

From: [EASA Stakeholder Management](#)

To:

[REDACTED]

Subject: Brief Summary -1st meeting of Taskforce on the EU's restrictive measures

Date: 03 March 2022 12:31:00

Attachments: [aviation related extracts RU sanctions \(002\).docx](#)
[image001.jpg](#)
[image003.jpg](#)
[image002.jpg](#)

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

Please, find below a brief summary of Tuesday's discussion on the 1st package of EU sanctions. Attached you can also find, for your convenience, the relevant aviation extracts from this package.

Taskforce meeting on the EU's restrictive measures (1st package of EU Sanctions)

Participants

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

Summary of the discussion

- The aim of the meeting was to present and discuss the impact of the approved aeronautical restrictive measures (1st sanctions package) and to present the way forward with regards to implementation and monitoring.
- The Task Force is hereby composed of Member States (represented by MAB Members), selected Industry representatives, the European Commission and EASA. It is vital that there is strong monitoring on the implementation of the 1st package of sanctions by the side of the EC, EASA, ECTL and also by the Member States. In case of unclarity, Member States are advised to err on the side of strictness and to contact EASA for confirmation.
- Whereas EASA has and continues to analyse the concrete effects of the sanctions on EASA activities, it was noted that these measures are nevertheless effective and should have been implemented from the day they were published (25.02.2022 and 28.02.2022).
- The impact on design activities (DOA); maintenance & production (POA, MOA, MTO); flight simulators and training organisations (FSTD, FSTD & ATO); Air Operations (TCO, SAFA) were presented; as well as the actions that EASA is planning to take as regards implementation and what is expected from Member States.

Issues raised during the meeting

- [REDACTED]
- [REDACTED]
- Dual citizens and private pilots with Russian citizenship residing in an EU MS cannot charter a/c (Art 3d(1) of the Regulation). Russian pilots/employees can continue to fly as the sanctions are imposed to Russian legal or natural persons owning, chartering or otherwise controlling flights to/from/over the EU airspace.
- As there can still be flights from Russian operators, "for humanitarian or legitimate repatriation purposes" with the approval of the affected Member States, these flights should be RAMP checked to verify the nature of the

intended flight, as well as the aircraft airworthiness and insurance status. In case this (or any other a/c) is proven to be a circumvention of the sanctions, the a/c needs to be grounded.

- [REDACTED]

Conclusions

A briefing document will be prepared in cooperation with the Commission to bring clarity on the implementation of the measures, as well as a set of Q&A. An additional information session for this Task Force is planned for next Tuesday, 8 March 2022 to exchange on the implementation of the sanctions, share experiences and provide feedbacks.

Meantime, the MS are invited to share any question related to implementation of the aviation related measures with EASA, who would group them and liaise with the Commission for harmonised and coordinated responses.

Kind regards,

EASA Stakeholder Management Team

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