

Part-IS

Skolchefsmöte 2025



Part-IS
implementerat
och klart!



När börjar det gälla?

Article 16

Regulation (EU) 2023/203

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

It shall apply from 22 February 2026.

Vilka blir berörda?

Article 2 – Scope

- (d) approved training organisations (ATOs) subject to Annex VII (Part-ORA) to Regulation (EU) No 1178/2011⁽¹⁾, except those solely involved in training activities of ELA2 aircraft as defined in Article 1(2), point (j) of Regulation (EU) No 748/2012, or solely involved in theoretical training;
- (f) flight simulation training device (FSTD) operators subject to Annex VII (Part-ORA) to Regulation (EU) No 1178/2011, except those solely involved in the operation of FSTDs for ELA2 aircraft as defined in Article 1(2), point (j) of Regulation (EU) No 748/2012;



ELA-2 luftfartyg

(44) 'ELA2 aircraft' means the following manned European Light Aircraft:

- (a) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;
- (b) a sailplane or powered sailplane of 2 000 kg MTOM or less;
- (c) a balloon;
- (d) a Very Light Rotorcraft with a MTOM not exceeding 600 kg which is of a simple design, designed to carry not more than two occupants, not powered by turbine and/or rocket engines; restricted to VFR day operations;

**Så för er som är
påverkade**

IS.I.OR.200 Information security management system (ISMS)

Regulation (EU) 2023/203

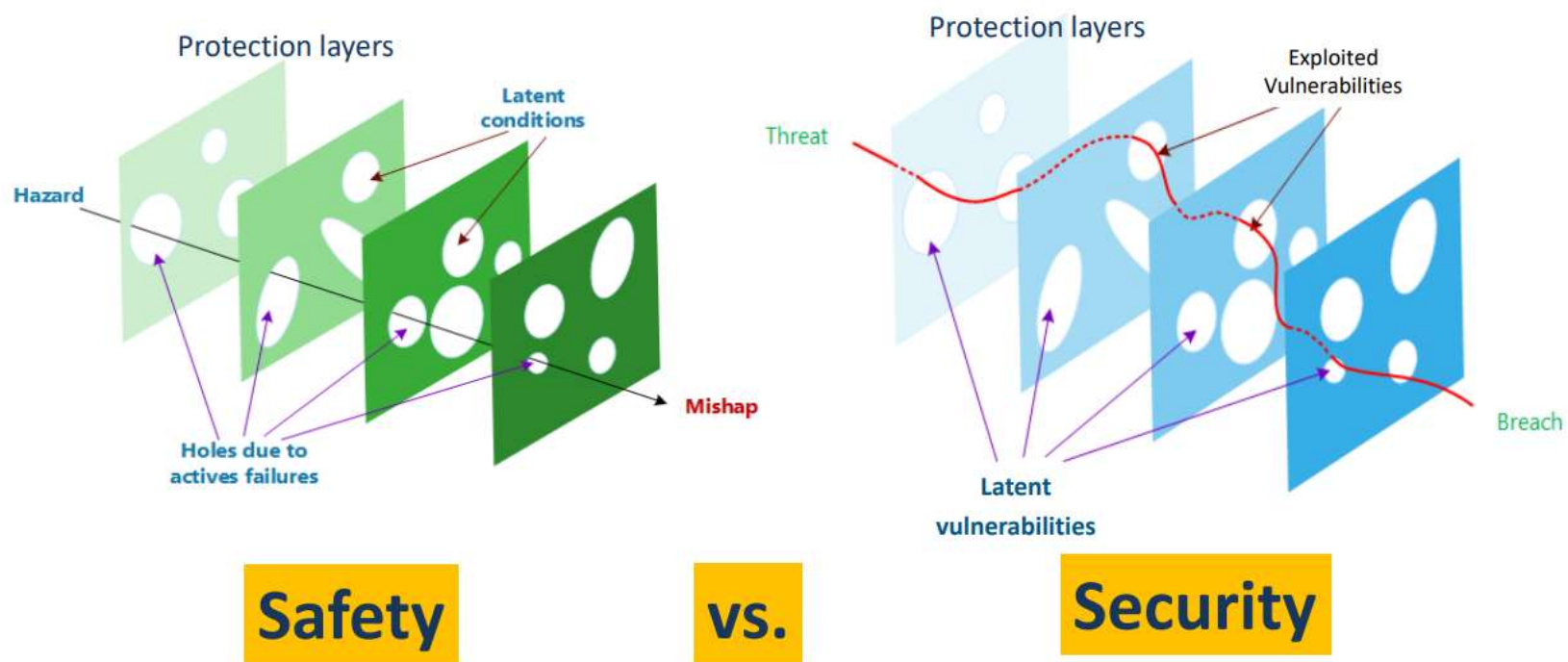


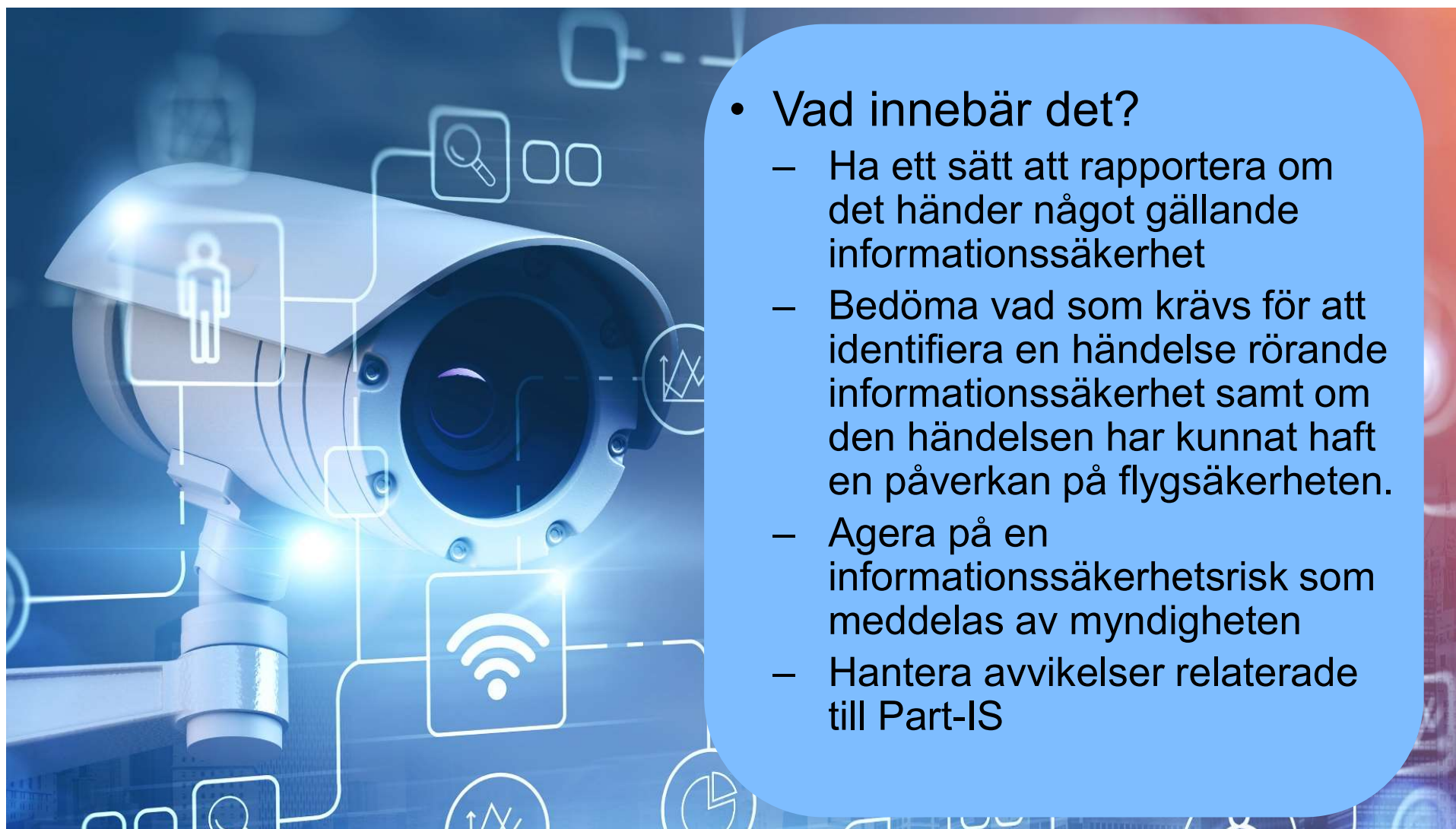


- Vad innebär det?

- ISMS – EASA rekommenderar en separat manual men vi accepterar även integrerade manualer
- En informationssäkerhetspolicy (väldigt lik er safety policy)
- Fundera över vart era största informationssäkerhetsrisker ligger? (IS.I.OR.205)
- Hantera de risker ni kommer på och sätt in barriärer – precis som ni gör med befintliga risker i er riskhantering.

Skillnaden mellan Safety och Security





- Vad innebär det?
 - Ha ett sätt att rapportera om det händer något gällande informationssäkerhet
 - Bedöma vad som krävs för att identifiera en händelse rörande informationssäkerhet samt om den händelsen har kunnat haft en påverkan på flygsäkerheten.
 - Agera på en informationssäkerhetsrisk som meddelas av myndigheten
 - Hantera avvikelser relaterade till Part-IS



- Vad innebär det?
 - Säkerställa att underleverantörer också följer Part-IS
 - Personalen ska vara kompetenta
 - Spara dokumentation
 - Säkerställa att ni följer Part-IS regelverket (precis som med andra applicerbara regelverk)
 - Hela tiden försöka bli lite bättre



Målet med ett ISMS

- increase the resilience of the entity's key processes against unauthorised electronic interactions and maintains the entity's ability to decide and act;

Skillnaden mellan ISO 27001 och ISMS

- Det går att utvidga scopet på ISO för att inkludera Part-IS. Endast ISO 27001 omhändertar inte hela Part-IS
- I jämförelse med ISO 27001 så är Part IS riktat mot aviation safety risk medan ISO är riktat mot business risk.

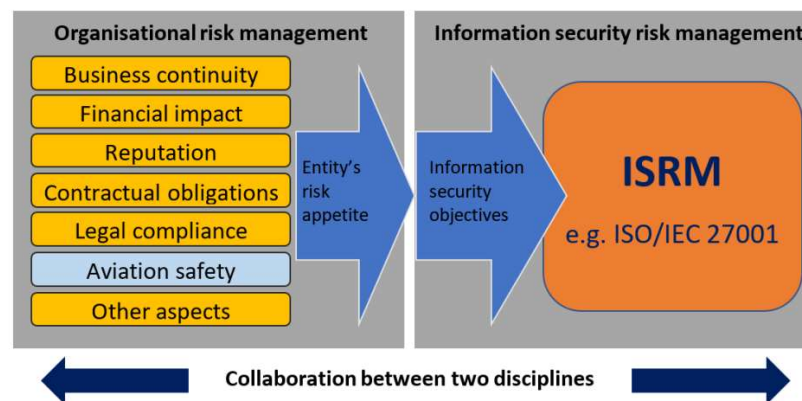


Figure 5: Introduction of aviation safety aspects in the entity's risk appetite

A man with a beard and a yellow t-shirt is looking confused, with his hand on his head. The background is a bright blue color with several yellow question marks of various sizes scattered around. The overall theme is one of uncertainty or a lack of direction.

Hur ska man då börja?

SUPPORTED IMPLEMENTATION OF THE ISMS

In the context of Part-IS, all organisations initiate the implementation of an ISMS with determining its scope, which in turn is based upon at least an assessment of aviation safety impacts for which information security incidents are a cause or a contributing factor. Organisations, irrespective of their

An elephant is shown in profile, standing on a muddy bank next to a watering hole. The elephant's trunk is lowered towards the ground. The background consists of green bushes and trees under a bright sky. A blue oval with white text is overlaid on the elephant's side.

**En bit i
taget!**

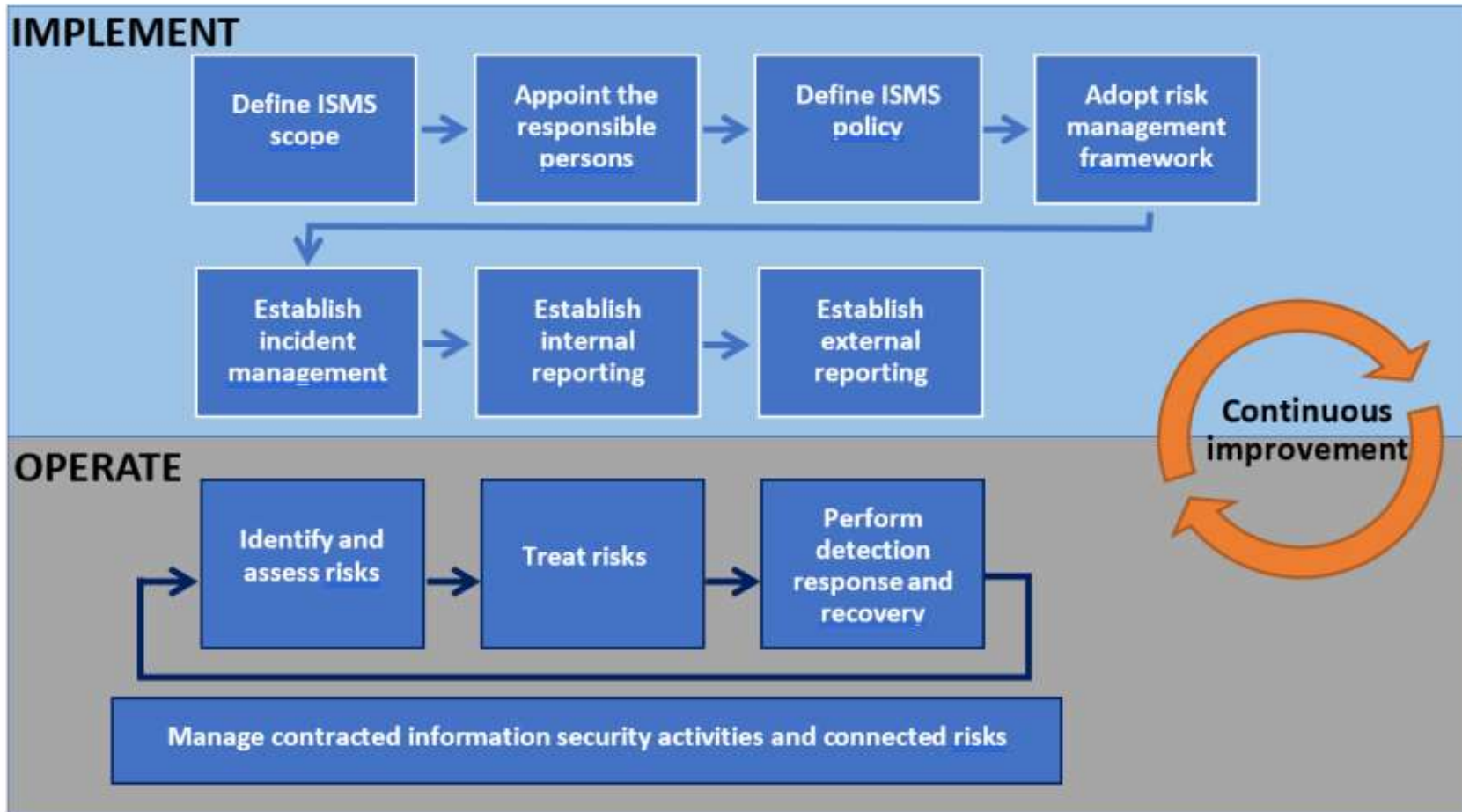
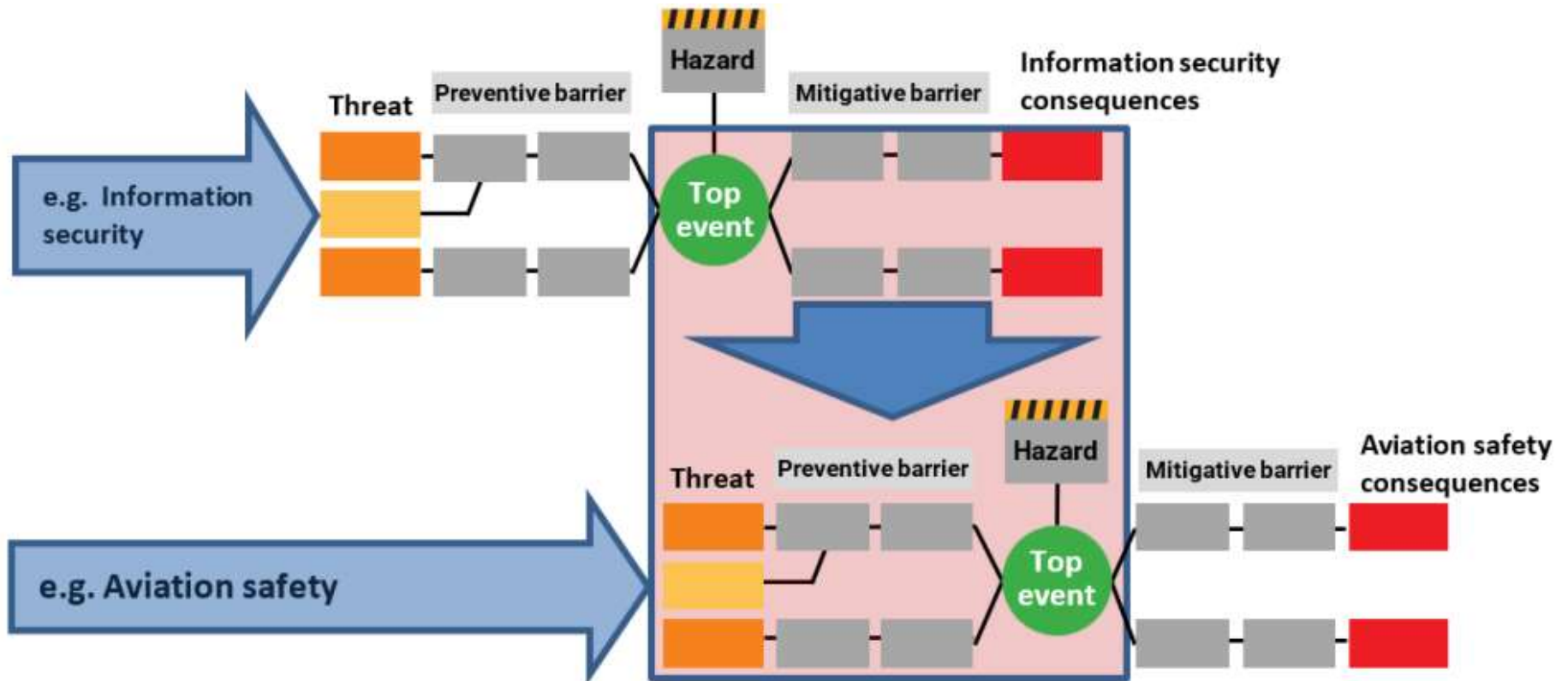


Figure 2: Representation of the Part-IS requirements from an ISMS's life cycle perspective

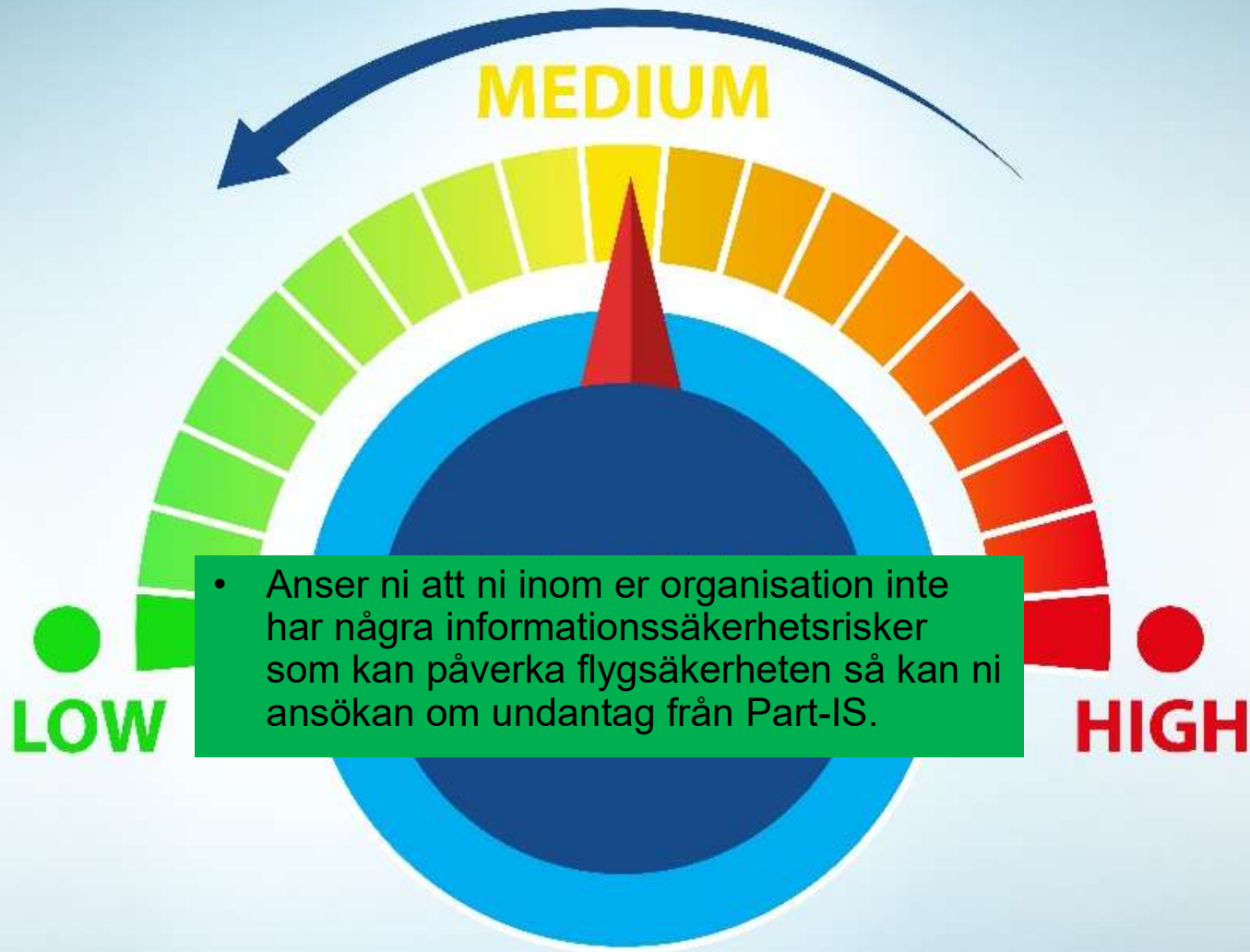
Utnyttja ert befintliga SMS

- Använd befintlig policy och modifiera
- Använd ert SMS som grund
- Använd befintligt riskhanteringssystem
- Använd befintligt rapporteringssystem
- Använd redan implementerat sätt för ständig förbättring











AMC1 IS.I.OR.200(e) Information security management system (ISMS)

ED Decision 2023/009/R

DEROGATION

Organisations should follow the directions provided in [AMC1 IS.I.OR.205\(a\)](#) and [AMC1 IS.I.OR.205\(b\)](#) to perform a documented information security risk assessment to seek the approval by the competent authority of a derogation under point [IS.I.OR.200\(e\)](#). In order to justify the grounds for a derogation, the risk assessment is expected to provide explanations for the exclusion of all elements from the scope of the ISMS. It is up to the authority to determine whether this assessment is deemed satisfactory for a derogation to be granted.

Organisations that would like to have the risk assessment performed by a third party should consider the requirements of [IS.I.OR.235](#) and the related AMC.



IS.OR.200 (e) – ISMS: An organisation may be excluded if the competent authority agrees upon demonstration that an organisation does 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**

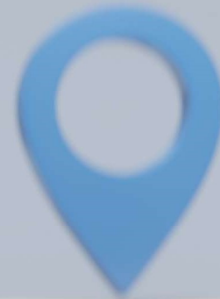
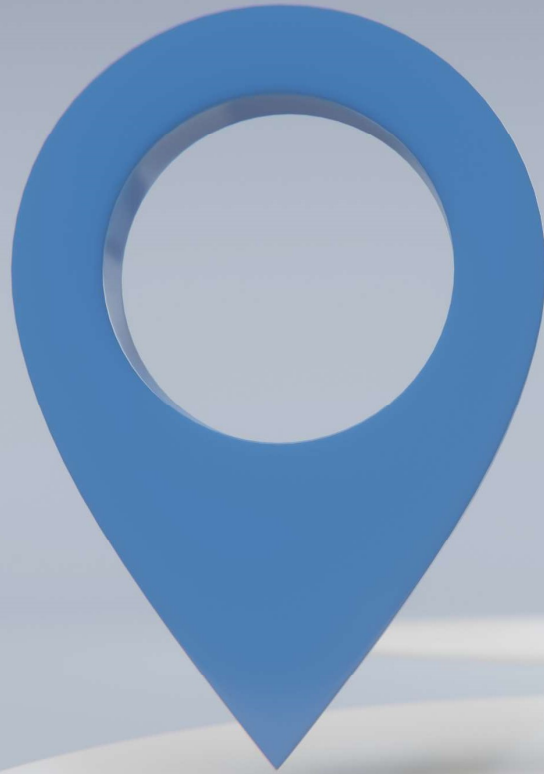


Validity of the derogation will be reviewed whenever changes are implemented and confirmed during oversight



- För att få behålla detta undantag och slippa implementera Part-IS så måste man under audits visa att det inom ramen för utbildningstillståndet inte finns någon informationssäkerhetsrisk som kan påverka flygsäkerheten.

Vägen framåt





Tidsplan för implementering

Sista datum när vi ska ha fått
in manualerna för ISMS

30 november 2025

Sista datum för ansökan om
undantag **30 oktober 2025**

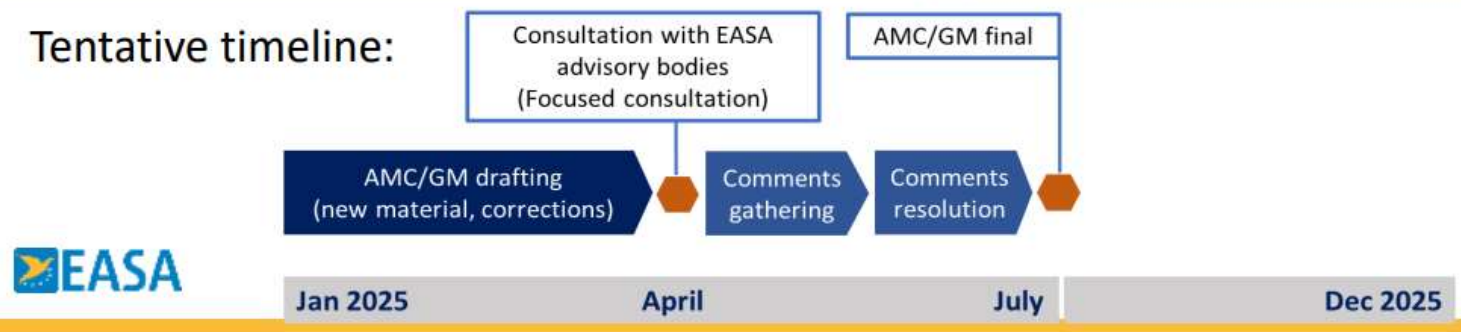
AMC & GM update before Part-IS applicability

→ New guidance material has been/is being developed since the publication of AMC & GM

→ Some examples:

- From the TF
 - Part-IS compliance guideline for ISO/IEC 27001 certified organisations
 - Assessment of requests for derogation
- From EASA
 - Adaptation of ENISA ECSF to Part-IS and the aviation domain
- From Eurocae
 - Updated ED-206 -> ED-206A
 - ED-ISMS (maybe more likely in Q1 2025)

Tentative timeline:



Announcing
Part-IS Implementation
Workshop 2025



Your safety is our mission.



- [Part IS Implementation Workshop 2024 - Day 1](#)
- [Part IS Implementation Workshop 2024 - Day 2](#)
- [Cybersecurity | EASA Community \(europa.eu\)](#)

- Vilken hjälp vill ni ha vidare av oss angående Part-IS?



A hand is shown holding a stack of five light-colored wooden blocks. The blocks are stacked vertically, with the top block held by the hand. The text on the blocks is as follows:

THANK

YOU

FOR

YOUR

ATTENTION