

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

C.4.1.1 - Foreign Part-145 Organisations subject to bilateral agreements - Which application form should I use for approval of Foreign Part-145 Organisations subject to bilateral agreements?

Answer

All application forms are available from the [Application forms](#) page.

Last updated:

27/01/2020

Link:

<https://www.easa.europa.eu/fi/faq/19327>

C.4.1.2 - Foreign Part-145 Organisations subject to bilateral agreements - For which timeframe is the application fee levied?

Answer

The application fee for approvals under a bilateral agreement covers the initial process. For the continued validity of the approval, following the issuance of the approval, the applicant is charged an annual continuation fee.

Last updated:

27/01/2020

Link:

<https://www.easa.europa.eu/fi/faq/19329>

C.4.2.1 - Foreign Part-145 Organisations not subject to bilateral agreements - Which application form should I use for application for a Foreign Part-145 organisation that is not subject to a bilateral agreement?

Answer

All application forms are available from the [Application forms](#) page.

Last updated:

12/08/2014

Link:

<https://www.easa.europa.eu/fi/faq/19330>

C.4.2.2 - Foreign Part-145 Organisations not subject to bilateral agreements - Does "the fee will be based on the number of staff related to the organisation" mean the total number of staff employed in an organisation (including non technical)?

Answer

This means the total number of staff employed by the organisation in order 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, specialized 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.

Last updated:

12/08/2014

Link:

<https://www.easa.europa.eu/fi/faq/19331>

C.4.2.3 - Foreign Part-145 Organisations not subject to bilateral agreements - If the technical ratings of an organisation contain several A ratings (A1, A2, A3, A4) and several B ratings (B1, B2, B3), will this organisation be charged the highest A rating flat fee plus the highest B rating flat fee?

Answer

In the case of multiple A and B ratings, only the highest fee will be charged.

Last updated:

12/08/2014

Link:<https://www.easa.europa.eu/fi/faq/19332>**C.4.3.1 - Foreign Part 147 Organisations not subject to bilateral agreements - Which application form should I use for application for a foreign Maintenance Training organisation?****Answer**

All application forms are available from the [Application forms](#) page.

Last updated:

12/08/2014

Link:<https://www.easa.europa.eu/fi/faq/19333>**C.4.3.2 - Foreign Part 147 Organisations not subject to bilateral agreements - Does "the fee will be based on the number of staff related to the organisation" mean the total number of staff employed in an organisation (including non technical)?****Answer**

This means the total number of staff employed by the organisation in order 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:

01/06/2007

Link:<https://www.easa.europa.eu/fi/faq/19334>**C.4.4 - Do I have to pay fees for each facility?****Answer**

Approval fee: One facility is included in the organisation approval fee as well as in the annual organisation surveillance fee. For the second and each subsequent facility, additional approval fees are charged. This can be in the phase of the initial approval as well as during the surveillance phase.

Surveillance fee: For facilities added **after** the initial organisation approval, the surveillance fee shall 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.

		Approval	Surveillance
		Chargeable, as following:	Chargeable, as following:
		• fee applicable per site, • except for the first site declared in the MTOE. • Except for site located in the same country and within 90 mn 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)	• fee applicable per site, • except for the first site declared in the MTOE • Except for site located in the same country and within 90 mn drive or 75 km from PPB or from a previously approved site if distinct from PPB
Permanently approved site*	As detailed in MTOE § 1.6		
Temporary site*	When applicable and iaw a dedicated procedure described in MTOE § 2.8 and/ or § 2.16	• Chargeable as following: • 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 reg. (EC) No 319/2014	• Chargeable as following: • 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 Reg. 319/2014

* policy applicable to organisation’s and sub-contractor site

Last updated:

30/09/2021

Link:

<https://www.easa.europa.eu/fi/faq/19339>

C.4.5 - 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. This can be in the phase of the initial approval as well as during the surveillance phase.

No additional surveillance fee is charged for training courses.

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

		Approval**	Surveillance
Basic training	Cat B1.1	Chargeable, except when: - already approved for B1.2, - concurrently applying for B1.2	n/a
	Cat B1.2	Chargeable, except when: - already approved for B1.1, - concurrently applying for B1.1	n/a
	Cat B1.3	Chargeable, except when: - already approved for B1.4, - concurrently applying for B1.4	n/a
	Cat B1.4	Chargeable, except when: - already approved for B1.3, - concurrently applying for B1.3	n/a
	Cat B2	Chargeable	n/a
	Cat B3	Chargeable	n/a
	Cat A1	Chargeable, except when: • already approved for B1.1 • already approved for A2 • Concurrently applying for B1.1 or A2	n/a
	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	n/a
“Bridging” course (ie 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	n/a
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.	n/a

	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.	n/a
Type cat B2 (theory + Practical)	• 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.	
	Chargeable, except when:	
C	• Already approved for B1 or B2 • Concurrently applying for B1 or B2	n/a
	Chargeable, except when:	
A	• Already approved for B1 • Concurrently applying for B1	n/a
	Chargeable*, except when:	
	• Already approved for full B1 or B2 course (as applicable) for at least one of the 2 aircraft types 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 types on which the difference course is based	n/a
"Differences" course (theory / Practical)	* 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.	
	Chargeable, except when:	
Type cat (B1+B2) (theory + Practical)	• Already approved for B1 and B2 (theory + Practical)	n/a

Type Training

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.

n/a

- 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.

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.

n/a

Type cat B2
(theory only)

- 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.

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. n/a

- 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.

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. n/a

- 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.

Chargeable, except when:

- Already approved for B1+B2 (theory)
- Already approved for B1 (practical) and B2 (practical)

n/a

Type cat B1
(Practical only)

Type cat B2
(Practical only)

Type cat B1 +
B2 (Practical
only)

Engine course only (B1 or B2)	Chargeable, except when: • Already approved for full course (airframe + engine) • Concurrently applying for full course (airframe + engine)	n/a
Airframe course only (B1 or B2)	Chargeable, except when: • Already approved for full course (airframe + engine) • Concurrently applying for full course (airframe + engine)	n/a
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)	n/a
Reduced course for experienced engineers (B1 or B2)	Chargeable, except when: • Already approved for full course • Concurrently applying for full course	n/a

** 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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<https://www.easa.europa.eu/fi/faq/19340>