

**From:** [EASA Stakeholder Management](#)  
**To:**



**Cc:** [EASA Stakeholder Management](#)  
**Subject:** Brief summary: 2nd Meeting of Taskforce on the EU's restrictive measures  
**Date:** 09 March 2022 17:55:00  
**Attachments:** [Task Force 2nd meeting 8.3.2022.pdf](#)  
[image001.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)

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Dear participants to the Task force meeting on the EU's restrictive measures,

Please find below a brief summary of the 2<sup>nd</sup> meeting held on 08 March 2022.  
Attached you can also find a set of slides that were presented at the meeting.

## **2<sup>nd</sup> Taskforce meeting on the EU's restrictive measures (1<sup>st</sup> package of EU sanctions) – 08.03.2022**

### **Participants**

EC, EASA, EU Member States, EU Industry Representatives (IATA, CANSO, EBAA, ASD, A4E), Observers (Albania, North Macedonia)

### **Summary**

- The objective of the Taskforce is to provide a platform for the European Commission, EASA and its stakeholders to exchange best practices and identify actions related to the enforcement of the 1st package of EU sanctions.
- The European Commission is providing to Member States as much assistance as possible in the implementation of the sanctions, also taking into account the fluidity of the situation.
- As a consequence of the EU's restrictive measures, all EASA approvals and certificates to Russian/Belarusian organisations are suspended – the affected organisations will be notified in the coming days. The rationale for the suspension of TC and other design certificate of product (including ETSO), DOA, POA & MOA, MTOA & FSTD and TCO authorisations, as well as the next steps were presented.
- With regards to the support to MS and Stakeholders, EASA and the European Commission are collecting all questions and defining a taxonomy with the objective to group questions and provide structured answers. A first issue of the Q&A, as well as a stakeholder briefing note, are planned to be distributed shortly.
- A MOVE functional mailbox [REDACTED]@ec.europa.eu) has been made available to nominated MS contacts, and can be used to submit questions on the implementation of the restrictions. In addition, MS have nominated contact persons for the implementation of the measures. The European Commission called for the participants to establish the link with the focal points nominated by their Authority to ensure coordinated communication and avoid duplications and communication confusion.

#### Issues raised during the meeting

- [REDACTED]
- [REDACTED]
- [REDACTED]
- Request from Russian drones operators should, in principle, not be accommodated. The regulation does not make a distinction between manned or unmanned aircraft.
- [REDACTED]
- [REDACTED]
- The following issues are currently being analysed by the European Commission and EASA and will be addressed in the Q&A:
  - [REDACTED]
  - [REDACTED]
  - [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
  - [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]
  - In training flights (testing and examinations) is the pilot considered as controlling the a/c, or the examiner;
  - Can an EASA TRE conduct skill tests or proficiency checks to Russian license holders or to Russian nationals, who hold either an EASA or other third country license, in simulator;
  - [REDACTED]  
[REDACTED]

### Conclusions

A stakeholder notice will be distributed shortly, followed by a first set of Q&A addressing as many open questions as possible. A third meeting of the Task Force is not currently planned, but can be organised upon request/need of the Task Force members.

Kind regards,  
**EASA Stakeholder Management Team**  
Strategy & Safety Management Directorate  
European Union Aviation Safety Agency

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An agency of the European Union ☐

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