

Business Jets Workshop 2025



21st – 22nd January 2025
EASA Headquarters
Cologne, Germany

#easabusinessjets

Regulatory update

- Initial airworthiness*
- Air Operations*

Xavier Vergez

Senior Regulations Officer
Certification Directorate



Agenda

Part 21

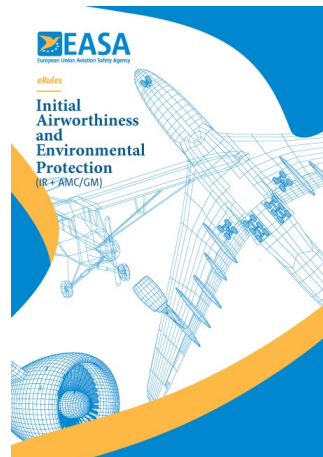
- Recently published rules
- Upcoming amendments
- Future developments

Part 26

- Recently published rules

Certification Specifications

- Upcoming amendments



Part 21 – recently published rules

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Safety Management Systems (SMS)

RMT.0251

- Introduced by Regulations (EU) 2022/201 and 2022/203
- Applicable since March 2023
- Design and Production Organisations have 2 years to close any findings of non-compliance related to SMS requirements

Part 21 – upcoming amendments

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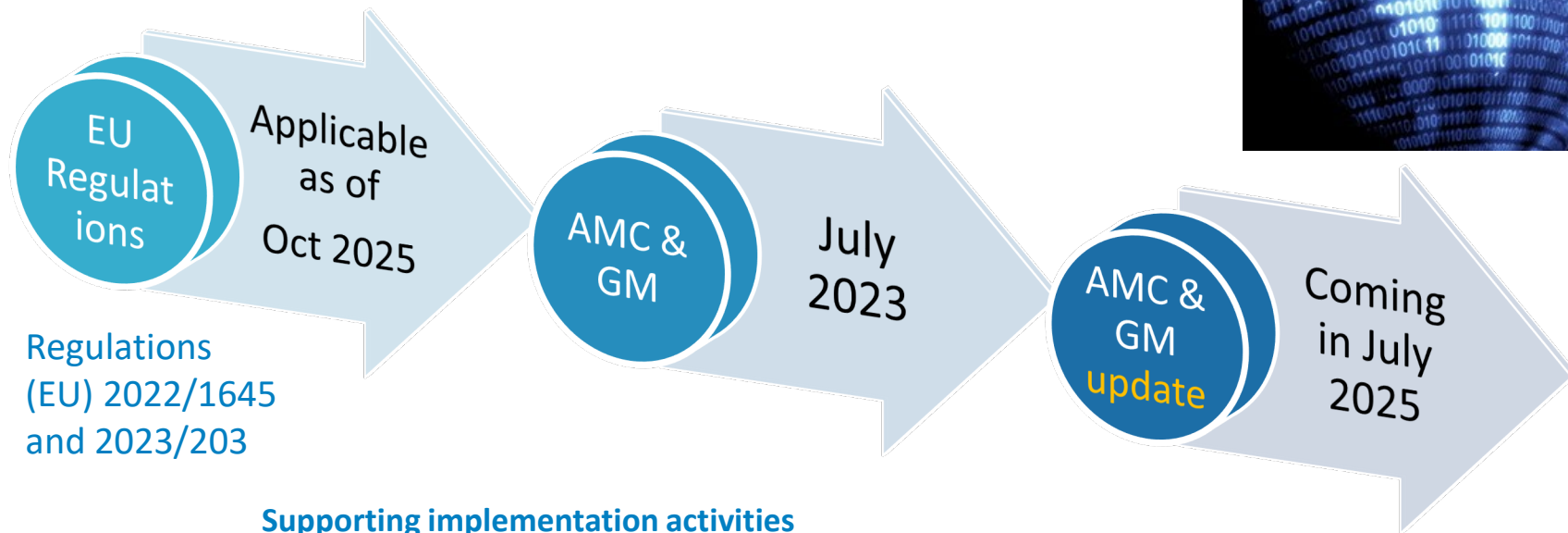


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Part-IS - Information Security

RMT.0720



Supporting implementation activities

- Part-IS Task Force with Member States working on:
 - Compliance Guidelines for ISO/IEC 27001 certified organisations
 - Assessment of requests for derogation
- Hybrid Implementation Workshop on 7-8 November 2024 + in 2025

Part 21 – future developments

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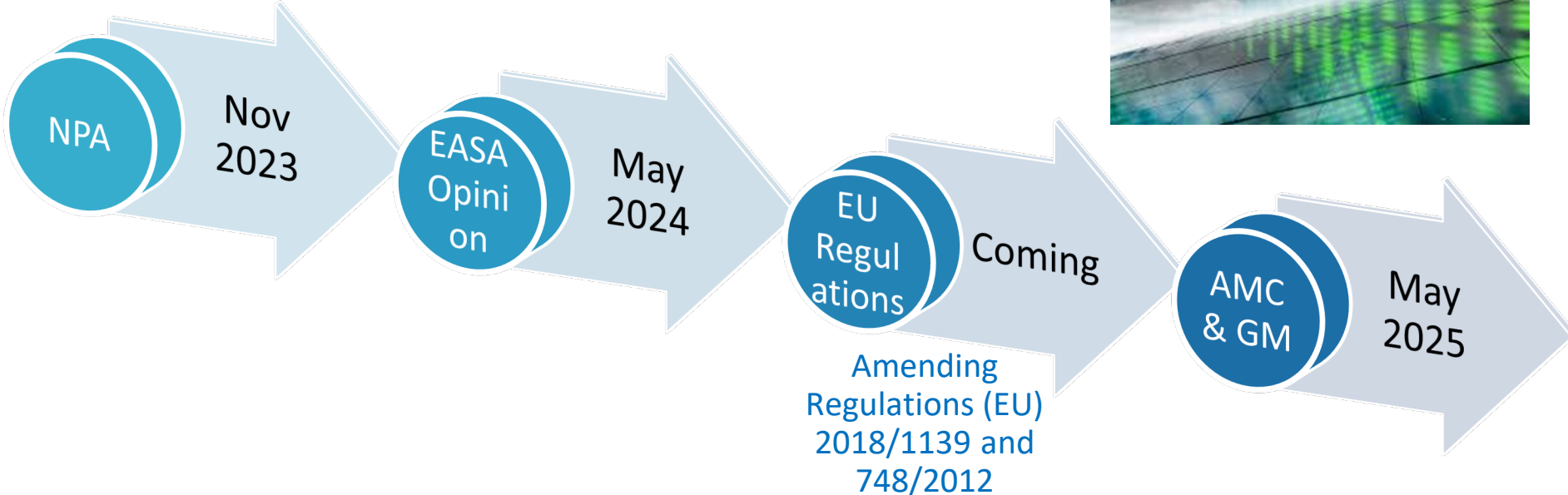
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Committee on Aviation Environmental Protection (CAEP)

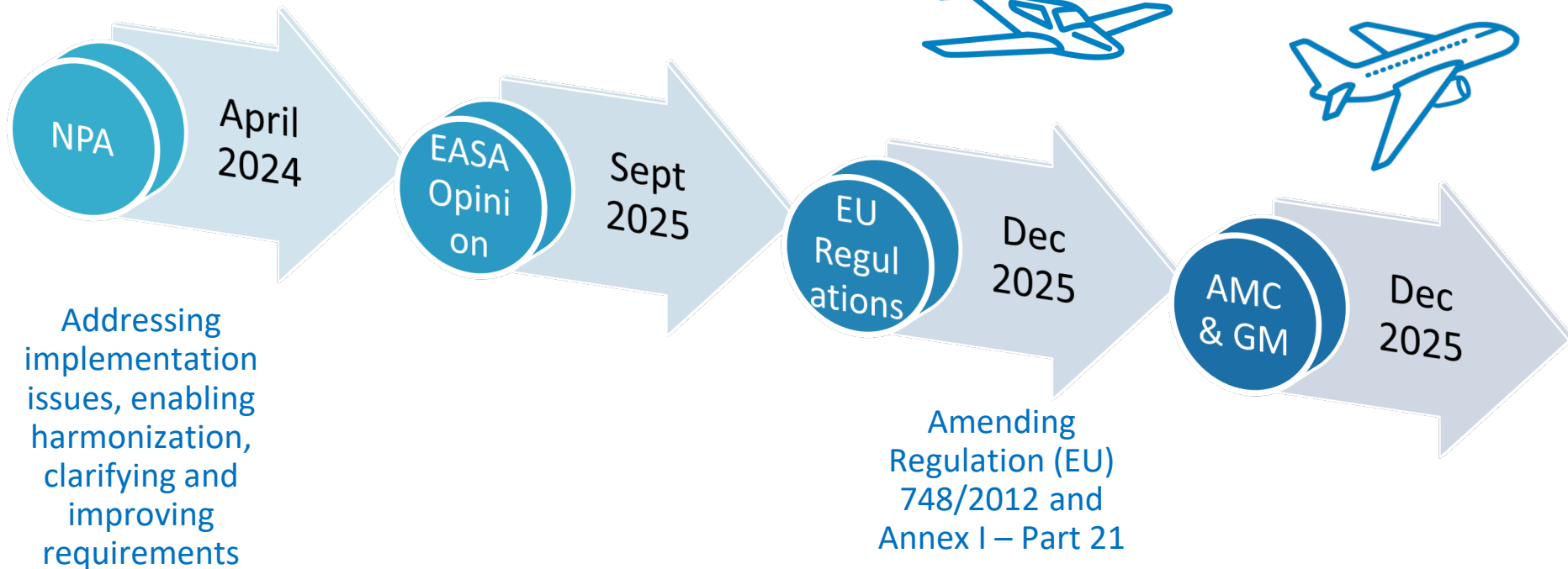
RMT.0514





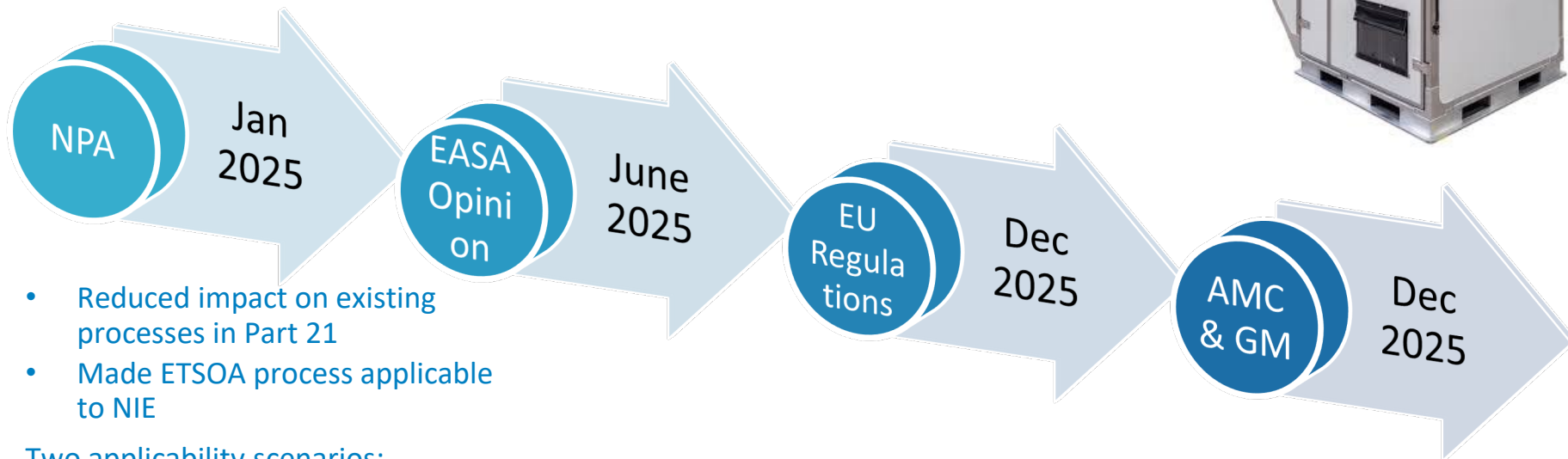
Part 21 Regular update

RMT.0031



Non-Installed Equipment

RMT.0727 Subtask 3



- Reduced impact on existing processes in Part 21
- Made ETSOA process applicable to NIE

Two applicability scenarios:

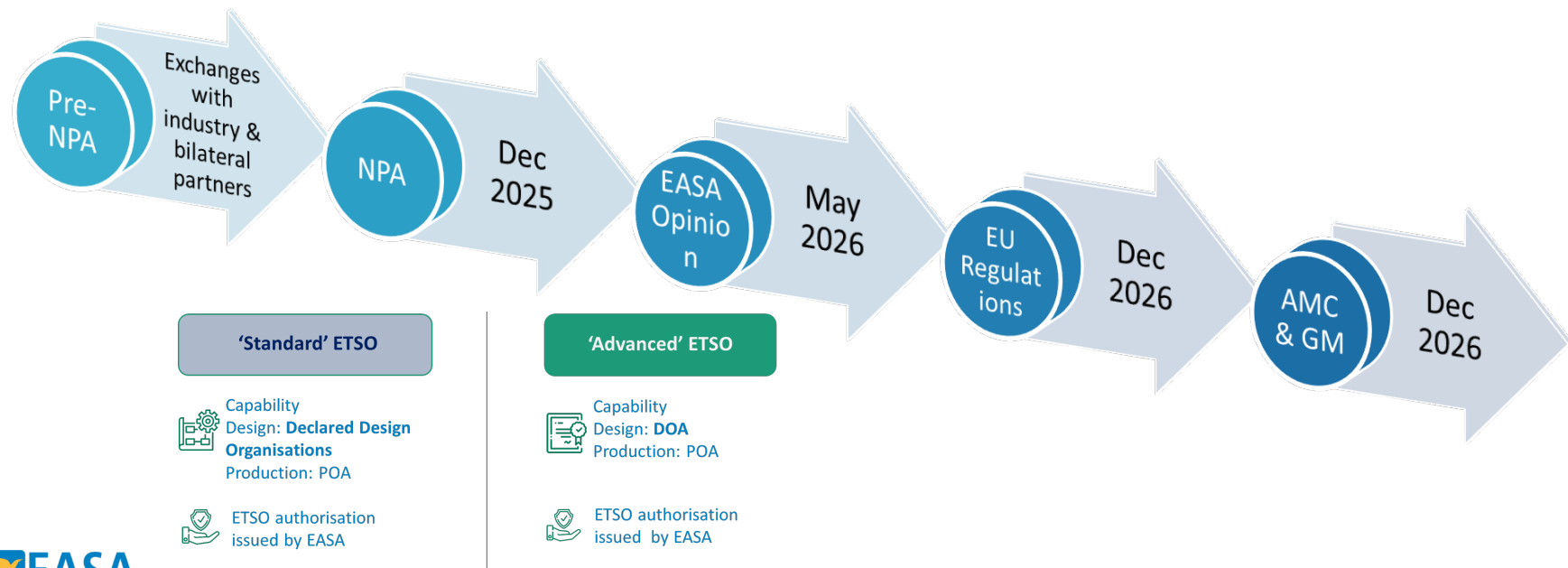
- NIE subject to an approval according to OPS rules; and
- NIE for which the equipment manufacturer voluntary requests certification

ETSOA system review

RMT.0727 Subtask 4



What we want to achieve: Making the ETSO Authorisation process more proportional to the complexity and criticality of the ETSO articles to be certified



Part 26 – recently published rules

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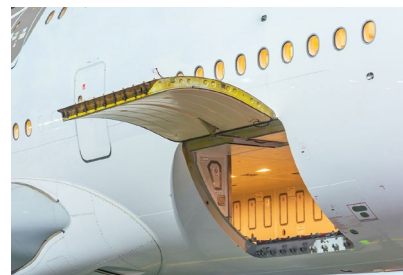
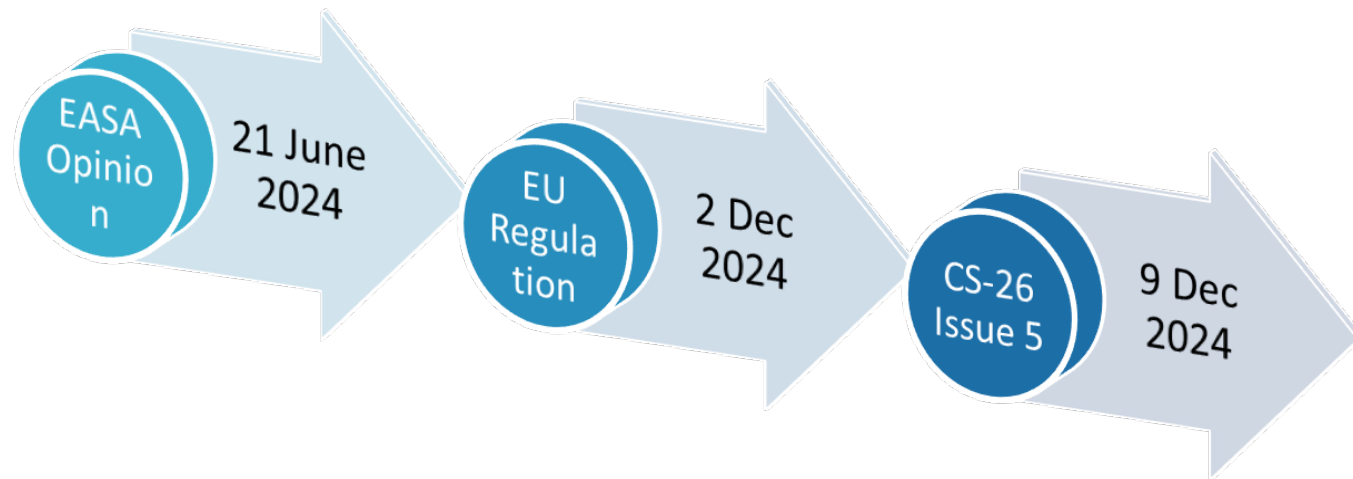


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Regulation (EU) 2024/2954

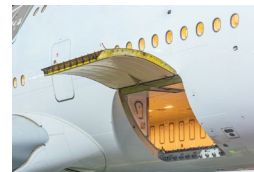
RMT.0710, RMT.0740



Regulation (EU) 2024/2954

RMT.0710, RMT.0740

- Transpose new SARPS from ICAO Annex 8 (Amendment 109): DAHs to make **available to operators of aeroplanes and helicopters, the information on cargo compartment fire protection capabilities**, as certified (*RMT.0740*)
- **Postpone the applicability date** of the requirement for newly produced large aeroplanes used in CAT to be equipped with a **ROAAS** (new date: **1 July 2026**)
- Add further aeroplane models to the **list of models exempted** to comply with point 26.157 on **conversion of Class D compartments** [Learjet business jets]
- Mandate the **installation of a crash-resistant fuel system** onto existing rotorcraft designs still in production and the retrofit of existing rotorcraft that are registered in the EASA Member States (*RMT.0710*)
- Clarify some existing requirements



Certification Specifications (CSs)

Upcoming amendments

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CS-25 Amdt 29 – expected 1Q2025

RMT.0118

The objectives are to:

- mitigate the risks of incidents and accidents caused by airframe ground icing contamination or inadequate de-icing/anti-icing operations; and
- align the requirements of CS-25 with the existing EASA AIR OPS regulations regarding allowed take-off with a determined level of contamination.

NPA 2022-08 proposed to amend the certification specifications for large aeroplanes on the following areas:

- design requirements for take-off with a determined level of contamination of the aerodynamic surfaces; and
- criteria for the testing and selection of de-icing/anti-icing fluids for a large aeroplane type design.



CS-ETSO Amdt 18 – expected 1Q2025

RMT.0457

Regular update of CS-ETSO - NPA 2024-03 published 4 April 2024

The objective is to maintain the high level of safety by:

- recognition of the latest industry standards (e.g. EUROCAE Documents (EDs), Radio Technical Commission for Aeronautics Documents (RTCA DOs), or other);
- harmonisation with the corresponding FAA Technical Standard Orders (TSOs);
- incorporation of new ETSOs;
- amendments of existing ETSOs;
- introduction of new guidance material for Subpart A.

This should offer more possibilities for EU applicants to obtain ETSO authorisations and align CS-ETSO with the state of the art and with European operational requirements.

CS-MMEL and CS-GEN-MMEL – expected 3Q2025

RMT.0499

Regular update of CS-MMEL and CS-GEN-MMEL - NPA 2024-07 published 17 Dec 2024

The objectives are :

- Introduction of items covered by FAA Policy Letters that are not yet included in CS-MMEL/CS-GEN-MMEL, such as cabin/galley storage
- Harmonisation of the airborne collision avoidance system (ACAS) rectification interval in accordance with the related FAA Policy Letter and in line with the recommendation of the EASA working group in the field;
- Alignment with the FAA MMEL Policy Letter for relief of items following its latest update in the field of long-range communications.

The proposal should facilitate the applicants' compliance with the operational suitability data (OSD) requirements for MMEL and increase efficiency by rendering the evaluation process of applications more comprehensible.

Air Operations

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Regulatory update - Air Operations

- RMT.0392 - Revision of the complex motor-powered aircraft (CMPA) Definition (NPA in 2026)
- NPA 2024-106 Air taxi (FTL for air taxi, AEMS and single pilot operations) – focused consultation until 28.02.25
- EVT.0013 evaluation of the rules for commercial small sized aeroplanes under Part-CAT and Part-SPO (study to be published in 2026)

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