

Business Jets Workshop 2025



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#easabusinessjets

Cybersecurity

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CS23: Update on new CS/ASTM F3532

- Cyber only required for CS 23 L IV (AMC 20-42/ED20x) - Current ASTM F3532 not recognized by EASA for CS23
- New CS23 requirement (similar to L IV) will be introduced for L I to L III (refer to cyber resilient act) – objective EASA recognition of ASTM standard by end of 2025
- Good collaboration to address current deficiencies of ASTM:
 - Vulnerabilities (testing only required for L IV)
 - Risk assessment scoring (progressive scoring from L I up to L III)

CS25: Risks analysis, some recommendations

- Fine tune assumptions and aircraft security environment (ASSD)
 - Trustworthiness of actors, external signals/equipment (e.g. maintenance laptop, personnel, physical access, GNSS signal)
- Sufficiently describe security measures and justify the Security assurance level objectives by objectives. Ensure traceability between security measures and all requirements including the ICA ones
- Refer to ongoing work from WG-72/SC-216: FAQ to ED-203A/DO-356A to be released by end of Q1 2025

Cyber or not Cyber?

- Difficulty to assess whether cyber requirements should be embarked (ongoing CAI/CM development)
- Develop a Change impact analysis answering the questions
 - physical digital interface(s) (refer to ED-202B Appendix B Table B-1 Q1)
 - services or protocols (refer to ED-202B Appendix B Table B-1 Q2)
 - security measures (refer to ED-202B Appendix B Table B-1 Q3)
 - connectivity inside or outside the security perimeter (refer to ED-202B Appendix B Q4 and Q5)
 - personnel roles, maintenance procedures, and/or flight crew procedures (ICA, Manuals for CS-E 25) (refer to ED-202B Appendix B Table B-1 Q6)
- If yes, develop a security risk assessment and identify risk acceptability

Part-IS

- Requires to implement and operate an Information Security Management System (ISMS) within the organization/interface with other organizations. Compliance due for October 2025 (delegated regulation)
- Part-IS compliance can support some product certification demonstration activities (and vice et versa)
 - ED-204A (Instruction for Continued Airworthiness) and some ED-203A/DO-356A objectives (O2, O5...)
- EUROCAE ED-ISMS / RTCA DO-ISMS not yet available - Ongoing WPI with EASA/Industry (Daher, Dassault...) to agree on key acceptability factors and the main orientations for Part-IS compliance

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