 610 | 310 |
| Propeller for use on aircraft over 5 700 kg MTOW | 420 | 220 |
| Propeller for use on aircraft up to 5 700 kg MTOW | 240 | 50 |
| CS-22J Class Propeller | 230 | 70 |
| Parts and Non-installed Equipment | | |

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

| | | |
|------------------------------------|--------|--------|
| Value above EUR 20 000 | 2 440 | 680 |
| Value between EUR 2 000 and 20 000 | 1 290 | 460 |
| Value below EUR 2 000 | 520 | 420 |
| Auxiliary Power Unit (APU) | 87 880 | 10 510 |

By derogation from the table above, the following shall apply:

- A. For freighter versions of an aircraft that have their own type certificate, a coefficient of 0,85 is 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 is applied to the fourth and subsequent certificates subject to the same flat fee in the same fee category identified in the table above.
- C. The hourly rate set out in Part II of the Annex, up to the level of the full fee for the relevant fee category shall be charged in the following cases:
 1. For aircraft
 - a. which are out of production for more than 20 years, or
 - b. of which less than 50 units have been produced worldwide, or
 - 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 engines and propellers
 - a. which are out of production for more than 20 years, or
 - 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 parts and non-installed equipment
 - a. which are out of production for more than 15 years, or
 - b. of which less than 400 units have been produced worldwide, or
 - c. of which 400 or more units have been produced worldwide, provided that certificate holder demonstrates that the part or non-installed equipment is installed in less than 50 aircraft in service.

The criteria established in point C shall be assessed by reference to the 1st of 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 above, is limited to one year after its issuance.

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

TABLE 9A

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

| Approval fee (EUR) | | | | | |
|------------------------|-----------|----------|----------------|----------|-------|
| | 1A | 1B 2A | 1C 2B 3A | 2C 3B | 3C |
| Staff related below 10 | 14 400 | 11 330 | 8 470 | 5 720 | 4 430 |
| 10 to 49 | 40 510 | 28 930 | 17 360 | 11 580 | — |
| 50 to 399 | 179 410 | 134 600 | 89 620 | 68 660 | — |
| 400 to 999 | 358 820 | 269 030 | 224 220 | 188 770 | — |
| 1 000 to 2 499 | 717 640 | — | — | — | — |
| 2 500 to 4 999 | 1 076 300 | — | — | — | — |
| 5 000 to 7 000 | 1 152 600 | — | — | — | — |
| Over 7 000 | 5 979 800 | — | — | — | — |
| Surveillance fee (EUR) | | | | | |
| | 1A | 1B 2A | 1C 2B 3A | 2C 3B | 3C |
| Staff related below 10 | 7 200 | 5 670 | 4 240 | 2 860 | 2 210 |
| 10 to 49 | 20 260 | 14 470 | 8 680 | 5 780 | — |
| 50 to 399 | 78 060 | 58 590 | 38 930 | 31 250 | — |
| 400 to 999 | 156 260 | 117 230 | 97 650 | 85 920 | — |
| 1 000 to 2 499 | 312 520 | — | — | — | — |
| 2 500 to 4 999 | 468 780 | — | — | — | — |
| 5 000 to 7 000 | 995 500 | — | — | — | — |
| Over 7 000 | 2 604 820 | — | — | — | — |

TABLE 9B

Alternative Procedures to Design Organisation Approval(referred to in Subpart J of Section A of Annex I (Part 21) to Commission Regulation (EU) No 748/2012)

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

| Category | Description | Fee (EUR) |
|----------|--|-----------|
| 1A | Type certification | 7 940 |
| 1B | Type certification — Continued airworthiness only | 3 180 |
| 2A | Supplemental type certificates (STCs) and/or major repairs | 6 350 |
| 2B | STCs and/or major repairs — Continued airworthiness only | 2 650 |
| 3A | ETSOA | 6 350 |
| 3B | ETSOA — Continued airworthiness only | 3 180 |

TABLE 10

Production Organisation Approval (referred to in Subpart G of Section A of Annex I (Part 21) to Commission Regulation (EU) No 748/2012)

Approval fee (EUR)

| | Highest Priced Product below EUR 5 000 ^a | Highest Priced Product between EUR 5 000 and 100 000 ^a | Highest Priced Product above EUR 100 000 ^a |
|--------------------------|---|---|---|
| Staff related below 100 | 20 650 | 39 710 | 55 600 |
| Between 100 and 499 | 31 770 | 63 540 | 111 200 |
| Between 500 and 999 | 59 570 | 119 140 | 238 280 |
| Between 1 000 and 4 999 | 158 850 | 317 700 | 794 250 |
| Between 5 000 and 20 000 | 595 670 | 1 191 380 | 2 779 880 |
| Over 20 000 | 992 810 | 1 985 630 | 3 971 250 |

Surveillance fee (EUR)

| | Highest Priced Product below EUR 5 000 ^a | Highest Priced Product between EUR 5 000 and 100 000 ^a | Highest Priced Product above EUR 100 000 ^a |
|-------------------------|---|---|---|
| Staff related below 100 | 13 770 | 26 480 | 37 070 |
| Between 100 and 499 | 21 180 | 42 360 | 74 120 |
| Between 500 and 999 | 39 710 | 79 430 | 158 580 |

^a 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.

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

| | | | |
|--------------------------|---------|-----------|-----------|
| Between 1 000 and 4 999 | 105 900 | 211 800 | 529 500 |
| Between 5 000 and 20 000 | 397 130 | 794 290 | 1 853 250 |
| Over 20 000 | 625 000 | 1 323 750 | 2 647 500 |

a 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 I (Part-M) Subpart F, and in Annex II (Part-145) to Commission Regulation (EU) No 1321/2014) ⁰

| | Approval fee ^b EUR | Surveillance fee ^b EUR |
|-----------------------|---|---|
| Staff related below 5 | 3 700 | 2 830 |
| Between 5 and 9 | 6 150 | 4 920 |
| Between 10 and 49 | 24 620 | 15 250 |
| Between 50 and 99 | 39 400 | 30 500 |
| Between 100 and 499 | 52 660 | 40 770 |
| Between 500 and 999 | 72 720 | 56 300 |
| Over 999 | 102 100 | 79 000 |
| Technical ratings | Flat fee based on technical rating ^c EUR | Flat fee based on technical rating ^c |
| A 1 | 20 980 | 16 240 |
| A 2 | 4 780 | 3 700 |
| A 3 | 9 540 | 7 380 |
| A 4 | 950 | 740 |
| B 1 | 9 540 | 7 380 |
| B 2 | 4 780 | 3 700 |
| B 3 | 950 | 740 |
| C/D | 950 | 740 |

a 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).

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 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.

TABLE 12

Maintenance Training Organisation Approval(referred to in Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014)

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

| | Approval fee (EUR) | Surveillance fee (EUR) |
|--|--------------------|------------------------|
| Staff related below 5 | 3 700 | 2 830 |
| Between 5 and 9 | 10 460 | 8 120 |
| Between 10 and 49 | 22 510 | 20 820 |
| Between 50 and 99 | 43 750 | 34 660 |
| Over 99 | 57 610 | 52 950 |
| Fee for: | 3 530 | 2 650 |
| — approval of an MTOE ‘off-site’ procedure ^a | 3 530 | 2 650 |
| — second and subsequent additional facility ^{bc} | | |
| Fee for second and subsequent additional training course ^{bc} | 3 530 | — |

a As referred to in Subpart B of Section A of Annex IV (Part-147) to Commission Regulation (EU) No 1321/2014.

b 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.

c 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 Subpart G of Annex I (Part-M) to Commission Regulation (EU) No 1321/2014)

| | Flat fee ^a (EUR) |
|------------------|-----------------------------|
| Approval fee | 52 950 |
| Surveillance fee | 52 950 |

| Technical ratings | Flat fee based on technical rating ^b (EUR) — Initial approval | Flat fee based on technical rating ^b (EUR) — Surveillance |
|------------------------------------|--|--|
| A1 = aeroplanes above 5 700 kg | 13 240 | 13 240 |
| A2 = aeroplanes 5 700 kg and below | 6 620 | 6 620 |
| A3 = helicopters | 6 620 | 6 620 |
| A4: all others | 6 620 | 6 620 |

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

b For organisations that hold several A ratings, only the highest fee shall be charged.

*Status: Point in time view as at 16/12/2019.**Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)*

TABLE 14

Flight Simulation Training Devices (FSTDs) and organisations(referred to in Subpart FSTD of Part-ARA and Subpart FSTD of Part-ORA of Commission Regulation (EU) No 1178/2011, as amended) ⁰

| Organisation approval fee (EUR) | | | |
|--|---|---|---|
| Flat fee per location | 12 350 | | |
| 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) | 32 110 | 39 520 | 45 940 |
| Flight Training Device (FTD) | 13 590 | 16 070 | 22 480 |
| | Single engine piston or equivalent | Multi engine piston or equivalent | Single/multi engine turboprop or turbofan or equivalent |
| Flight Navigation Procedure Trainer (FNPT) | 9 880 | 13 590 | 18 530 |
| Organisation surveillance fee (EUR) | | | |
| Flat fee per location (complex) | 5 560 | | |
| Flat fee per location (non-complex) | 2 780 | | |
| Device surveillance fee (EUR) | | | |
| Full Flight Simulator (FFS) | 9 130 | | |
| Full Flight Simulator (FFS) — Aeroplane only — subject to bilateral agreement ^b | 2 800 | | |
| Flight Training Device (FTD) | 5 210 | | |
| a | 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. 1–193). | | |
| b | Only applicable to the flight simulator(s) located in the third country of the bilateral agreement. | | |

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

| | Single engine piston or equivalent | Multi engine piston or equivalent | Single/multi engine turboprop or turbofan or equivalent |
|---|------------------------------------|-----------------------------------|---|
| Flight Navigation Procedure Trainer (FNPT) | 3 710 | 4 940 | 7 410 |
| Extended Evaluation Programme (EEP) — Organisation surveillance fee (EUR) | | | |
| Flat fee per location (complex) | 11 120 | | |
| Flat fee per location (non-complex) | 5 560 | | |
| Device surveillance fee (EUR) | | | |
| | EEP 3 years | | |
| Full Flight Simulator (FFS) | 4 090 | | |
| Flight Training Device (FTD) | 2 440 | | |
| | Single engine piston or equivalent | Multi engine piston or equivalent | Single/multi engine turboprop or turbofan or equivalent |
| Flight Navigation Procedure Trainer (FNPT) | 1 900 | 2 310 | 3 300 |
| | EEP 2 years | | |
| Full Flight Simulator (FFS) | 5 310 | | |
| Flight Training Device (FTD) | 3 170 | | |
| | Single engine piston or equivalent | Multi engine piston or equivalent | Single/multi engine turboprop or turbofan or equivalent |
| Flight Navigation Procedure Trainer (FNPT) | 2 350 | 2 970 | 4 330 |

a 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. 1–193).

b Only applicable to the flight simulator(s) located in the third country of the bilateral agreement.

Status: Point in time view as at 16/12/2019.

Changes to legislation: There are currently no known outstanding effects for the Commission Implementing Regulation (EU) 2019/2153. (See end of Document for details)

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 | 900 |
| Continuation of existing approvals, per period of 12 months | 900 |

PART II

Certification tasks or services charged on an hourly basis

Hourly rate

| | |
|--------------------------------|-----|
| Applicable hourly rate (EUR/h) | 247 |
|--------------------------------|-----|

Hourly basis according to the tasks concerned ⁰:

| | |
|---|------------------------|
| Production without approval | 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 |
| 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 |
| 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 |

^a 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 Union Aviation Safety Agency.

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| | |
|---|---------|
| 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 |

a 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 Union Aviation Safety Agency.

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 the Appendix;
 - b) for other types of training services or related requests, in accordance with the hourly rate set out in the Appendix;
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 EASA 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 in case 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;

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- 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.

C. **Reimbursement of travel expenses**

1. Notwithstanding any exemption granted in accordance with point B, and subject to paragraph 3, the 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 $d = v + a + h$.
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⁽⁵⁾;
 - 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⁽⁶⁾; in case of missions relating to several projects, the amount shall be subdivided accordingly.
3. Authorities, organisations or stakeholders as referred to in point B(a) may be exempted from the reimbursement of travel expenses under paragraph 1 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.

| Appendix to Part IIa | Class-room training | Training duration in days | 0.5 | 1 | 1.5 | 2 | 2.5 | 3 | 3.5 | 4 | 4.5 | 5 | Individual training charge (EUR/day) |
|----------------------|---------------------|---------------------------|-----|-----|-----|------|------|------|------|------|------|------|--------------------------------------|
| | | | 440 | 710 | 925 | 1088 | 1263 | 1425 | 1725 | 2000 | 2252 | 2500 | Session charge (EUR/day) |
| | | | 500 | 700 | 700 | 700 | 1000 | 1000 | 1000 | 1000 | 1000 | 1000 | 3 |

| Online training | Training duration in hours | | | | | | | |
|---------------------------------------|----------------------------|-----|-----|-----|-----|-----|-----|-----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Individual training charge (EUR/hour) | 50 | 100 | 150 | 200 | 250 | 300 | 350 | 400 |

Other training services: Hourly rate in accordance with Part II of this Annex.

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 |

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| | |
|--|-------------|
| | 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) ‘Certification specifications’ (CSs) referred to in this Annex are those adopted pursuant to Article 76(3) of Regulation (EU) 2018/1139 and published on the Agency’s website (<https://www.easa.europa.eu/document-library/certification-specifications>).
- (2) ‘VTOL’ refers to rotorcraft or any other heavier-than-air aircraft that has the capability of vertical take-off and/or vertical landing. ‘HTOL’ refers to any heavier-than-air aircraft that is not a VTOL.
- (3) ‘VTOL Large Aircraft’ refers to CS-29 and CS-27 CAT A aircraft; ‘VTOL Small Aircraft’ refers to CS-27 aircraft with maximum take-off weight (MTOW) below 3 175 kg and limited to 4 seats, including pilot; ‘VTOL Medium Aircraft’ refers to other CS-27 aircraft.
- (4) High-performance aircraft (HPA) in the weight category up to 5 700 kg are those aeroplanes that have an Mmo greater than 0,6 and/or a maximum operating altitude

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above 25 000 ft. They shall be charged one category above the category determined by their MTOW, but not exceeding the category ‘over 5 700 kg up to 22 000 kg’.

- (5) ‘Small Airships’ refers to:
- all Hot-Air Airships independent of their size,
 - Gas Airships up to a volume of 2 000 m³;

‘Medium Airships’ refers to Gas Airships with a volume of more than 2 000 m³ up to 15 000 m³;

‘Large Airships’ refer to Gas Airships with a volume of more than 15 000 m³.

- (6) In Tables 1, 4 and 8 of Part I of the Annex, the values of the ‘Parts and Non-installed equipment’ refer to the relevant manufacturer’s list prices. In Table 10 of Part I, the highest priced product corresponds to the 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.
- (7) For fees levied in accordance with Tables 2 to 4 and 8 of Part I of the 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 case of an even distribution of fee category, the higher fee category applies. For applications relating to several type designs (AML), the highest fee category is applicable.
- (8) If an application includes the concept of establishing an Approved Model List, the corresponding fee increased by 20 % shall apply. For the revision of an approved model list, the fees listed in Tables 2, 3, and 4 of Part I of the Annex shall apply.
- (9) In Tables 2 and 3 of Part I of the 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 | 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 (ref. GM 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 this GM 21.A.101 |
| EASA major design changes | | | | |

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| | | | | |
|---------------------------|---|--|------------|--|
| | <p>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</p> | | | <p>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 2 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.</p> |
| <p>EASA major repairs</p> | | | <p>n/a</p> | <p>n/a</p> |

- (10) In Table 5 of Part I of the 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.
- (11) In Table 9A of Part I of the Annex, Design Organisations are categorised as follows:

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| Design Organisation Agreement 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) |

- (12) In Tables 9A, 10, 11 and 12 of Part I of the Annex, the number of staff taken into account is the number of staff related to activities under the scope of the agreement.
- (13) Table 14, '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.

EEP2: The period of 12 months extended up to a maximum of 24 months according to point ORA.FSTD.225.

EEP3: The period of 12 months is extended up to a maximum of 36 months according to point ORA.FSTD.225.

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- (1) [OJ L 212, 22.8.2018, p. 1.](#)
- (2) Commission Regulation (EU) No 319/2014 of 27 March 2014 on the fees and charges levied by the European Aviation Safety Agency, and repealing Regulation (EC) No 593/2007 ([OJ L 93, 28.3.2014, p. 58](#)).
- (3) See 'Current per diems rates' as communicated on the Commission's EuropeAid website (http://ec.europa.eu/europeaid/work/procedures/implementation/per_diems/index_en.htm).
- (4) See 'Standard number of hours' as communicated in the 'Standard travel time list' on the Agency's website (<https://www.easa.europa.eu/>).
- (5) See 'Current per diems rates' as communicated on the Commission's EuropeAid website (https://ec.europa.eu/europeaid/work/procedures/implementation/per_diems/index_en.htm_en).
- (6) See 'Standard number of hours' as communicated in the 'Standard travel time list' on the Agency's website (<https://www.easa.europa.eu/>).

Status:

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Changes to legislation:

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