European Union Aviation Safety Agency

Design certificates and design organisation approvals - Restrictive measures Russia

Disclaimer:
The information included in the frequently asked questions (FAQs) has been coordinated with relevant services of the EU Commission and intends to help and give guidance to national authorities, EU operators and citizens for the implementation of Council Regulation (EU) No 833/2014 and Council Regulation (EU) No 269/2014. The FAQs do not have binding effect. Under the EU Treaties, Member States are responsible for implementing EU law in their national legal system. In case of individual matters, please contact your competent authority.

What actions has EASA taken concerning design certificates and design organisation approvals?

Answer

EASA suspended all type certificate, ETSO authorisations and design organisation approvals issued by EASA to organisations in Russia.

Last updated:
15/03/2022

Link:
https://www.easa.europa.eu/en/faq/136157

Do the Sanctions Regulations supersede the continued airworthiness obligations of the EU type certificate holders (TCHs) stemming from Regulation (EU) No 748/2012, hence the continued airworthiness (CAW) support to Russian operators and owners should be s

Answer

Yes, the Sanctions Regulations supersede the continued airworthiness support obligations of the EU TCHs and other design approval holders. In particular, with

Article 3c (4)(a) of Regulation (EU) No 833/2014, as amended by Council Regulation (EU) 2022/328 of 25 February 2022, it is prohibited to provide technical assistance or other services related to the goods and technology suited for use in aviation or the space industry, whether or not originating in the Union, and to the provision, manufacture, maintenance and use of those goods and technology, directly or indirectly, to any natural or legal person, entity or body in the Russia or for use in Russian.

Last updated:
11/08/2022

Link:
https://www.easa.europa.eu/en/faq/136158

Does the definition of “technical assistance” cover the provision of safety-related information?

Answer

Yes. The definition of “technical assistance” is set in Article 1(c) of Regulation (EU) No 833/2014, as amended by Regulation (EU) 2022/328, and it means any technical support related to repairs, development, manufacture, assembly, testing, maintenance, or any other technical service, and may take forms such as instruction, advice, training, transmission of working knowledge or skills or consulting services, including verbal forms of assistance. Thus, the definition covers also provision of safety related information. It is the operators’ responsibility not to operate an aircraft if its state of safety is uncertain.

Last updated:
15/03/2022

Link:
https://www.easa.europa.eu/en/faq/136159

Am I allowed to send any type of technical information, including safety information related to the design, to my customer in Russia, or maintain my Russian customer’s access to my dedicated IT system for such information (e.g. service bulletins, manual

Answer

No, the provision of technical information, including safety information related to the design, is considered technical assistance to manufacture, maintenance and/or use of an aircraft under the sanctions. Please refer to the definition of “technical assistance” set in Article 1(c) of Regulation (EU) No 833/2014, as amended by Regulation (EU) 2022/328. Only information accessible to the public (e.g. EASA Safety Publications Tool - Airworthiness Directive website) remains accessible to Russian customers.

Last updated:
11/08/2022

Link:
https://www.easa.europa.eu/en/faq/136160

Are EU organisations permitted to answer questions received from FATA about on-going validation of modifications?

Answer

No. Providing answers to the questions would constitute technical assistance to FATA, which is prohibited by the EU sanctions.

Last updated:
15/03/2022

Link:
https://www.easa.europa.eu/en/faq/136162

Will EASA issue flight condition to Russian products issued with an EASA type certificate?

Answer

No, as that is considered technical assistance prohibited by the sanctions. Please refer to the definition of “technical assistance” set in Article 1(c) of Regulation (EU) No 833/2014, as amended by Regulation (EU) 2022/328.

Last updated:
15/03/2022

Link:
https://www.easa.europa.eu/en/faq/136163

Can a holder of a design organisation approval (DOA) apply to EASA for a supplemental type certificate (STC) or other design approval (e.g. minor change) for a product, part or non-installed equipment, that is to be installed on an aircraft operated by a

Answer

No. Design approvals for an aircraft operated by a Russian operator falls within the scope of the Sanctions Regulations. Therefore, EASA will not accept such applications.

Last updated:
29/03/2022

Link:
https://www.easa.europa.eu/en/faq/136290

Can a holder of a design organisation approval (DOA) issue design approvals under its privileges, that is to be used on an aircraft operated by a Russian operator?

Answer

No. Design approvals for an aircraft operated by a Russian operator falls within the scope of the Sanctions Regulations. Therefore, no such approval is allowed to be issued under the DOA privileges.

Last updated:
29/03/2022

Link:
https://www.easa.europa.eu/en/faq/136291

EASA suspended aircraft type certificates issued to organisations in Russia. Can the individual aircraft of these types registered in EU Member States continue to be operated

by EU operators?

Answer

The consequence of the suspension of the aircraft type certificate is that the Certificate of Airworthiness for individual aircraft of these type registered in the Member States lost their validity.

If the affected aircraft have been operated for military, customs, police search and rescue, firefighting, border control, coastguard or similar activities or services, these aircraft are not regulated by the Basic Regulation (Article 2 paragraph 3(a) refers) and are subject to national law, unless the Member State decided under Article 2(6) of the Basic Regulation to apply the EU aviation safety legislation, among others, for the airworthiness of the aircraft. Therefore, it is for the State of Registry to determine the certification, continuing airworthiness and operational basis for aircraft used for activities and services listed in Article 2(3)(a) of the Basic Regulation.

If the affected aircraft have been operated in accordance with the Basic Regulation, then these operations may continue either under a permit to fly to the extent permitted by Regulation (EU) No 748/2012, or through the issuance by the State of Operator of temporary exemptions under Article 71 of the Basic Regulation. Member States are advised to contact EASA prior to issuing such exemptions. Please note that under the Basic Regulation it is not possible for EASA to issue specific airworthiness specification (SAS) any longer.

It is the exclusive prerogative and responsibility of the Member States to assess and decide, on a case-by-case basis, on the possibility to use these aircraft, subject to under either EU or national law, in view of the restrictive measures of the Sanctions Regulations and ensuring the principal objective of civil aviation safety.

Last updated:
29/03/2022

Link:
https://www.easa.europa.eu/en/faq/136292

Will EASA continue to monitor, and eventually adopt FATA Airworthiness Directives for Russian types whose type certificate was suspended by EASA?

Answer

Regarding mandatory continuing airworthiness information, EASA will continue to monitor the Airworthiness Directives (ADs) issued by FATA on the six Russian aircraft types the type certificate of which were suspended by EASA and may adopt certain FATA ADs affecting types validated by EASA, even though the type certificate has been suspended.

Last updated:
29/03/2022

Link:
https://www.easa.europa.eu/en/faq/136293

Will ADs issued by EASA to Russian types that were recently suspended remain valid?

Answer

Yes. These ADs remain valid and publicly available in the EASA Safety Publication Tool.

Last updated:
29/03/2022

Link:
https://www.easa.europa.eu/en/faq/136294

My organisation is holder of a type certificate issued by EASA and a Russian operator of my product reported an occurrence to us. Are we allowed to have an exchange with the Russian operator to investigate the reported occurrence?

Answer

The sanctions do not prohibit that technical information is received by EASA type certificate holders (or other EASA design approval holders) from organisations or operators located in Russia. Therefore, EASA type certificate holders are not prevented from receiving or requesting information from a Russian operator of their product with a view to investigating an occurrence and evaluating the related safety issues. However, the EASA type certificate holder should ensure that during those exchanges no technical data or information (including those related to the

type design), instruction, advice, working knowledge or skills or consulting services, etc., are provided by that type certificate holder to the Russian operator, as that would be considered provision of technical assistance related to goods and technology which is forbidden by the sanctions.

Last updated:

05/04/2022

Link:

https://www.easa.europa.eu/en/faq/136161