European Union Aviation Safety Agency

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’.

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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.

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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.

Permanently approved site* as detailed in MTOE § 1.6	
Approval	**Surveillance**

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)	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
Temporary site* (off-site training), when applicable and iaw dedicated procedure described in MTOE § 2.8 and/or § 2.16	
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

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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.

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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?**

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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.

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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).

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