

**To all Part-145 Applicants and  
Approval Holders located in the  
Russian Federation**

Cologne 26 Feb 2018 A(D)50849

**Subject: Compliance of Aircraft Certifying Staff holding a Russian aircraft maintenance license**  
**Reference: Appendix IV to EASA Part-145**

Dear Sir or Madam,

The purpose of this letter is to inform all EASA Part-145 Applicants and Approval holders located in the Russian Federation, that EASA has received detailed clarifications on the Russian aircraft maintenance license and associated privileges from the Department of State Policy of the Ministry of Transport of the Russian Federation.

EASA is now in a position to evaluate whether an aircraft certifying staff and/or support staff holding a Russian Federation maintenance license and working in an EASA Part-145 Organisation complies or not with the requirements specified in paragraphs (a) and (b) of Appendix IV to EASA Part-145.

The Department of State Policy of the Ministry of Transport of the Russian Federation has confirmed on this regards that the Russian aircraft maintenance license is in full compliance with ICAO Annex I, based on Federal Aviation Rules "Requirements to Russian civil aviation personnel license processing and form" entered into force by the order of the Ministry of Transport of the Russian Federation N. 32 dated 10.02.2014 as amended.

In addition, detailed information was provided on the national license categories and subcategories together with the associated privileges, based on Federal Aviation Rules "Requirements to flight crew, cabin crew, maintenance personnel and air traffic controllers" entered into force by the order of the Ministry of Transport of the Russian Federation N. 147 dated 12.09.2008 as amended.

Based on the above, in order to issue an EASA Part-145 individual authorisation for aircraft certifying staff and/or support staff, the following shall be ensured:

1. The person shall hold a valid Russian Aircraft Maintenance license in the same category/subcategory for which an EASA Part-145 individual authorisation is requested, with the aircraft type endorsed in the corresponding category/subcategory. The aircraft type endorsement in the Russian Aircraft Maintenance license is also required for the category A certifying staff (i.e. to be issued an EASA Part-145 line maintenance certifying staff authorisation as B1.1 or A1 or B2 on A320(CFMS6) the person shall have the aircraft type endorsed in the corresponding category/subcategory in his/her Russian Aircraft Maintenance License);
2. Subject to compliance with the previous point, the following privileges can be granted under the EASA Part-145:

- EASA Category A full privileges, as per EASA Part-66, 66.A.20(a)1. However the subcategories A5, A6 and A7 of the Russian Aircraft Maintenance License do not have a clear correspondence in the EASA Part-66 regulation, and before granting any EASA Part-145 individual authorisation associated to these subcategories the organisation shall contact the assigned inspector, who will verify on a case by case basis with the EASA Maintenance Oversight Coordinator;
- EASA Category B1 full privileges as per EASA Part-66, 66.A.20(a)2. However the subcategories B1.5, and B1.6 of the Russian Aircraft Maintenance License do not have a clear correspondence in the EASA Part-66 regulation, and before granting any EASA Part-145 individual authorisation associated to these subcategories the organisation shall contact the assigned inspector, who will verify on a case by case basis with the EASA Maintenance Oversight Coordinator;
- EASA Category B2, privileges limited to EASA Part-66, 66.A.20(a)3(i). The EASA Part-66 privileges indicated in 66.A.20(a)3(ii) are not included in the category B2 privileges of the Russian Aircraft Maintenance License and shall not be granted in the EASA Part-145 individual authorisation;
- EASA Category C full privileges, as per EASA Part-66, 66.A.20(a)5.

In addition to the above, when granting an EASA Part-145 individual authorisation the maintenance organisation shall always consider that compliance with:

- any other applicable EASA Part-145 requirements shall be also be ensured (for further guidance refer to the "Aircraft certifying staff and support staff" User Guide, UG.CAO.00121 as amended). For example, having the aircraft type endorsed in the Russian Aircraft Maintenance license in category B1 or B2 does not release the certifying staff to demonstrate having received an acceptable aircraft type training according to Part-66 for each aircraft type to be included in the EASA Part-145 individual authorisation;
- EASA Part-145 Appendix IV following any change of the national licensing system remains a responsibility of the maintenance organisation issuing the EASA Part-145 individual authorisation. The organisation's MOE chapter 1.6 shall reflect the current "scope of the national license by comparison to the EASA certifying staff/support staff categories" (refer to "EASA User Guide for MOE", UG.CAO.00024 as amended).

Yours faithfully,

Marc Gragnoli

*X.P.O. Gragnoli*  
*L. PENNING*