

Part-IS & impact on GA

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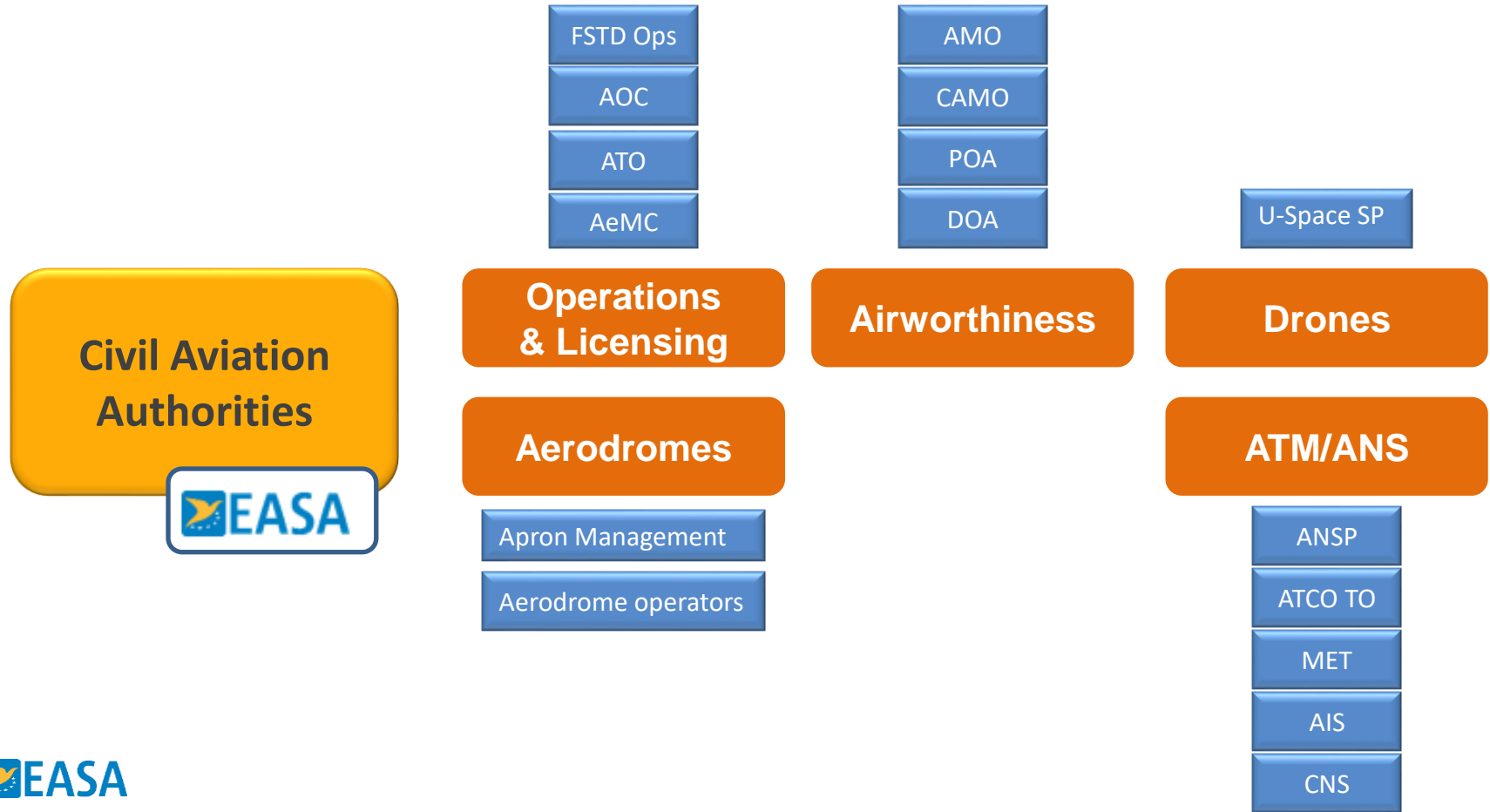
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Your safety is our mission.

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Part-IS - Applicability



Part IS is not applicable to:

Production organisations not holding an approval

Part-147 maintenance training organisations.

ATOs providing only theoretical training.

Private operators of other than complex motor-powered aircraft.

Organisations dealing only with light aircraft:
e.g. airplanes below 2000 kg MTOM, very light rotorcraft, sailplanes, balloons and airships.

Operators of UAS in the “open” and “specific” categories.

Organisation designing UAS in the “specific” category when not required to hold a DOA approval.

TCO operators

Organisations approved under bilateral agreements

Part-IS Applicability in GA

Not Applicable to:

(**NCO**) Private operators of other than complex motor-powered aircraft.

POAs, DOAs, ATOs, FSTD operators & air operators, when dealing only with **ELA2** aircraft SPO non commercial with non-complex motor-powered aircraft

Non complex motor-powered **aeroplane pax ≤5, performing A-A VFR**
Ops

Non complex motor-powered **rotorcraft pax ≤5, performing A-A VFR**
Ops

But Applicable to:

CAT operations

(**NCC**) Non-commercial operations with complex motor-powered aircraft

SPO for **commercial** purposes

SPO not for commercial purposes but **with complex** motor-powered aircraft.

Derogation - IS.OR.200 (e)



IS.OR.200 (e) – ISMS: An organisation may be excluded if the competent authority agrees upon demonstration that an organisation do not pose any information security risks with potential impact on safety



The derogation shall be based on an **information security risk assessment**



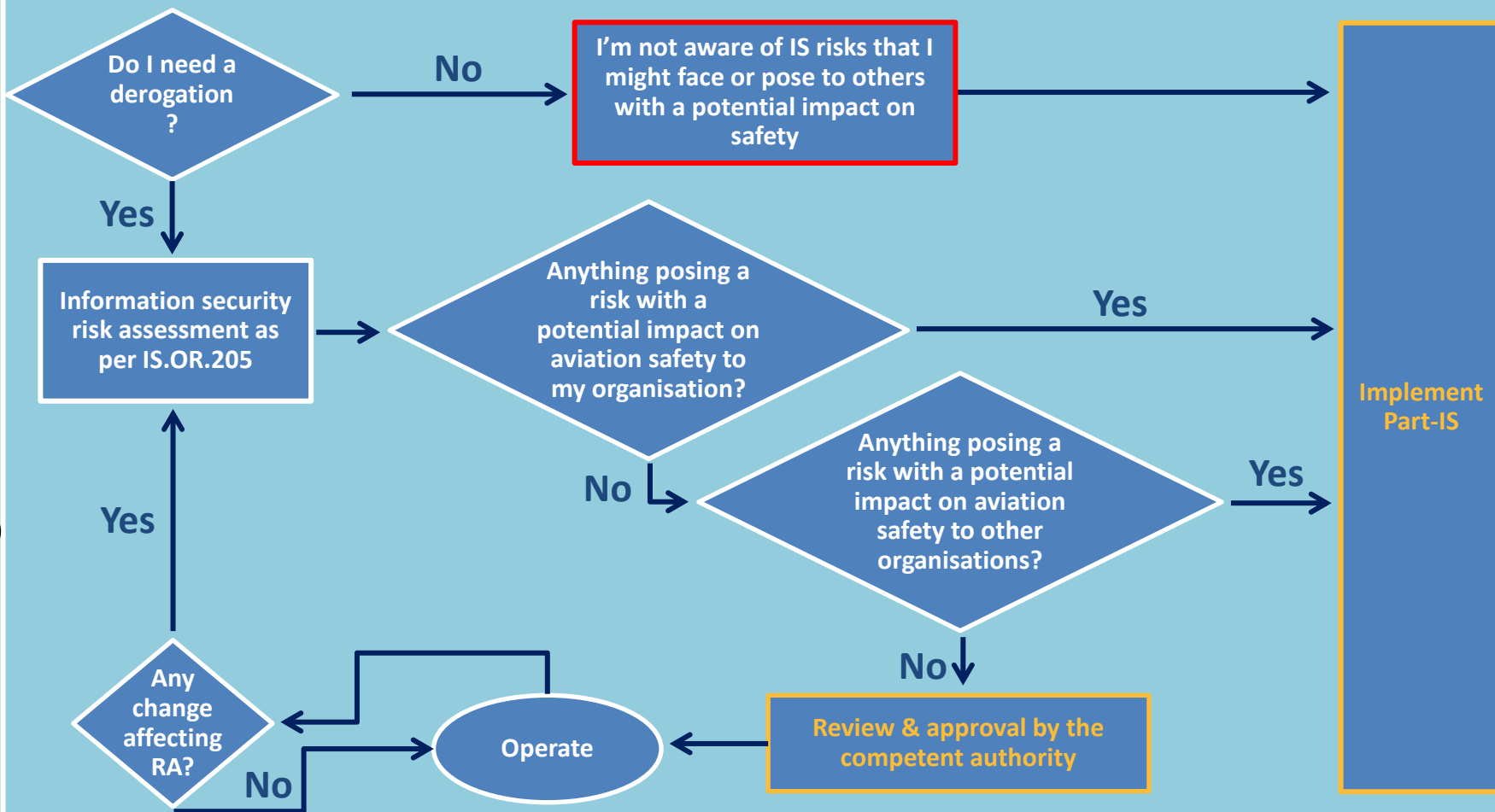
The risk assessment **may be carried out either** by:

- **The organisation**
- **A third party**



Validity of the derogation will be reviewed whenever changes are implemented and confirmed during oversight

Derogation Flow Chart



Key takeaways

Flexibility is provided through different means in the Rules

- **Applicability**
- **Proportionality** based on the impact on aviation safety
- Possibility for **derogation**
- Possibility to **outsource** certain procedures such as the risk assessment

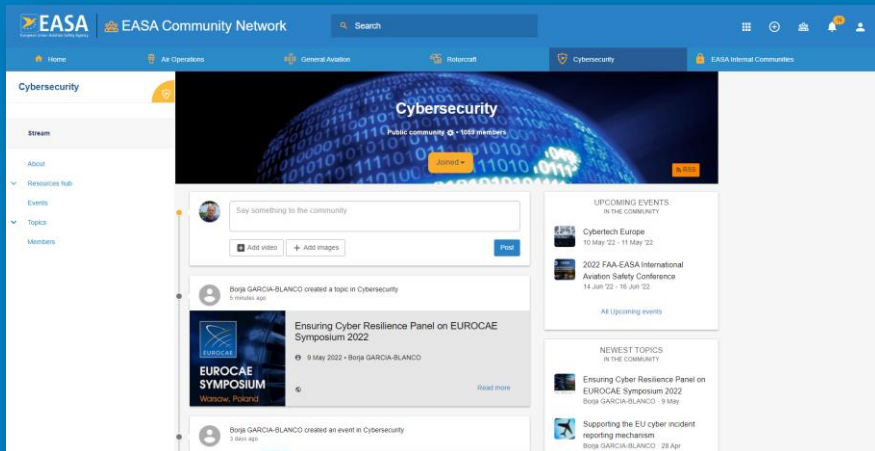
Nevertheless, **implementing** the provisions of **Part-IS** would be in the best interest of an organisation

- Compliance is not protection
- Protection is the objective

Thank you!

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