

EASA Part 145 Regulatory Update May 2026

Commission Implementing Regulation (EU) 2026/100

Adopted on January 15, 2026, this regulation amends Regulations (EU) No 748/2012 and (EU) No 1321/2014 to modernize the airworthiness review process and streamline the issuance of airworthiness certificates.

- Its primary objective is to reduce the complexity of existing rules by aligning them with the specific safety risks associated with different aircraft categories and operational histories.
- Key reforms include the introduction of more flexible airworthiness review requirements across various Annexes, such as Part-M, Part-ML, and Part-CAMO, ensuring that oversight remains proportionate to the aircraft's complexity.
- The regulation also facilitates the free movement of aircraft within the European Union by simplifying the process for issuing airworthiness certificates when aircraft are transferred between Member States.
- It also mandates improved information exchange between national competent authorities, particularly when significant safety non-compliances are detected.

Additionally, the regulation aligns occurrence-reporting systems with Regulation (EU) No 376/2014, ensuring a unified approach to aviation safety data.

Finally, it includes essential corrections to previous legislation regarding maintenance licenses for electric aircraft, ensuring that the regulatory framework keeps pace with technological advancements in propulsion systems.

Commission Implementing Regulation (EU) 2025/2293

Published on November 11, 2025, this regulation amends Implementing Regulation (EU) 2023/203 regarding the management of information security (IS) risks in civil aviation.

- It focuses on extending and refining the requirements for an Information Security Management System (ISMS), particularly for organizations that operate under a "declaration" rather than formal approval.
- The regulation ensures that these entities—ranging from certain maintenance organizations to aerodrome operators—identify and mitigate cybersecurity threats that could potentially impact aviation safety.

Note - By amending several foundational regulations (including 1178/2011, 748/2012, 965/2012, 139/2014, and 1321/2014), this act harmonizes information security protocols across the entire aviation value chain.

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It establishes a consistent "Part-IS" framework, which requires organizations to conduct regular risk assessments, implement protective measures for both digital and physical information systems, and coordinate with competent authorities.

- The regulation also introduces specific "Authority Requirements" to guide national regulators in overseeing these security systems, with a broad applicability date set for February 2026.
- These measures are designed to protect the integrity of the European aviation network against evolving digital threats.

Commission Implementing Regulation (EU) 2025/111

Issued on January 23, 2025, this regulation significantly amends Regulation (EU) No 1321/2014 to incorporate rules for the continuing airworthiness of electric- and hybrid-propulsion aircraft, as well as other non-conventional designs like VTOL (Vertical Take-Off and Landing) vehicles.

- This legislative update is a cornerstone of the EU's "New Air Mobility" initiative, adapting existing maintenance and licensing standards to suit modern technology.
- One major change is the updated definition of "complex motor-powered aircraft," which now accounts for the unique characteristics of non-conventional aircraft based on their mass and seating configuration.

The regulation introduces specialized maintenance protocols for high-voltage batteries and fuel cells, requiring disassembly and inspection standards that differ from traditional internal combustion engines.

- It also updates Part-66 licensing requirements, establishing new subcategories and endorsement paths for certifying staff who work on electric aircraft.
- To ensure a smooth transition, the regulation provides derogations for existing license holders to gain qualifications for electric-powered aeroplanes below 5,700 kg until early 2028.