

**FAQs:**

[Design certificates and design organisation approvals — Restrictive measures Russia, EU restrictive measures against Russia](#)

**Question:**

**EASA suspended aircraft type certificates issued to organisations in Russia. Can the individual aircraft of these types that is 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 (CoA) for the individual aircraft of these type that is registered in the Member States loses its 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 Article 2(3)(a) of [Regulation \(EU\) 2018/1139](#) (the “EASA Basic Regulation”) 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 that are 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 specifications (SASs) 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 either EU or national law, in view of the restrictive measures of the Sanctions Regulations and ensuring the principal objective of civil aviation safety.

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**Link:**

<https://www.easa.europa.eu/bg/faq/136292>