Fees & Charges — FAQ

Commission Implementing Regulation (EU) 2025/2347 (the fees and charges regulation) determines the tasks 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.

EASA periodically reviews its fees and charges to align them with changes in the aviation sector and its own cost basis. Regulation (EU) 2025/2347 is the outcome of the latest review, it is applicable as of 1 January 2026.

This page compiles Frequently Asked Questions (FAQ) concerning the Agency's system of fees and charges.

Please note that the Fees & Charges — FAQ are provided for convenience only. All information provided within is of a general nature only and is not intended to address the specific circumstances of any particular individual or entity. It may be used as guidance material but under no circumstances it may substitute, amend or otherwise affect in any way Commission Implementing Regulation (EU) 2025/2347. If, at any time, there is a discrepancy, inconsistency or conflict between the information provided in Fees & Charges — FAQ and information in the above-mentioned regulation, the latter shall prevail.

A - General

A.1 - Which application form should I use?

Answer

Application forms are available from the Application Forms website and should be submitted by email to the address indicated in the form.

The following applications should be submitted via the EASA Portal:

- Alternative Method of Compliance with Airworthiness Directive
- Application for Approval of Flight Conditions for a Permit to Fly
- Approval letter for manual revisions on behalf of the TCA
- ETSOA

- Export Certificate of Airworthiness
- Major Change
- Major Change to STC
- Major Repair
- Minor Change
- Minor Change to ETSOA
- Minor Change to STC
- Minor Repair
- Production Organisation Approval
- STC
- Surrender of Product or Organisation
- Validation of an EASA Certificate by the TCA

Further guidance is available through the EASA Portal, the application forms website and the completion instructions embedded in each application form.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19292

A.2 - Do I have to pay?

Answer

In general, all EASA certification tasks and service activities are chargeable. Implementing Regulation (EU) 2025/2347 of the European Commission requires the Agency to levy fees for the issuance of certificates and approvals and to levy charges for the provision of services.

The applicable fees and charges regulation and further information is published at Fees and Charges | EASA.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19294

A.3 - When do I have to pay?

Answer

Based on your application or based on your certificate or approval under the Agency's surveillance, you shall receive an invoice notifying you of the fee or charge to be paid. (EASA invoices feature the word "Invoice" in the title and an eight-digit invoice number starting with the digits '90'). Please do not pay anything before you have received such an invoice. The Terms of Payment for all invoices is 30 days (see also document 'General Conditions and Terms of Payment' in the Downloads section of this page).

Invoices are issued depending on the nature of the fee or charge:

- for applications subject to a one-time flat fee: after receipt and acceptance of the application by EASA
- for applications subject to an annual flat fee: after receipt and acceptance of the application by EASA and, thereafter, every 12 months up to approval
- for certificates/approvals subject to an annual surveillance/monitoring fee: after issuance of the certificate/approval and, thereafter, at the start of each annual billing cycle (every 12 months)
- for tasks subject to invoicing by work hours: on a quarterly, yearly or monthly basis
- for travel costs: as soon as the relevant data becomes available

In exceptional cases a payment may be required before the project can start or continue; in the case of hourly charging the invoice is based on the estimated number of working hours.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19295

A.4 - Who sets EASA's Fees and Charges?

Answer

EASA fees and charges are set by the European Commission and laid down in Implementing Regulation (EU) 2025/2347 (applicable from 1 January 2026). The fees and charges regulation is subject to periodic reviews to align with changes in the aviation sector and the Agency's cost basis.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19296

A.5 - How much do I have to pay?

Answer

The fees and charges due for each task are listed in the Annex to Implementing Regulation (EU) 2025/2347. The majority of tasks are subject to flat fees and charges as laid down in the tables of Part I of the Annex. Hourly fees and charges apply to the tasks listed in Part II of the Annex.

For projects invoiced on an hourly basis, a financial estimate may be requested from the Agency upon submission of the application, by ticking the appropriate box in the application form or by email to applicant.services [at] easa.europa.eu (applicant[dot]services[at]easa[dot]europa[dot]eu).

For applications submitted via the EASA Portal, the indicative costs will be displayed within the application form.

Note that fees and charges are subject to annual indexation as described in (EU) 2025/2347 Article 3(5). The adjusted rates are published in document ‘Leaflet on the fee evolution’ in the Downloads section of this page.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19297

A.6 - What are the transition rules for Implementing Regulation (EU) 2025/2347

Answer

After 1 January 2026, certain ongoing projects will still be invoiced in accordance with repealed Commission Implementing Regulation (EU) 2019/1253 – please refer to Article 21 ‘Transitional provisions’ of (EU) 2025/2347.

The provisions foresee that:

- (EU) 2025/2347 applies to all new applications submitted on or after 1 January 2026
- (EU) 2025/2347 applies to all working hours performed after 1 January 2026
- for tasks already subject to annual flat fees and ongoing on 1 January 2026, (EU) 2025/2347 applies from the first annual billing cycle starting after 1 January 2026
- for tasks changing from hourly rate to flat fee with (EU) 2025/2347 (refer to Tables 18 to 22 of

Annex Part I) projects already ongoing on 1 January 2026 will continue to be invoiced on an hourly basis up to completion of the tasks
- travel costs for missions started after 1 January 2026 shall be charged in accordance with (EU) 2025/2347
- the annual inflation indexation applies from 1 January 2027

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19298

A.7 - How is the inflation rate applied?

Answer

For fees and charges under regulation (EU) 2025/2347, and per Article 3(5) of that regulation, all fees and charges listed in Parts I, II and IIa of the Annex will be indexed by the inflation rate yearly on 1 January - starting on 1 January 2027.

The adjusted rates are published in the 'Leaflet on the fee evolution' in the Downloads section of this page.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19299

A.8 - How much do I have to pay if I withdraw or interrupt my application, or if the Agency terminates the certification task or service?

Answer

Per Articles 10 and 16 of (EU) 2025/2347:

- For the tasks referred to in Tables 1, 2, 3, 6 (point 1.), 9A (approval fee) and 23 of Part I of the Annex to (EU) 2025/2347, where the fee/charge is levied per application and per period of 12 months, the balance for the ongoing 12-month period will be 1/365th of the relevant annual fee/charge per day. For the periods preceding the ongoing 12-month period, the applicable fees remain due.
- For the tasks referred to in Tables 4, 5, 6 (point 2.), 15 and 19D of Part I of the Annex and

for tasks with a fixed amount of hours referred to in Part II of the Annex to (EU) 2025/2347, where the fee/charge is levied per application, the balance will be 50% of the applicable fee/charge.

- For the tasks referred to in Tables 7A and 9B to 22 of Part I of the Annex to (EU) 2025/2347, where the fee/charge is levied per application, the balance is calculated on an hourly basis, but will not exceed the applicable flat fee/charge.
- For the tasks referred to in Table 24 of the Annex to (EU) 2025/2347, where the charge is levied per application and per billing cycle, the balance for the ongoing 12-month-period will be the full amount.
- For tasks referred to in Part II of the Annex to (EU) 2025/2347, where the fee/charge is levied on an hourly basis, the balance is calculated on an hourly basis.
- For other services, the balance shall be calculated on an hourly basis, unless otherwise agreed between the applicant and the Agency.

The above amounts are payable in full at the time EASA stops working, together with any other amounts due at that time, such as travel costs.

For tasks where the fee/charge is levied per application and per period of 12 months: where a task is interrupted within the first billing cycle, the fees for that billing cycle will not be reimbursed. For tasks interrupted after the first billing cycle, the balance of fees due will be calculated in accordance with the above criteria for that billing cycle.

When such a project is reactivated by EASA after the expiration of the interruption period or at the request of the applicant, the task will be charged a new fee/charge for a new 12-month-period (starting on the day of reactivation), irrespective of any fees/charges already paid for the interrupted task.

Last updated:

05/01/2026

Link:

https://www.easa.europa.eu/en/faq/19300

A.9 - How much do I have to pay if I apply for the re-issuance of certificates and documents?

Answer

One hour will be charged for re-issuance of documents

- without technical involvement, on request of the applicant (e.g. to replace lost originals)
- on request of the applicant in the context of technical changes which do not require a project

involvement of the Agency (e.g. amended TCs following minor changes by TC holder DOAs)
- to reflect editorial changes (e.g. change of company name)
- for grandfathered documents to be reissued in the EASA format, without technical involvement

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19301

A.10 - What reference should I include with my bank transfer?

Answer

Please indicate only the document number shown on the invoice. EASA invoices feature the word “Invoice” in the title and an eight-digit invoice number starting with the digits ‘90’. It is very important to use the correct reference - if you do not provide the invoice number or a payment advice EASA is obliged to return the payment to you, at your expense.

EASA does not accept cash, cheques and credit card payments nor payments in currencies other than EURO. Only wire transfers in EURO are acceptable means of payment.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19302

A.11 - Why does EASA need my bank details?

Answer

We ask for your bank details only to process a refund. You will receive the EASA Third Party Financial Information form for completion.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19303

A.12 - Do I have to fill in the EASA Third Party Financial Information form for subsequent applications?

Answer

You do not need to re-submit the EASA Third Party Financial Information for your organisation. We will record your bank details in your customer account when you first submit it to EASA. You only need to re-submit the form if we need to process another refund and your bank details have changed in the meantime.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19304

A.13 - How do I avoid fraud on payments?

Answer

Based on your application or approval status, you shall receive an invoice notifying you of the fee or charge to be paid.

Here are some clarifications to help protect against increased threats of fraudulent activity.

1. EASA send **only electronic invoices from** the functional e-mail address **accounts.receivable [at] easa.europa.eu**. No other mailbox is used, therefore please check the correctness of the address in the communication received.
2. EASA does not issue billing documents as hard paper copies. Please **consider any invoice received via surface post as invalid**.
3. EASA invoices feature the word “Invoice” or “Credit Note” in the title and an eight-digit EASA invoice reference number starting always with the digits ‘90’.
4. EASA requests for payment are done via an Invoice or a Down Payment Request. Please, **process your payments only upon receipt of one of these documents**.
5. Our bank account is stated on each invoice with the following information:

Bank Name: ING Belgium SA/NV

Bank Address: Avenue Marnix 24, B-1000 Brussels, BELGIUM

Account Holder: EASA - European Union Aviation Safety Agency

IBAN: *[specified in the invoice]*

SWIFT: *[specified in the invoice]*

6. The EASA's bank coordinates remain stable. Please, **ignore any request aiming at changing our bank details**.
7. EASA never uses social media platforms such as WhatsApp, Facebook, or similar channels for billing, payment requests, or any financial communication. **Any messages or correspondence received via these social media should be disregarded**.
8. Financial communication from EASA is conducted **exclusively via email or telephone**: written messages will be sent from accounts.receivable [at] easa.europa.eu or from applicant.services [at] easa.europa.eu. Surface mail is used only in exceptional cases and pertains strictly to legal notifications.
9. Please be aware and stay cautious of any unexpected requests or messages claiming to come from EASA. **If you are ever unsure, always verify by contacting us directly** via our official telephone number or E-Mail address (apply the 2-way match!):

- email: **accounts.receivable [at] easa.europa.eu**

and

- Fix phone line: **+49 221 89990 3101**

Prevention beats cure. Secure it!

Last updated:
26/02/2026

Link:
https://www.easa.europa.eu/en/faq/143289

B - Fees for the Certification of Products

B.1 - Which application form should I use?

Answer

The following applications should be submitted via the EASA Portal:

- Alternative Method of Compliance with Airworthiness Directive
- Application for Approval of Flight Conditions for a Permit to Fly
- Approval letter for manual revisions on behalf of the TCA
- ETSOA
- Export Certificate of Airworthiness
- Major Change
- Major Change to STC

- Major Repair
- Minor Change
- Minor Change to ETSOA
- Minor Change to STC
- Minor Repair
- Production Organisation Approval
- STC
- Surrender of Product or Organisation
- Validation of an EASA Certificate by the TCA

All other application forms are available from the Application Forms website and should be submitted by email to the address indicated in the form.

Further guidance is available through the EASA Portal, the application forms website and the completion instructions embedded in each application form.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19305

B.2 - Can EASA confirm that a single application may be submitted covering several aircraft types or models if the same change is applicable to these aircraft types or models?

Answer

In general, one application for TC, RTC, STC, Major and Minor Change can cover several models but not more than one type per certificate. EASA may deviate from this principle,

- when validating foreign approvals. For the validation of STCs and Major Changes/Repairs, EASA will process the application in the same way as the certifying authority. If the certifying authority has processed such an application as a single application, then EASA will do likewise, or
- if the technical change is identical for several product types and no type-specific compliance finding is required.

Last updated:
05/01/2026

Link:

https://www.easa.europa.eu/en/faq/19309

B.3 - What is the applicable MTOW fee category of the aircraft for which I want to submit an application for TC, Major Change, STC, Minor Change, or for which I have to pay CAW fees?

Answer

For fees levied in accordance with Tables 2, 3, 4 and 8, of Part I of the Annex to (EU) 2025/2347, the MTOW fee category is assigned at type level. Where multiple models are certified under one type design, the MTOW of the majority of models (>50%) within that type design determines the MTOW fee category for the type. Where there is an even number of models (50%) in each MTOW category under that type design, or where no MTOW category represents more than 50% of models, the higher fee applies. Thus, the MTOW of individual models might differ from the MTOW fee category assigned to the type.

See also Explanatory Notes 1. and 3. In Part V of Regulation (EU) 2025/2347

The MTOW fee category of the type determines the MTOW fee for all subsequent applications, including the model fee and CAW fees.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/19310

B.4 - Does my aircraft belong to a higher MTOW fee category because it is High Performance?

Answer

Per Regulation (EU) 2025/2347, high-performance aircraft (HPA) in the weight category up to 5 700 kg will be charged one category higher than the category determined by their MTOW.

However, the MTOW fee category is calculated at type level by the majority of models belonging to that type. Therefore, the higher MTOW fee category is applicable only when the majority or an equal number of models (≥ 50%) within that type are HPA.

See also Explanatory Notes 1. and 3. In Part V of Regulation (EU) 2025/2347.

Last updated:

05/01/2026

Link:

https://www.easa.europa.eu/en/faq/19311

B.5 - How are the rotorcraft product categories defined for the calculation of the EASA fees and charges?

Answer

Regulation (EU) 2025/2347 establishes the EASA fees and charges and defines in Article 2, points (10) to (13), the following categories of rotorcraft products for the purpose of this regulation only:

- ‘VTOL Large’ means CS-29 and CS-27 CAT A rotorcraft
- ‘VTOL Small’ means CS-27 rotorcraft with MTOW below 3 175 kg and limited to 4 seats, excluding pilot
- ‘VTOL Medium’ means other CS-27 rotorcraft
- ‘VTOL Very Light’ means rotorcraft of simple design with MTOW below 600 kg, limited to 2 seats including pilot, not powered by turbine and/or rocket engines and restricted to VFR day operations

The applicable fees and charges category for each product is published on the EASA Product List website.

Last updated:

05/01/2026

Link:

https://www.easa.europa.eu/en/faq/108908

B.6 - How are applications for Certification Support for Validation (CSV) charged?

Answer

A flat charge applies for CSV activities in accordance with Table 5 of regulation (EU) 2025/2347, the charge is levied per application.

The applicable charge is determined by service package, where ‘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, and ‘Medium’ refers to

the validation support applicable to other product categories as well as parts and non-installed equipment.

Where EASA determines that the effort required will significantly exceed the predefined service packages, technical assistance/support related to compliance finding activities and validation support will be charged as individual service (i.e. by work hours).

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/108909

B.7 How are applications for Maintenance Review Board (MRB) report charged?

Answer

The charges applicable for MRB related activities are specified in Table 6 of regulation (EU) 2025/2347. Applications for initial MRB report approval are charged per application and per period of 12 months. Applications for revision of MRB reports are charged per application.

By derogation from the flat charge, EASA will invoice work hours where one of the following applies:

- the aircraft is out of production for more than 20 years
- less than 50 units of the aircraft have been produced worldwide
- 50 or more units have been produced worldwide, but the certificate holder demonstrates that less than 50 units are in service worldwide

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/142975

B.8 How are Flight Simulation Training Devices (FSTDs) and organisations charged?

Answer

Flat fees are charged for the FSTDs and organisations – approval and surveillance – per Table

14 of the Annex to regulation (EU) 2025/2347. The approval fees are charged per application, whereas the surveillance fees are charged per application and per period of 12 months.

Explanatory Note 11 in Part V of the Annex to regulation (EU) 2025/2347 stipulates the definition of a location as well as other important details related to FSTDs and organisations.

Last updated:
05/01/2026

Link:
https://www.easa.europa.eu/en/faq/142976

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:

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.

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

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?

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

D - Services of the Agency

D.1 - Which tasks are considered as services?

Answer

The following tasks are defined as EASA services and subject to flat charges or charged on an hourly basis (this list is non-exhaustive and subject to periodical revision):

- Certification support for validation support (CSV) - service to provide support related to Third-Country Authority validation/acceptance of an EASA certificate and technical assistance related to compliance finding activities (per Table 5 of Annex Part I and Annex Part II to (EU) 2025/2347)
- Acceptance of Maintenance Review Board reports (MRB) - service to provide support related

to the approval of Maintenance Review Board report and revisions thereto activities (per Table 6 of Annex Part I to (EU) 2025/2347)

- Environmental labelling scheme (per Table 23 of Annex Part I to (EU) 2025/2347)
- Data 4 Safety platform (per Table 24 of Annex Part I to (EU) 2025/2347)
- Acceptance of Operational Evaluation Board (OEB) reports (per Annex Part II to (EU) 2025/2347)
- Administrative re-issuance of documents (per Annex Part II to (EU) 2025/2347)
- Export Certificate of Airworthiness (E-CoA) (per Annex Part II to (EU) 2025/2347)
- Innovation Services (per Annex Part II to (EU) 2025/2347)
- Provision of technical training (per Annex Part IIa to (EU) 2025/2347)

Last updated:

07/01/2026

Link:

https://www.easa.europa.eu/en/faq/19341

D.2 - When do I have to pay for Services?

Answer

- The invoicing of charges on an hourly basis generally takes place each quarter, once information regarding the number of working hours performed becomes available to the Agency and/or when the service provision ends.
- In certain circumstances payment is required before the project can start or continue, in which case an invoice is issued based on the estimated number of working hours.
- The invoicing of flat charges takes place in advance upon receipt of the application. Certain tasks (e.g. MRB, Data 4 Safety, Environmental labelling) are charged on an annual basis until completion of the task/end of service provision.
- Training services are invoiced as soon as the data becomes available.

Last updated:

07/01/2026

Link:

https://www.easa.europa.eu/en/faq/19344

E - Charging of travel costs

E.1 - Are travel costs included in Fees and Charges?

Answer

Where a certification task or service is conducted fully within the territories of the EASA Member States, the travel expenses are included in the respective fees or charges.

Where a certification task or service is conducted, fully or in part, outside the territories of the EASA Member States, the travel expenses will be charged to the applicant in line with the provisions of Annex Part VI to (EU) 2025/2347.

For training or training-related services delivered on-site (within our outside EASA Member States), the travel expenses will be charged to the recipient of the training in line with the provisions of Annex Part VI to (EU) 2025/2347.

All travel costs will be divided accordingly amongst applicants if an EASA staff member worked on more than one project during a single trip.

An itemized breakdown of costs will be provided without supporting documents (e.g. hotel bills, air fare) to protect the personal and financial data of EASA staff involved.

Last updated:
07/01/2026

Link:
https://www.easa.europa.eu/en/faq/19345

E.2 - Standard "per diem" rates for overnight travel

Answer

For business travel including an overnight stay, EASA will charge a "per diem" rate to cover all expenses of the traveller at the place of assignment, including accommodation, meals, local travel and sundry expenses. The ‘per diem’ is charged for each overnight stay during the mission (e.g. 3 nights of accommodation = 3x "per diem" charged).

The standard "per diem" rates are defined and published regularly by the European Commission, the amount varies based on the country of travel.

Last updated:
07/01/2026

Link:
https://www.easa.europa.eu/en/faq/19348

E.3 - Transport costs

Answer

Transport costs will be invoiced to applicants unless they are covered by the applicable fees or charges. Refer to E.1 - Are travel costs included in fees and charges?

Further to the Agency's travel policy, EASA staff must use the most appropriate and cost-effective means of transport. As far as possible, public or shared transport shall be used.

Air travel

All flight tickets shall be booked according to the following conditions:

- for travel segments up to four hours continuous flying time: in economy class or equivalent, at the lowest available rates allowing for the shortest possible trip duration (considering the times of meetings and/or special features of the mission)
- for travel segments of at least four hours continuous flying time: in business class or equivalent, at the lowest available rates allowing for the shortest possible trip duration (considering the times of meetings and/or special features of the mission)
- If lower fare prices require a weekend stay (Sunday rule), additional 'per diems' may be charged (refer to point E.2 - Standard 'per diem' rates for overnight travel)

Rail travel

All journeys shall be booked in first-class (including seat reservations), using the shortest available route (distance or time, whichever is more efficient) and choosing the level of flexibility of tickets as required by the nature of the business trip.

Last updated:
07/01/2026

Link:
https://www.easa.europa.eu/en/faq/19349

E.4 - Travel time

Answer

The time spent by an EASA staff member in the means of transport is charged at the EASA hourly rate set out in Annex Part II to (EU) 2025/2347.

To facilitate travel time calculation, the Agency establishes a standard number of travel hours per destination. Standard travel time is calculated based on the following principles:

- Travel time is counted from the time of departure from the EASA staff member's standard place of work (or home, if the staff member leaves directly from home) to arrival at the staff member's destination. The destination is the place where the certification task or service is to be performed.
- No travel time will be charged for any kind of transport delay, regardless of the cause.
- No more than 12 hours travel time will be charged on any calendar day.

Last updated:
07/01/2026

Link:
https://www.easa.europa.eu/en/faq/19350

E.5 - What is the "e" - component?

Answer

The "e"-component reflects the average costs for travel inside the territories of the EASA Member States. It is made up of the average transport costs and travel time within the territories of the EASA Member States, multiplied by the EASA hourly rate set out in Annex Part II to (EU) 2025/2347. The "e"-component is subject to annual review and indexation.

Travel within EASA Member States is covered by the fees and charges for certification or service-related tasks. Therefore, when business travel outside EASA Member States is charged to the applicant (i.e. travel costs not covered by the applicable fee or charge), the amount due will be reduced by the amount of the "e"-component.

The "e"-component will be clearly indicated in the travel costs break down provided by the Agency.

"E"-component value:

1/1/2025 - 31/12/2025 - 1.503,00 EUR

1/1/2026 - 31/12/2026 - 1.710,00 EUR

Last updated:
28/01/2026

Link:
https://www.easa.europa.eu/en/faq/19351

E.6 - Do I have to pay travel cancellation costs?

Answer

If the Agency cancels a trip upon request of the applicant, any cancellation costs incurred will be charged to the applicant. If the trip is cancelled upon request of the Agency, the cancellation costs will be borne by the Agency.

Last updated:
07/01/2026

Link:
https://www.easa.europa.eu/en/faq/19352

F - Contact

F.1 - Who can I contact for further queries?

Answer

Queries related to fees and charges should be sent to: applicant.services [at] easa.europa.eu (applicant[dot]services[at]easa[dot]europa[dot]eu)

Queries related to payments and account status should be sent to: accounts.receivable [at] easa.europa.eu (accounts[dot]receivable[at]easa[dot]europa[dot]eu)

Last updated:
07/01/2026

Link:
https://www.easa.europa.eu/en/faq/19353