European Union Aviation Safety Agency

C - Fees for the Approval of Organisations

C.1 - General

C.1.1 - When is the application or surveillance fee due?

Answer

- The application fee is due prior to the commencement of any work.
- All invoices issued so far for the related project must have been paid before EASA issues, maintains or amends a certificate.
- The first annual surveillance fee is due after receiving the certificate and upon receipt of the invoice.
- The above method applies to flat fees and hourly fees (the first invoice is based on an estimate of working hours).

Last updated:
17/01/2026

Link:
https://www.easa.europa.eu/en/faq/19312

C.1.2 - Should administrative staff be included in the calculation of the number of staff?

Answer

Only administrative staff required to comply with the applicable regulation and associated AMC/Guidance Material should be included in the calculation of the number of staff.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19315

C.1.3 - Should the total number of staff include contracted employees,

employed by the company on a one year or two-year contract basis?

Answer

Any staff employed by the organisation are considered for the total number of staff. Contracted staff shall be identified by the organisation in box "contractors" in the appropriate EASA Form and they will be added to the total number of staff for the purpose of fee calculation.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19316

C.1.4 - Can I apply for a re-calculation of my fee if there is a change of rating or scope within the invoice period?

Answer

In the event of a change in the rating or the scope during the year covered by the surveillance fee, the Agency will re-calculate the fee for the next billing cycle(s) of the surveillance fee, following approval of the change.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19317

C.1.5 - Can I apply for a re-calculation of my fee if there is a change in the capacity of my organisation following, for example, a reorganisation, restructuring or redundancy programme?

Answer

In the event of a change in the activity of an organisation, e.g. change to the number of staff, change of the facilities and/or courses, and upon declaration and approval of this change as a significant change with the appropriate EASA Form, the Agency will re-calculate the fee for the next billing cycle(s) of the surveillance fee, following approval of the change.

Last updated:

13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19318

C.2 - Design Organisation Approval (DOA) and Alternative Procedure for Design Organisation Approval (AP DOA)

C.2.1 Which application form should I use?

Answer

Please use the application forms published on the Application Forms page under 'Design Organisations'.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19319

C.2.2 – What are the fees applicable to DOA?

Answer

Regulation (EU) 2025/2347 is applicable from 1 January 2026. The fees for DOA are outlined in Table 9A of the Annex – Part I to the regulation.

The fee category is determined by two elements:

- the type of activity for which a DOA is requested (DOA category)
- the number of staff related to the activities under the scope of the DOA

The approval fee in Table 9A is due per application and per 12-month period.

The surveillance fee is due every 12 months from DOA issuance.

The significant change approval fee is levied per application and applies to each individual change of the DOA responsibilities or procedures, terms of approval or DOA category. It does not apply to changes to the organisation or changes to the number of staff, refer to 21.A.247 and GM1 21.A.247, 21.A.245(d)(1)

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19321

C.2.3 - How do I calculate the number of staff for my DOA?

Answer

For all sites involved in design and certification activities under the approval, all staff involved in the following activities should be counted:

- Managing the design organisation
- Drawing, calculating, testing, simulating
- Producing and verifying compliance documentation
- Performing airworthiness office tasks
- Performing system monitoring

In addition, for design subcontractors, the following staff should be counted:

- All staff involved in producing compliance documents
- All staff involved in verifying compliance documents
- All staff involved in airworthiness office tasks

All staff involved in system monitoring

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19322

C.2.4 – What are the fees applicable to APDOA?

Answer

Regulation (EU) 2025/2347 is applicable from 1 January 2026. The fees for Alternative Procedures to DOA (APDOA) are outlined in Table 9B of the Annex – Part I to the regulation.

The approval fee in Table 9B (Category 1A, 2A, 3A) is due per application.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19323

C.3 - Production Organisation Approval (POA)

C.3.1 - Which application form should I use?

Answer

Please use the application forms published on the Application Forms page under ‘Production Organisations’.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19324

C.3.2 – What are the fees applicable to POA?

Answer

Regulation (EU) 2025/2347 is applicable from 1 January 2026. The fees for POA are outlined in Table 10 of the Annex – Part I to the regulation.

The fee category is determined by two elements:

- the value (as mentioned in the 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
- the number of staff related to the activities under the scope of the POA

The approval fee in Table 10 is due per application.

The surveillance fee is due every 12 months from POA issuance.

Last updated:
13/01/2026

Link:
https://www.easa.europa.eu/en/faq/19326

C.4 - Maintenance Organisation Approval (MOA) and Maintenance Training Organisation Approval (MTOA)

C.4.1 - Which application form should I use?

Answer

Please use the appropriate application form published on the Application Forms page under ‘Maintenance Organisations’.

Last updated:
26/01/2026

Link:
https://www.easa.europa.eu/en/faq/19327

C.4.2 – What are the fees applicable to MOA and MTOA?

Answer

Regulation (EU) 2025/2347 is applicable from 1 January 2026.

MOA

The fees for MOA are outlined in Table 11 of the Annex – Part I to(EU) 2025/2347.

The fee due is the sum of the following two elements:

- a flat fee based on the number of staff
- a flat fee based on the (highest) technical rating
- For initial organisation approval, the staff related fee applies and includes the first facility and the first training course. Second and subsequent facilities and courses are charged separately.
- For already approved organisations applying for additional facilities or training courses, each facility or training course will be charged the applicable fee.

The MOA approval fee is due per application. The MOA surveillance fee is due every 12 months from MOA issuance.

For an MOA that holds several A and/or B ratings, only the highest rating will be charged. For organisations that hold one or several C and/or D ratings, every rating will be charged the ‘C/D rating’ fee.

MTOA

The fees for MTOA are outlined in Table 12 of the Annex – Part I to(EU) 2025/2347.

The MTOA approval fee is due per application. The MTOA surveillance fee is due every 12 months from MOA issuance. It consists of the staff related surveillance fee plus the fee for each second and subsequent location.

Last updated:

26/01/2026

Link:

https://www.easa.europa.eu/en/faq/19329

C.4.6 - Do I have to pay fees for each MTOA facility?

Answer

Approval fee: One facility is included in the organisation approval fee. Additional approval fees are charged for the second and each subsequent facility (added with the initial application or at a later stage).

Surveillance fee: One facility is included in the annual organisation surveillance fee. Additional surveillance fees are charged for the second and each subsequent facility. For facilities approved **after** the initial organisation approval, the surveillance fee will be adapted as of the next fee cycle following the approval of the change.

Temporary sites, as detailed in the MOE, are not subject to fees.

<table>
<tr><td colspan="2">Permanently approved site* as detailed in MTOE § 1.6</td></tr>
<tr><td>Approval</td><td>Surveillance</td></tr>
<tr><td>Chargeable as follows:
fee applicable per site,
except for the first site declared in the MTOE
except for site located in the same country and within 90 min drive or 75 km from PPB or from a previously approved site if distinct from PPB
change of address consisting in moving a training site to a new location (previous site is cancelled)</td><td>Chargeable as follows:
fee applicable per site,
except for the first site declared in the MTOE
except for site located in the same country and within 90 min drive or 75 km from PPB or from a previously approved site if distinct from PPB</td></tr>
<tr><td colspan="2">Temporary site* (off-site training), when applicable and iaw dedicated procedure described in MTOE § 2.8 and/or § 2.16</td></tr>
</table>

Chargeable as follows: • flat fee for the approval of an "off-site training/examination" procedure to be described in the MTOE (MTOE § 2.8 and/or § 2.16) • flat fee is equivalent to 1 additional site as per regulation (EC) 2025/2347	Chargeable as follows: • flat fee for the surveillance of "off- site" trainings and examinations • independent from the number of training/examination occurrences • flat fee is equivalent to 1 additional site as per regulation (EC) 2025/2347

* policy applicable to organisation and sub-contractor site

Last updated:

28/01/2026

Link:

https://www.easa.europa.eu/en/faq/19330

C.4.7 - Do I have to pay fees for each training course?

Answer

One training course is included in the initial approval fee. If you offer more than one training course, approval fees are charged for each additional course (added with the initial application or at a later stage).

Changes, upgrades, amendments to existing training courses are not subject to fees.

No additional surveillance fee is charged for training courses.

Basic training	**Approval*** (exception applies if one of the listed conditions is met)

Cat B1.1	Chargeable, except when: • already approved for B1.2 • concurrently applying for B1.2 • already approved for B1.1 • concurrently applying for B1.1 • already approved for B1.4 • concurrently applying for B1.4 • already approved for B1.3 • concurrently applying for B1.3 • already approved for B1.1 • already approved for A2 • concurrently applying for B1.1 or A2
Cat B1.2	Chargeable, except when:
Cat B1.3	Chargeable, except when:
Cat B1.4	Chargeable, except when:
Cat B2	Chargeable
Cat B3	Chargeable
Cat A1	Chargeable, except when:
Cat A2	Chargeable, except when: • already approved for B1.2 • already approved for A1 • concurrently applying for B1.2 or A1
Cat A3	Chargeable, except when: • already approved for B1.3 • already approved for A4 • concurrently applying for B1.3 or A4
Cat A4	Chargeable, except when: • already approved for B1.4 • already approved for A3 • concurrently applying for B1.4 or A3
Cat (B1.X+B2)	Chargeable, except when: • already approved for B1.X and B2 • concurrently applying for B1.X and B2

“Bridging” course (i.e. Cat B1.X to Cat B1.Y)	Chargeable, except when: • already approved for B1.X and B1.Y • concurrently applying for B1.X and B1.Y

* applicable whenever the course is applied for either as part of an initial application for an organisation approval, or when the course is added to an existing approved scope of approval.

Type training	**Approval*** (exception applies if one of the listed conditions is met)
Type Cat B1 (theory + practical)	Chargeable, except when: • addition of a model when already approved for another model of the same Part 66 Type Rating **Example 1**: addition of A321 (CFM56) to an already approved A319/A320 (CFM56) course. **Example 2**: addition of GIV-X (G450) to an already approved GIV-X (G350) course. • addition of an additional power-plant to a type course already approved or pending approval **Example**: addition of A320 (V2500) course to an already approved A320 (CFM56) course. **Counter-example**: addition of Airbus A300-600 to A300 classic is chargeable. • Concurrently applying for (B1+B2) (theory + practical)

Type Cat B2 (theory + practical)	Chargeable, except when: • addition of a model when already approved for another model of the same Part 66 Type Rating **Example 1**: addition of A321 (CFM56) to an already approved A319/A320 (CFM56) course. **Example 2**: addition of GIV-X (G450) to an already approved GIV-X (G350) course. • addition of an additional power-plant to a type course already approved or pending approval **Example**: addition of A320 (V2500) course to an already approved A320 (CFM56) course. **Counter-example**: addition of Airbus A300-600 to A300 classic is chargeable. • Concurrently applying for (B1+B2) (theory + practical)
C	Chargeable, except when: • already approved for B1 or B2 • concurrently applying for B1 or B2
A	Chargeable, except when: • already approved for B1 • concurrently applying for B1
“Differences” course (theory / practical)	Chargeable**, except when: • already approved for full B1 or B2 course (as applicable) for at least one of the 2 aircraft type ratings on which the difference course is based • concurrently applying for the full B1 or B2 course (as applicable) for at least one of the 2 aircraft type ratings on which the difference course is based ** a difference course means: from aircraft A to aircraft B, or from aircraft B to aircraft A. In case both courses are submitted, only 1 is chargeable.

Type Cat (B1+B2) (theory + practical)	Chargeable, except when: • already approved for B1 (theory + practical) and B2 (theory + practical) • concurrently applying for B1 (theory + practical) and B2 (theory + practical)
Type Cat B1 (theory only)	Chargeable, except when: • already approved for (B1 + B2) (theory) • concurrently applying for (B1 + B2) (theory) • addition of a model when already approved for another model of the same Part 66 Type Rating **Example 1**: addition of A321 (CFM56) to an already approved A319/A320 (CFM56) course. **Example 2**: addition of GIV-X (G450) to an already approved GIV-X (G350) course. • addition of an additional power-plant to a type course already approved or pending approval **Example**: addition of A320 (V2500) course to an already approved A320 (CFM56) course. **Counter-example**: addition of Airbus A300-600 to A300 classic is chargeable.

Type Cat B2 (theory only)	Chargeable, except when: • already approved for (B1 + B2) (theory) • concurrently applying for (B1 + B2) (theory) • addition of a model when already approved for another model of the same Part 66 Type Rating **Example 1**: addition of A321 (CFM56) to an already approved A319/A320 (CFM56) course. **Example 2**: addition of GIV-X (G450) to an already approved GIV-X (G350) course. • addition of an additional power-plant to a type course already approved or pending approval **Example**: addition of A320 (V2500) course to an already approved A320 (CFM56) course. **Counter-example**: addition of Airbus A300-600 to A300 classic is chargeable.
Type Cat B1 (practical only)	Chargeable, except when: • already approved for B1 (theory) • already approved for (B1 + B2) (practical) • concurrently applying for (B1 + B2) (practical) • addition of a model when already approved for another model of the same Part 66 Type Rating **Example 1**: addition of A321 (CFM56) to an already approved A319/A320 (CFM56) course. **Example 2**: addition of GIV-X (G450) to an already approved GIV-X (G350) course. • addition of an additional power-plant to a type course already approved or pending approval **Example**: addition of A320 (V2500) course to an already approved A320 (CFM56) course. **Counter-example**: addition of Airbus A300-600 to A300 classic is chargeable.

Type Cat B2 (practical only)	Chargeable, except when: • already approved for B2 (theory) • already approved for (B1 + B2) (practical) • concurrently applying for (B1 + B2) (practical) • addition of a model when already approved for another model of the same Part 66 Type Rating **Example 1**: addition of A321 (CFM56) to an already approved A319/A320 (CFM56) course. **Example 2**: addition of GIV-X (G450) to an already approved GIV-X (G350) course. • Addition of an additional power-plant to a type course already approved or pending approval **Example**: addition of A320 (V2500) course to an already approved A320 (CFM56) course. **Counter-example**: addition of Airbus A300-600 to A300 classic is chargeable.
Type Cat (B1 + B2) (theory only)	Chargeable, except when: • already approved for B1 (theory) and B2 (theory) • concurrently applying for B1 (theory) and B2 (theory)
Engine course only (B1 or B2)	Chargeable, except when: • already approved for full course (airframe + engine) • concurrently applying for full course (airframe + engine)
Airframe course only (B1 or B2)	Chargeable, except when: • already approved for full course (airframe + engine) • concurrently applying for full course (airframe + engine)

Avionics course only (B1 or B2)	Chargeable, except when: • already approved for full course (airframe + engine + avionics) • concurrently applying for full course (airframe + engine + avionics)
Reduced course for experienced engineers (B1 or B2)	Chargeable, except when: • already approved for full course • concurrently applying for full course

* applicable whenever the course is applied for either as part of an initial application for an organisation approval, or when the course is added to an existing approved scope of approval.

Last updated:
28/01/2026

Link:
https://www.easa.europa.eu/en/faq/19331

C.4.3 – Is the approval fee time-limited?

Answer

The approval fee is not time-limited, it covers the initial process up to approval of the organisation, facility and/or training course. For the continued validity of the organisation and/or facility approval, following issuance of the approval, the applicant is charged an annual surveillance fee.

Refer to **C.4.2 – What are the fees applicable to MOA and MTOA?**

Last updated:
27/01/2026

Link:
https://www.easa.europa.eu/en/faq/19332

C.4.4 – How do I calculate the total number of staff?

Answer

MOA

The calculation must consider all staff employed by the organisation to comply with EASA Part-145. This number should include (but is not limited to) the nominated persons in accordance with Part-145.A.30 a & b, post-holders, managers, supervisors, certifying staff, technicians and mechanics for aircraft, engines and components, NDT personnel, technical support personnel such as planners, engineers, technical record staff, librarians, quality control/assurance staff, specialised services staff, training staff, store department staff, purchasing department staff, contract staff in the above categories. Some of these staff are not considered as technical staff but shall be included in the total number of staff.

MTOA

The calculation must consider all staff employed by the organisation to comply with EASA Part-147. This number should include (but is not limited to) the nominated persons in accordance with Part 147.A.105 a, b & c, managers, quality assurance staff, trainers, examiners, practical assessors, instructors, contract staff in the above categories.

Last updated:
27/01/2026

Link:
https://www.easa.europa.eu/en/faq/19339

C.4.5 – What are the fees due if an MOA has multiple ratings?

Answer

If the MOA has multiple A and/or B ratings, only the highest fee (A or B) will be charged.

Example: An MOA with ratings A1, A2, A3, A4 and B1, B2, B3 will be charged rating A1.
An MOA with ratings B1, B2, B3 will be charged rating B1.

An MOA holding several C and/or D ratings will be charged the ‘C/D rating’ fee for each rating within that category (i.e. ‘C/D rating’ fee multiplied by the number of C/D ratings held).

Last updated:
27/01/2026

Link:
https://www.easa.europa.eu/en/faq/19340

C.5 - Third Country Operators (TCO)

C.5.1 – Why are TCO applications subject to fees?

Answer

New Commission Implementing Regulation (EU) 2025/2347 on the EASA fees and charges is applicable from 1 January 2026. It foresees the invoicing of an authorisation fee for new TCO applications, an annual monitoring fee for authorised TCOs, fees for further TCO assessment (including on-site visits and meetings) as deemed necessary by EASA and a fee for TCO one-off notifications.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142946

C.5.2 – What do I have to pay for TCO authorisation?

Answer

The fees applicable for TCO authorisation and monitoring are outlined in Table 7A of Annex I – Part I of (EU) 2025/2347.

The authorisation fee applies to all new applications for TCO authorisation submitted as of 1 January 2026. Once the TCO authorisation is granted, an annual monitoring fee applies which will be invoiced upon issuance of the TCO authorisation and, thereafter, at the start of each subsequent billing cycle (every 12 months).

For TCO authorisations already in place on 1 January 2026, the monitoring fee applies from that date and will be invoiced at the start of each annual billing cycle in early January.

Further fees may apply as outlined in **C.5.10 – Are there any other EASA fees related to TCO?**

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142947

C.5.3 – Is the TCO authorisation fee time-limited?

Answer

No, the initial TCO authorisation application fee is not limited in time. It will be invoiced upon acceptance of the application and covers all (standard) technical work performed by EASA up to initial TCO authorisation.

Should EASA decide that further TCO assessment is necessary, additional fees may apply as outlined in **C.5.10 – Are there any other EASA fees related to TCO?**

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142948

C.5.4 – Do I have to pay for changes to my TCO authorisation?

Answer

No. All changes to the TCO authorisation are covered by the annual monitoring fee.

See also **C.5.8 – Why do I have to pay a monitoring fee?**

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142949

C.5.5 – How do I calculate the fleet size?

Answer

The fleet size is the total number of aircraft to be operated in Europe under the TCO authorisation. Where the TCO operates both aeroplanes and helicopters, please provide the combined total number of aircraft.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142950

C.5.6 – Do I have to pay if I withdraw my application for TCO authorisation,

or if my application is rejected by EASA?

Answer

Upon withdrawal or rejection of an application for TCO authorisation, EASA will credit the authorisation fee (if already paid) and invoice the number of work hours performed by EASA up to the date of withdrawal or rejection.

The applicable hourly rate can be found in Part II of the Annex to (EU) 2025/2347. Note that the hourly rate is subject to annual indexation as described in (EU) 2025/2347 Article 3 (5).

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142951

C.5.7 – Do I have to pay the TCO authorisation fee again if I re-apply after withdrawal or rejection of my previous application, or after surrender or revocation of my previous TCO authorisation?

Answer

Yes. The TCO authorisation fee is due for any new application following

- withdrawal of a previous application by the applicant,
- rejection of a previous application by EASA,
- surrender of a previous TCO authorisation by the TCO, or
- revocation of a previous TCO by EASA.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142952

C.5.8 – Why do I have to pay a monitoring fee?

Answer

The monitoring fee covers the technical work performed by EASA for the continuous monitoring activities of the TCO authorisation. Even though the TCO authorisation is not time-limited, it is

subject to regular monitoring (also known as ‘oversight’ or ‘surveillance’).

Additionally, this fee covers all technical work related to changes such as the addition/removal of aircraft or addition/removal of aircraft type(s)/fleet(s).

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142953

C.5.9 – Do I have to pay the TCO monitoring fee if my TCO authorisation is suspended, invalidated, surrendered or revoked?

Answer

The annual TCO monitoring fee remains due for any TCO authorisation that is suspended or invalidated by EASA.

When a TCO authorisation is surrendered by the TCO or revoked by EASA, the monitoring fee is no longer due after the date of surrender or revocation. A monitoring fee already paid for the ongoing billing cycle (12-month period) will be credited and a new pro-rata invoice will be issued for 1/365th of the fee for each day the TCO authorisation was valid during that billing cycle.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142954

C.5.10 – Are there any other EASA fees related to TCO?

Answer

When further TCO assessment is justified during the initial TCO application or during TCO monitoring, according to the criteria set out in the Part-TCO regulation and following the established risk-based approach, EASA may decide to perform further assessment, invite operators to technical meetings (at EASA headquarters, remote or hybrid) or conduct an on-site audit to a TCO.

The above activities are subject to fees as outlined in Table 7B of Annex I – Part I of(EU)

2025/2347.

These fees are due in addition to the initial TCO authorisation fee or the TCO monitoring fee, as applicable. Travel costs for on-site visits will be charged on top of the respective flat fee.

Note that fees are subject to annual indexation as described in (EU) 2025/2347 Article 3 (5).

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142955

C.5.11 – What do I have to pay for a TCO one-off notification?

Answer

The fee applicable for TCO one-off notification is outlined in Table 7A (last row) of Annex I – Part I of (EU) 2025/2347. No monitoring fee applies for one-off notifications.

Note that applications for TCO one-off notification flights may only be submitted by operators that do not hold a TCO authorisation. Within 14 days following approval of the one-off notification, the holder is asked to apply for TCO authorisation.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142956

C.5.12 – Do I have to pay the TCO one-off notification fee even if I apply for TCO authorisation within 14 days?

Answer

Yes. The one-off notification fee covers the technical work performed for assessing the request for one-off notification. It will not be credited when the holder applies for TCO authorisation.

Technical work performed for assessing the TCO authorisation will be covered by the TCO authorisation fee.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142957

C.5.13 – Do I have to pay if the TCO one-off notification is refused?

Answer

Yes. Technical work needs to be performed to assess the request for one-off notification. Therefore, the fee applies, even if the outcome of the technical assessment is negative, i.e. the request for TCO one-off notification is refused.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142958

C.5.14 – When and how do I have to pay?

Answer

Please refer to question **A.3 - When do I have to pay?** and consult the 'General Conditions and Terms of Payment' available in the Downloads section of this page.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142959

C.5.15 – Why does EASA need additional billing data?

Answer

The address defined as 'billing address' and the person defined as 'billing contact' will be showing on all EASA invoices. EASA invoices will be sent by email to the address indicated under 'billing contact' (a generic mailbox is preferred). The billing contact person will be contacted for all issues related to the EASA invoice/s and will be responsible for ensuring the EASA terms of payment are honoured.

Please refer to the 'General Conditions and Terms of Payment' available in the Downloads section of this page.

If no billing data is submitted, we will assume that invoices should be issued to the applicant legal address and TCO contact person as indicated in the application form under points 2.1.1. and 2.1.3.

For TCO authorisations already in place on 1 January 2026, the first invoice will be issued to the TCO contact person identified in the TCO Web-Interface. Thereafter, TCOs will be given the opportunity to indicate a dedicated billing address and contact.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142960

C.5.16 – What will happen if my organisation does not pay the applicable fees?

Answer

The non-payment of fees due may lead to cancellation of any ongoing application or to the revocation of the TCO authorisation or removal of the TCO one-off privileges, even if technically accepted.

Additionally, any further application submitted by the same TCO may be subject to payment of the existing open debts and to the advance payment of the amount related to the new application.

Last updated:
18/12/2025

Link:
https://www.easa.europa.eu/en/faq/142961