

First impressions

Florian Guillermet, Executive Director, EASA explains ambitions for the future

Q What key experiences have shaped your priorities as Executive Director of the European Union Aviation Safety Agency (EASA)?

EASA has an excellent reputation, a wide remit covering all aspects of how aviation operates in Europe and a passion for aviation safety. But from the outside you only see the tip of the iceberg. I am still learning my way on some topics, supported by my fabulous crew who together truly have world-class knowledge on any and every aviation subject.

My priority in my first nine months in the agency was to adjust our ambitions to the available resources. As a public institution our staff levels are controlled, and this means we must be ruthless in making sure that we are tackling the top tasks and that safety always comes first. We have agreed on five strategic themes to guide

the agency – SAFE, GLOBAL, GREEN, INNOVATIVE and RESILIENT – to give us direction and ensure that all our activities are aligned with these goals.

Q How is EASA supporting the European SESAR Master Plan implementation?

EASA is working hand-in-hand with SESAR and other partners such as EUROCONTROL, SESAR Deployment Manager and industry for the execution of the Air Traffic Management (ATM) Master Plan 2025. This coordination at EU level increases efficiency and creates synergies in the innovation cycle. In particular, EASA will define and develop, if required, the associated regulatory measures to enable the implementation of the Master Plan and coordinate the development of relevant industry standards.

Q Can you highlight how EASA is progressing with U-space integration for UTM and Advanced Air Mobility (AAM) across Europe?

EASA has done significant work in the last two years to support the implementation of U-space across the EU. However, as with all implementations involving airspace, the risk assessments and airspace changes needed for the designation of U-space airspace are complex.

The low-level airspace already has a wide range of users (e.g. General Aviation, military, State operations) and is governed by a host of different authorities (e.g. environmental authorities, local authorities, national security policies). As this is an entirely new field, harmonised standards that can be agreed by all European industry and that are validated to cover all U-space services in all use cases are not yet available. The same is true for performance requirements that can provide a basis for certification by the competent authorities.

There is progress: many demonstrations and early implementation with limitations are already taking place in the European airspace. However, it is premature

“ EASA is committed to aviation safety, innovation, and the sustainable future of aviation in Europe and globally ”

at this stage to talk about full implementation of the U-space regulations. The same is true for AAM traffic airspace integration.

Q What does EASA consider most critical regarding the Single European Sky SES2+ regulatory framework?

We have been asked to assess the impact of SES2+ on the EASA system and a first cut of this was delivered in late March. This provides us with a basis to prioritise the related regulatory activities in the coming years.

In general, the ATM Data Service Provision (ADSP) is a game changer and I would see that having a high priority. ADSP will have a major impact on the structure and content of service provision rule.

Q What are EASA's priorities for international cooperation?

EASA is working with authorities worldwide to align safety and environmental standards and build competences to match the challenges of a changing aviation system. Through international cooperation we leverage our footprint and trusted status to partner with key international regulators on harmonising applicable rules.

One of our top goals is to ensure better recognition by ICAO of the EU/EASA system to improve efficiency and reduce duplication. We continue to explore ways to take our cooperation even further with mature partners, and with the near neighbours on the EU's borders. We will continue to make sure that the level of safety continues to improve globally in all regions, for example by signing cooperation agreements with 3rd party countries.

Q How is EASA addressing cybersecurity risks?

Cybersecurity is indeed an area which is commanding increased attention from the safety perspective. With Implementing Regulation



2023/203, known as Part-IS, becoming applicable on 22 February, 2026, all organisations holding an approval under Regulation 2017/373 are required to establish an Information Security Management System (ISMS).

These systems will identify and manage information security risks with potential impact on aviation safety which could affect their information and communication technology systems and data detect, respond to, and recover from, information security incidents.

A reporting system of events and vulnerabilities will also be part of the ISMS. The aim of this is to ensure that robust structures are in place to mitigate the risks posed by cyber attacks.

Q As we look ahead, what are EASA's priorities for 2025/2026?

In one sentence: EASA is committed to aviation safety, innovation, and the sustainable future of aviation in Europe and globally – while ensuring our own organisation is robust, resilient and ready to tackle all challenges ahead.

FLORIAN GUILLERMET

Florian Guillermet joined the European Union Aviation Safety Agency as its Executive Director in April 2024, having worked 27 years in the aviation sector.

