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DES TRANSPORTS**

*Liberté  
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# Activity Report 2020

**French Civil Aviation Safety Directorate  
National oversight authority**

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## Foreword

by Patrick Cipriani

French Civil Aviation Safety Director

With a drop in traffic in France of nearly 70%, with that figure rising to 99% at the height of the first lockdown, the airline sector has been one of the most affected by the COVID-19 epidemic. The cancellation of the 2021 Paris Air Show epitomises the impact of this crisis on the sector, which will not return to 2019 traffic levels for several years, thereby threatening the existence of the most exposed players in an already fragile ecosystem.

DSAC has thoroughly played its role within these difficult circumstances. Whenever necessary and possible, we have studied and put in place multiple regulatory exemptions that have been supported by appropriate compensatory measures and we have therefore: enabled aviation operations to take place despite the health restrictions in place at borders; facilitated the transport of patients and medical equipment; helped keep up the resilience of the aviation system by adapting conditions for maintaining approvals and licences; facilitated keeping staff skills up-to-date; maintained the infrastructure in good repair. Finally, we have also supported the resumption of traffic, paying specific attention to any possible risks generated by the low levels of activity. The mantra for 2020 must be adapting to circumstances without compromising the safety and security of civil aviation.

The transport of vaccines, widespread remote working, the impact on oversight procedures, the low levels of aviation activity and more specifically the risks regarding the training of aircrews, air traffic controllers, and aviation mechanics, will all ensure 2021 is another very atypical year.

Our air safety symposium held entirely online for the first time, the issuance of several new air carrier certificates, anticipating the consequences

arising from Brexit – the parameters of which remained uncertain until the last minute – and preparation for the entry into force of the European regulation on the operation of drones, etc. Looking beyond the crisis, 2020 was a busy year for DSAC teams, who never failed to get involved and demonstrate their commitment, despite the lockdowns and the urgent general implementation of remote working.

Working towards a goal of health safety, efficiency and transparency, DGAC were quick to adopt appropriate health measures that were regularly updated depending on our knowledge of the virus. DSAC also followed suit, adopting measures for its specific professions – pilot assessors, ramp inspectors, oversight inspectors and examination centre staff – and in respect of all activities that could not be carried out remotely.

The continuity of our activities was never compromised, and I would like to very much thank all DSAC agents for this.

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# Highlights

2020 was an unprecedented year in terms of the scale and impact of the health crisis, which turned the airline industry upside down.

Since the crisis began in March, DSAC teams have mobilised to deal with the situation and respond to the many requests from operators, while at the same time monitoring all the practical details linked to a future return to operations under controlled safety conditions.

The consequences of the COVID-19 pandemic have created numerous difficulties for civil aviation stakeholders in fulfilling their conditions and carrying out the formalities necessary for maintaining the validity of specific numbers of certificates, qualifications, approvals and authorisations.

In particular, these difficulties affected aircrews and maintenance staff, air traffic controllers, training organisations, aeromedical examiners and aeromedical centres, aircraft owners or operators, aerodromes, maintenance organisations and even providers of air navigation services.



## Measures to address the crisis

In order to ensure the continuity of essential aviation activities during the crisis and to support the return to normality when the time comes, DSAC has been taking adjustment and dispensatory measures since March 2020 in respect of the conditions for maintaining the validity and operation of pilot and air traffic controller licences, as well as extending the validity of specific certificates, approvals, authorisations and licences relating to airworthiness. Where necessary, these provisions shall be supplemented by measures to ensure the level of operational safety.

DSAC has also taken measures to adapt operational rules, particularly with regard to medical transport by helicopter, repatriation flights and the transport of cargo, as well as accepting unapproved modifications to aircraft required for managing the health crisis (cargo in the cabin, medical devices, etc.).

Guidelines for some of these derogation provisions were drawn up at ICAO and European level, with DSAC being involved in the process.

Where provisions were put in place that derogated from EU regulations, they were notified to EASA in accordance with the provisions of Regulation (EU) 2018/1139. Where they differed from Standards and Recommended Practices (SARPS), notification of this was given to ICAO in accordance with the provisions of the Chicago Convention.

Modifications were also made to national orders so that derogation clauses could be included to deal with exceptional situations while continuing to maintain a high level of safety.

Finally, after being put on hold for two and a half months during the first lockdown, theoretical examinations continued to be held at a relatively high rate; the number of certificates issued for several categories of examinations even increased, particularly in respect of remote pilot examinations, which saw an increase of over 6%.



## New risks, necessary risk reduction

2020 was punctuated by large-scale, abrupt changes in all areas of aviation activity. Once the necessary dispensations had been put in place so that continuity of operations could be ensured to the greatest extent possible, DSAC's primary concern was to look into the extent of the impact these upheavals would have on safety levels, and to make sure that this impact would remain limited and offset by specific risk reduction measures.

Firstly, two Safety Bulletins were published<sup>1</sup>, which were targeted at the aeroplane and helicopter air transport sectors respectively.

Safety performance then had to be measured. Specific risk mapping has been developed by participating in

EASA work and adopting a national version of this map, known as the "COVID portfolio". This mapping has been integrated into working methods, in particular during specific and collaborative monitoring of safety events. A large number of the safety events, as well as lessons learned from the oversight actions have meant an overview of the level of risk could be established.

In early 2021, this work was combined in the "Low Activity Study"<sup>2</sup>, which was designed to assess the measures to be taken in terms of oversight, the promotion of safety, and even regulations to mitigate specific risks arising during this unusual period.

## SIMBAD: a tool for monitoring breaches of environmental regulations

*After three years of work, DSAC now has a computer tool called SIMBAD, which can be used to provide support to instructors regarding environmental breaches when carrying out their tasks.*

*This software will assist with standardising working methods as well as making progress in the areas of efficiency and traceability.*

*This rollout forms part of a quality initiative that has been underway since summer 2019 in conjunction with the Airport Nuisance Control Authority (Autorité de contrôle des nuisances aéroportuaires - ACNUSA). The aim of the process is to ensure that documents produced by interregional directorates are more reliable, thereby raising the profile of actions taken by DSAC in terms of environmental breaches.*

<sup>1</sup> <https://www.ecologie.gouv.fr/info-securite-dgac> <sup>2</sup> <https://meteor.dsac.aviation-civile.gouv.fr/meteor-externe/#communications/8440>



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## Critical issues in overseas France

### Ensuring territorial continuity

At the height of the health crisis in March and April 2020, France, Réunion and Mayotte maintained territorial continuity as a result of the mobilisation of the entire aviation system and the establishment of an airlift mechanism. This guaranteed the supply of sensitive medical cargo and the transportation of staff who were crucial for managing the crisis between Parisian airports and Mayotte (via Réunion).

The objective was to enable medical evacuations to be handled and to permit the transport of key people and cargo (especially medical cargo) to Mayotte, despite regular routes not operating between Réunion and Mayotte and between Paris and Mayotte.

DSAC was involved with state coordination, bringing together into crisis logistics management mode the headquarters for the zone, the armed forces of the southern Indian Ocean zone and the Mayotte prefecture. In order to use and optimise the available capacities as much as possible, the team specifically monitored civil and military flight programmes that could be relevant to Mayotte. In civil aviation terms, it

was possible to secure two round trips per week by Boeing 787 (providing a capacity of 16 tons of cargo), which were chartered from the airline Air Austral.

The task force established under the framework of the mechanism has provided support with the management and monitoring of cargo by establishing a link with airlines, airport assistants and forwarding agents.

In terms of the West Indies and French Guiana, it was only possible during the first lockdown to keep two transatlantic round trips running per week, per territory. As a result, there was particularly close monitoring of the routing of priority cargo, which was supported by DSAC.

### Supporting the return of air traffic

The introduction of a health corridor on the Paris-Réunion, Paris-Mayotte and Mayotte-Réunion routes – the underlying strategy for which is the carrying out of systematic testing in the 72 hours prior to boarding – has enabled traffic to gradually resume since May. By July 2020 there will be approximately thirty weekly flights between Réunion and Paris, five weekly flights between Mayotte and Paris, and four weekly flights between Mayotte and Réunion. This last link was able to continue operating because of a health cooperation between the two departments and a

public service delegation established by the French Ministry of the Overseas and DGAC.

So that there could be a gradual and complex resumption of activities in the West Indies and French Guiana, health constraints had to be reconciled with transitional technical measures for air transport and airport operators (reduction of airport opening hours, service to the Northern Islands, reopening of links between Martinique and Guadeloupe, a trial and the obligatory use of PCR tests, prefectural restrictions, etc.).

The health situation once more deteriorated in the second half of the year, first in French Guiana, then in Guadeloupe and finally in Martinique. In addition to national measures, prefectural measures also needed to be introduced each time to restrict travel (both with mainland France and also between the territories).

Martinique exited their second lockdown at the beginning of December, which meant travel restrictions on the Guadeloupe-Martinique vector could be lifted.

## International cooperation

Under the aegis of the DTA's international cooperation mission, DSAC is regularly called upon to offer their expertise on a wide variety of international cases, proof that civil aviation players throughout the world recognise the skills of its agents.

DSAC agents share their know-how to improve safety and security beyond national and European borders in a number of areas, including safety management, security, aviation operations, aircraft airworthiness, CNS/ATM, aerodromes, drones, pilots' licences and air traffic controller licences.

2020 saw a strengthening of the partnership between DSAC and France Aviation Civile Services (FRACS), which calls on DSAC's expertise in participating in international calls for tender. This will be formalised in 2021 with the signing of a framework agreement that will establish a network of experts who provide assistance to civil aviation authorities.



*At the height of the first wave, support services at interregional DSACs organised DGAC stocks to be donated throughout the country. In total, 175,000 FFP2 masks were delivered to hospitals through regional health agencies.*



In terms of regional cooperation, the central level of DSAC, Indian Ocean DSAC and FRACS have formed a consortium that is working to define conditions that will build and strengthen the capacities of the civil aviation authorities in the Union of the Comoros and Madagascar. This cooperation project, which is co-financed by the European Union under the European territorial cooperation programme Interreg V-A Mayotte-Comoros-Madagascar 2014-2020, has been accepted by the Prefecture of Mayotte, the managing authority for the programme's European funds, with an amount of €1.5m.

## Resilience

With many of its activities having to be undertaken remotely, DSAC was forced to adapt its methods, manage numerous derogations and dispensations, and support operators experiencing low levels of activity. At the same time, they had to prepare for operations to resume and ensure they continued to prioritise guaranteeing high levels of safety.

Feedback from customers and end-of-year assessments confirmed that users and companies being overseen were extremely satisfied with DSAC's responsiveness, as also evidenced by the numerous testimonials and messages of thanks received throughout the year.

Furthermore, the crisis revealed the fundamental support that could be derived from new digital tools such as the new METEOR platform for exchanges between DSAC and operators being overseen, something that greatly facilitated communications during this complicated period.

## 77%

*This is the completion rate for oversight plans that were initially scheduled for the start of 2020; by way of comparison, the target usually achieved in previous years is 90%. While initial plans were disrupted by the health crisis, DSAC was able to swiftly readjust oversight plans throughout the year, carrying out certain activities remotely and postponing others until 2021. At the same time, they also introduced specific actions to handle new safety issues that were related to the crisis (these latter are not included in the figure of 77%).*

*Working in this unprecedented situation, DSAC teams, with the help of all the players being overseen, demonstrated remarkable responsiveness and resilience.*

**95%** of audit reports in 2020 were issued within 30 days of the audit taking place, thereby improving on the usual target of 90%. Remote working has not therefore diminished DSAC's ability to rapidly formalise the outcome of its audits, and the overseen organisations have been able to take appropriate corrective action even more swiftly.

## Symposium: "Lithium batteries: preventing the risk of fire on board"

*On 3 December 2020, the annual Aviation Safety Symposium was held entirely online for the first time, with the main theme being "Lithium batteries: anticipating the risk of in-flight fires".*



*for experiments on using safety technologies to detect lithium batteries to be continued.*

*In order to shed a plurality of light on the issue and the management of risk, numerous support materials have been produced: films, posters promoting safety, animations, guides, etc. together with a recording of the entire symposium, are available online<sup>2</sup>.*

*The symposium was the outcome of sustained year-long work with numerous contributors from the aviation world, various relevant companies, federations, public establishments and the administration. DSAC would once like to thank all those who took part in this important preparatory project.*

*The symposium highlighted the efficacy of existing prevention barriers, while also emphasising how important it was to improve processes for the prevention of, and recovery from, such risks on an ongoing basis. Key areas for work were clearly identified, including the need for lithium battery fire containment equipment to be standardised internationally, and*

<sup>2</sup> <https://www.ecologie.gouv.fr/symposium-securite>

# Assessing and improving safety



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The Safety Assessment and Improvement Task Force (Mission évaluation et amélioration de la sécurité - MEAS) is tasked with collecting and using information relating to safety, coordinating its analysis and proposing

improvements that can be inferred from this, particularly as part of the implementation of the state safety programme (SSP).

An internal reorganisation took place in 2020 with the aim of better reflecting missions covering risk assessment, safety analysis, general aviation, organisation of the SSP and the promotion of safety.



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**Horizon 2023**, which is a key component of the SSP, is the strategic safety improvement plan comprising three principal parts: safety management, operational areas and light aviation.

Throughout 2020, the technical departments of DSAC finalised a detailed breakdown of all actions.

Examples of recently launched major actions that should be completed by 2023 include:

- encouraging the development of SMS maturity and safety management concepts for operators that do not have SMS.
- extending flight safety network to include airports and training organisations.
- distributing safety information to operators (REX incidents, etc.).
- strengthening the link between oversight and the risk management process, including the use of visual analytics tools to encourage collaborative work. In particular, this has enabled the jointly arranged development of several safety indicators (wildlife hazards, unstable/non-compliant approaches and fire/fume events).
- control of passenger-generated risks (carrying of lithium batteries, unruly passengers, etc.).

Numerous safety promotion initiatives were undertaken throughout 2020, including greater coordination with the safety promotion network headed up by EASA, which in turn republished several DSAC publications in French and English. The weekly "safety watch" (veille sécurité) has turned into a widely known brand generating high levels of satisfaction. The December 2020 symposium offered an in-depth look at the problems linked to lithium batteries.

Opportunities for operators to exchange knowledge grew in October with the creation of the Airport Safety Days (JASA), the latest addition to the France flight safety network (RSVF). Lastly, in addition to specific recommendations made in relation to risks posed by low levels of activity as a result of the health crisis, several Safety Bulletins were published<sup>3</sup> in 2020 (threat and error management GNSS signal loss and smoke/fume events).

*The Aerosentinelles working group, which includes academics, psychologists, psychiatrists, airline pilots and air traffic controllers, was set up in January 2020 as part of the France flight safety network. Its topic is the prevention of suicide in the aviation industry. The multidisciplinary group aims to raise awareness of psychosocial risks among frontline workers and organisations, providing them with guidance within the form of diagnostic tools, training materials and communication tools to be used in crisis situations.*

In terms of **light aviation** promoting a culture of safety remains a key focus. The goal is to encourage the reporting of incidents and to promote the notion of a just culture by producing videos that can be accessed on the light aviation safety portal<sup>4</sup>. There are several clips online that look at carrying lithium batteries (particularly in microlights and helicopters), as well as a video on continued flight with degraded visual references.

**In terms of risk analysis**, the European Risk Classification Scheme (ERCS) Regulation (delegated act 2020/2034) has been adopted.

Announced by EU Regulation 376/2014, the common European Risk Classification Scheme is progress for those authorities that did not yet have their own method of classifying the risk of events. DSAC made a significant contribution to the drafting of this regulation. It is also to be accompanied by an implementing regulation that is expected to be in place in 2021; this will provide a common risk classification scheme to enable the prioritisation of outstanding safety issues to be addressed at SSP level.

*DSAC took part in a strategic analysis led by the Foundation for an Industrial Safety Culture (FONCSI), which looked at the relationship between the regulator and the regulated in activities where there is a risk of a major accident. The aim is to carry out an analysis of the relationship that develops over time between supervisory authorities and companies that manage risky activities. This relationship makes an important contribution to safety, and helps to ensure the effective management of industrial risks. It also plays a critical role in the social acceptability of these activities, and the development of trust in on-site governance and activities where there is a risk of a major accident.*

*The first part of this study has been published<sup>5</sup>. This new strategic study allows new facets of the relationship between regulator and regulated to be explored.*

With regard to **international cooperation** and armed with its SSP expertise, DSAC has played its part in extending DGAC's international outreach. DSAC has particularly made active contributions to discussions that have resulted in the adoption of the *approach path management* as a key parameter of prevention policy as found in the EPAS (European Plan for Aviation Safety 2021-2025) and the GAPPRE (Global Plan for the Prevention of Runway Excursions). Regular exchanges on wide-ranging safety topics and issues were also established this year with the UK Civil Aviation Authority (CAA-UK).

Finally, as every year, DSAC has played an active role in the National Civil Aviation School (Ecole nationale de l'aviation civile - ENAC) master's *in safety management* – a favourite of foreign students – by presenting the French experience as part of the *safety management at state level* component of the master's.



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<sup>3</sup> <https://www.ecologie.gouv.fr/info-securite-dgac> <sup>4</sup> <https://securitedesvols.aero/>

<sup>5</sup> <https://www.foncsi.org/fr/publications/cahiers-securite-industrielle/relation-controleur-contrrole/view>

## Resource management

The resource management directorate, in liaison with DGAC General Secretariat, prepares and implements DSAC human resources and financial, material

and information technology resources policy, which contributes directly to the quality of service provided to operators and users.

It is also tasked with collecting fees for services rendered by the State for the safety and security of civil aviation.

not manage to hit its stride in 2020. Nevertheless, this training remains one of DSAC's high priorities so that it can develop a shared management culture in the context of its role as an authority.

2020 and its unique set of circumstances also provided an opportunity to demonstrate the professionalism of resource teams at a national level; even with all the challenges being posed by remote working, they were able to adapt to needs (logistics, health, etc.) and move forward with those projects that were underway.

The agile operation of the service, which has national competence, has proven to be effective and in 2020, the network of regional resource managers was further strengthened.

constrained overall context. This work has encouraged teams at the central level and in interregional DSACs to reflect on and build DSAC target organisation, so that it can maintain its quality of service and guarantee resources.

From a human resources point of view, 2020 was also a chance to put into practice various new methods linked to mobility and staff management.

DSAC training in management values for its 300 managers, which was launched at the end of 2019, did

## Human resources, training and skills management

2020 was shaped by increasing pressure being levied on human and financial resources, which was compounded by the unprecedented Covid-19 health crisis.

In 2020, DSAC continued its contribution to the debates started by DGAC on modernising support positions to optimise human and financial resources in an increasingly



### Staff:

Between 31/12/2019 and 31/12/2020, DSAC staffing levels increased slightly from 1063 to 1087.

	ADMCV	ATTAE	ASAAC	ASSI	INFI	ADAAC	IPEF	EQUIP	ICNA	IEEAC	IESSA	TSEEC	PNT	OUV	AC 84-16	Total
DSAC/EC	3	18	27			35	19	4	3	61		54	7	4	35	270
DSAC-AG	1	4	9	1		15			1	6	1	18	2	19	1	78
DSAC-CE		4	3	1	1	7	1		1	7		37	3	5	5	75
DSAC-N		8	18	1	2	19	2	2		17		75	8		16	168
DSAC-NE		3	7	2	1	9	1		1	7		37	2	4	2	76
DSAC-W	1	4	8	1		12	1		5	13		46	2	4	3	100
DSAC-OI		4	4	1		10	1			4		14		11		49
DSAC-S		5	11	2	2	12	1			10	1	31	4	6	3	88
DSAC-SE	1	7	13	1	2	14	2		1	13		42	2	3	6	107
DSAC-SO		2	13	1	2	10	1	1	4	8	2	22	3	4	3	76
Total	6	59	113	11	10	143	29	7	16	146	4	376	33	60	74	1 087

### Oversight licences

As of 31 December 2020, **540** DSAC agents were in possession of a valid oversight licence, for a total of **827** qualifications.

Qualifications by domain		ANA		NO		PN	SUR	ENV	
		Aerodromes	Air navigation	Aircraft	Operations Aircrew	Security	Environment	Total	
Inspector or Ramp inspector		28	20	1	80	51	50	13	243
Senior inspector or senior Ramp inspector or Auditor		188	56	2	113	57	42	18	476
Head of audit mission or Contact person		20	16	13	25	17	13	4	108
Total		236	92	16	218	125	105	35	827

### RQS and ATREEA licences

In October 2019, two new licences were created, each comprising three specialisms and three levels according to the expertise of the staff:

The **RQS** licence, comprising three qualifications: **"Technical safety regulations"**, **"Quality"** and **"Safety"**; and **ATREEA**, also including three qualifications: **"Land Use Planning"**, **"Economic regulation"** and **"Airspace"**.

Agents have been grand-fatherised in their skills area(s) based on their experience. Some may therefore have several qualifications, as is the case with the oversight licence.

On December 31, 2020, the state of play is as follows:

ATREEA Qualifications			
	Land Use Planning	Economic regulation	Airspace
Specialist	13	9	17
Senior specialist	25	21	18
Contact person	4	5	3
Total	42	35	38

RQS qualifications	Technical safety regulations	Quality	Safety	Total
In training	0	1	0	1
Technical safety regulator or Internal Auditor or Safety analyst	0	2	5	7
Senior Technical Safety Regulator or Senior Internal Auditor or Senior Safety Analyst	7	5	9	21
Head of internal audit mission or Contact person	7	3	3	13
<b>Total</b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>42</b>



### Fees

Income in 2020 from the collection of fees fell significantly on certain revenue lines, predominantly due to the health crisis that impacted the entire national economy, and the civil aviation sector in particular. The amounts that were collected represent an overall rate of 78.29% compared to the estimated expected rights, while invoices issued during the

financial year total 99.87%.

Work to reformulate the decree and order pertaining to oversight and certification fees was initiated in 2020; consultations on the topic will continue in 2021.

Oversight and certification fees	Fees due in 2020 (€)	Certificates issued as at 31/12/2020 (€)	Cash receipts 2020 (€)
Aircraft operator fees	11,100,000	11,039,915	5,643,169
Aerodrome operator safety and security fees	13,305,000	14,046,610	13,600,531
Carrier aviation security fees	1,600,000	1,421,435	745,706
Aircrew training organisation fees	460,000	561,802	546,558
Examination fees	1,500,000	1,455,693	1,456,501
Civil aviation staff approval fees	850,000	586,263	586,241
Training programme fees	5,000	3,000	3,000
Synthetic flight trainer qualification fees	590,000	467,055	449,504
Aircraft rescue and firefighting equipment fees	0	0	0
Security system fees	780,000	597,860	597,860
Airworthiness fees	160,000	132,210	132,210
Expert appraisal fees	0	0	0
<b>Total Oversight and Certification Fees 2020</b>	<b>30,350,000</b>	<b>30,311,844</b>	<b>23,761,280</b>

### Budget

Financial resources available to DSAC in 2020 (excluding payroll)		
	Commitment appropriations	Payment credits
Day-to-day operations	23.08 M€	23.44 M€
Capital transactions	8.07 M€	5.81 M€
<b>Total (1) 31.15 M€(2) 29.25 M€</b>		

(1) LFI (24.65 M€) – LFR (1.96 M€) + Product attribution/FDC (open) + deferrals = 5.21 M€ + deferrals AENE/T5 = 3.25 M€  
 (2) LFI (24.65 M€) – LFR (1.75 M€) + Product attribution/FDC (open) + deferrals = 5.25 M€ + deferrals budget appropriations = 1.10 M€



# European cooperation and safety regulations

DSAC plays an essential role in the regulatory guidelines and developments concerning aviation safety, at national, European and international levels.

This activity is organised and led by the technical directorate for European cooperation and safety regulations (DSAC/ERS).

Despite the circumstances created by the Covid-19 pandemic, regulatory work continued in 2020, both at EASA and at a national level.

At European level, 11 NPAs (*notice of proposed amendments*) were dealt with during the year, and the Commission published 4 "Opinions". In addition, DSAC replied to the 6 State letters issued by the ICAO proposing changes to its standards and recommended practices. DSAC actively participated in the work that

the ICAO was undertaking to improve the USOAP (*universal safety audit programme*).

The health crisis has brought about totally new forms of work to support the development of wide-ranging derogation mechanisms in numerous areas (aircrews, firefighters based at aerodromes, air traffic controllers, operations, etc.).

DSAC also had to take action and prepare for the end of the Brexit transition period. In order to try and anticipate any possible consequences of the United Kingdom becoming a Third country on 1st January 2021, when the outcome of negotiations was still uncertain.

In respect of drones, national regulations have been adapted to allow for the transition to European regulations, which came into force on 31 December 2020.

DSAC also continued its work in 2020 in innovative fields at national, European and international levels, with the aim of contributing to appropriate safety regulation approaches adapted to operational concepts of emerging projects: future commercial aerospace systems (suborbital aircraft and airborne launchers), new high-altitude platforms or even electric or hybrid VTOL.

Finally, 2020 saw the active resumption of work on the codification of the regulatory part of the Transport Code.

## Aircraft and aviation operations

### Design and production of general aviation aircraft

As part of the General Aviation GA Roadmap 2.0, launched in Vienna at the end of 2018, EASA continued holding workshops in 2020 to simplify the airworthiness system (design and production) for small aircraft used for general aviation that present a low level of risk to third parties. At the last workshop in November 2020, EASA presented a first draft of this future "Part 21 Light" regulation. DSAC plays an active role in this work and will remain attentive to the success of simplification initiatives.

### Air displays

DSAC has continued its work to revise the Order of 4 April 1996 on air displays with the objective of continuing to improve safety at these events. In 2020, DSAC carried out a second consultation of the draft Order with users and relevant ministries. The work of collecting and analysing the comments emerging from this consultation was conducted until the end of 2020, with publication planned for mid-2021.

As of now, decrees pertaining to restricted certificates for kit-built aircraft (*certificats restreints des aéronefs en kit - CNSK*), vintage aircraft (*aéronefs de collection - CNRAC*), amateur-built aircraft

(*Aéronefs de construction amateur - CNRA*) and orphan aircraft (*CDNR*) have been modified so that pilots are permitted to fly below the minimum heights stipulated by air regulations during training sessions taking place prior to air displays.

### State aviation

In 2020, DSAC was involved in revising decree

No. 2013-367, led by the State Aviation Safety Directorate (*direction de la sécurité aéronautique d'État - DSAÉ*). The intention behind it, is to improve interfaces between civil and military aviation – particularly with regard to the division of roles between DSAC and the French defence procurement agency (*direction générale de l'armement - DGA*) – over the issue of airworthiness documents.

The amending decree, which is due to be signed in 2021, should allow for better management of civil aircrafts that are leased and used to meet the needs of the Ministry for the Armed Forces or the National Gendarmerie. Work has also continued with all relevant interministerial partners and in close cooperation with the State Aviation Safety Directorate, to clarify the rules applicable to drones operated by State users, specifically in the context of the ongoing transition to European regulations on drones.



## Civil aviation personnel

### Supporting the French general aviation model

Regulation (EU) 2019/430 provides for the exercise of limited privileges without supervision prior to issuance of the light aircraft pilot licence (LAPL). It constitutes the European regulatory basis for safeguarding the fundamental principles of the basic pilot licence and sailplane licence without cross-country flight.

In 2020, in order to implement it, DSAC published national decrees pertaining to the authorisation of solo flights without supervision LAPL basic authorisation (ABL - *Autorisation de Base*) and relating to the authorisation of solo flights in sailplanes without supervision (*passport autorisant le solo sans supervision - PASS*) in close collaboration with the French aeronautical federation and the French sailplane federation.

### Regulatory evolution of the Aircrew regulation

In 2020, amending regulations to Regulation (EU) 1178/2011 were published, some of which were the subject of intense focus by DSAC in the preparatory work carried out with EASA and the other Member States.

In particular, the implementing regulation (EU) 2020/359 allows for existing rules on IFR privileges to be adapted through the introduction of basic instrument rating (BIR). In terms of what the training entails and the scope of the privileges, this is specifically tailored to the requirements of pilots who participate in sport and recreational flying activities.



Implementing Regulation (EU) 2020/2193 introduces the concept of (*evidence based training - EBT*). The aim behind this is to improve safety and crew competence, while optimising learning and putting limits on formal checks.

Since negotiations are still ongoing between the European Union and some third countries, there has been an extension to the period during which Member States may not, on their territory, apply the provisions of Regulation (EU)<sup>No</sup> 1178/2011 to pilots who hold a licence issued by a third country operating in non-commercial operations.

In applying these provisions, DSAC published an order in April 2020 that delayed the application of the provisions of the Aircrew regulation in respect of these pilots until June 2021.

At European level in 2020, DSAC was specifically involved in rulemaking task RMT.0194, the aim of which was to redraft reference material intended for instructors, as well work on competency-based training.



**New regulations for balloon and sailplane pilot licences**

Implementing Regulations (EU) 2020/357 and 2020/358 establish simplified requirements for balloon and sailplane pilots. To ensure the conversion of national licences to these new European licences, DSAC published decrees in April and June 2020 that modified the decree of 31 July 1981 pertaining to licences for non-professional pilots.

**National regulations**

In April 2020, DSAC published a national decree relating to licensing requirements and qualifications of pilots of certain aircraft referred to in Annex I of Regulation (EU) 2018/1139, making provision for not imposing the requirements of Regulation 1178/2011 related to UPRT (*upset prevention and recovery training*).

**Airport safety**

**Participation in the development of ICAO and European regulatory standards and recommended practices**

In 2020, the work undertaken by the ICAO GHTF (*ground handling task force*) continued, developing standards and recommendations in the field of ground handling. This is also the case for the work of the AOWG (*aerodrome operations working group*) on the updating of the PANS (*procedures for air navigation services*) “aerodrome” and emerging issues such as lithium battery fires, oversight of drones around aerodromes and autonomous vehicles.



DSAC was highly mobilised in respect of postponing the dates for implementing the runway surface condition assessment and reporting mechanism (*global reporting format - GRF*) – in order to give due consideration to the economic and operational context created by the health crisis. The initial implementation date of 5 November 2020 was therefore finally postponed at European level to 12 August 2021, while the entry into force of the associated ICAO standard was pushed back to 4 November 2021.

As part of its participation in the EASA advisory body (*TeB – Technical Body*) looking at aerodromes and in the rulemaking task RMT.0591 on the ongoing revision of European provisions applicable to aerodromes, DSAC has led the way in making proposals aimed at improving specific European provisions that are incomplete or create implementation concerns. This is particularly the case in respect of aerodromes use conditions by aircrafts with a higher reference code letter, as well as conditions of transfer for certificates when changing operator.

Finally, DSAC has been actively involved in the work of the European GNSS Agency (GSA), the goal of which is to promote the development of instrument procedures for general aviation. Its action has especially made it possible to highlight aerodromes related issues.

**National regulations update**

As a result of the health crisis, the closure of the Aircraft Rescue and Fire Fighting Services (RFFS) working group, which was originally due to take place in June 2020, has now been postponed to 2021. The working group decided to benefit from this extra time and go into deeper details of its proposed guidelines as well as start working on the impact assessment.

With a view to a general overhaul of the airport safety regulations, work began on a comparison of national and European regulatory systems, involving the mobilisation of several experts and DGAC departments. The initial results of this work are expected in the second half of 2021.



**Drones and strategic emerging projects**

In 2020, DSAC implemented several actions to prepare for the entry into force of Regulation (EU) 2019/947 on the rules and procedures relating to the operation of unmanned aerial vehicles (UAS): the application date, which was initially set for 1<sup>st</sup> July 2020, was then pushed back to 31 December 2020 as a result of the health crisis. DSAC therefore published several orders intended to support the transition to the new regulations. These texts particularly include:

- provisions allowing model aeroplane associations to continue to apply rules similar to those that are in place at national level.
- the maintenance of national standard scenarios S-1, S-2 and S-3 for the Specific category, which allows operators of UAS to continue to operate uninterrupted during a transition period lasting until the end of 2023.
- the recognition of national training qualifications for operating UAS within the categories of the European regulations.

To support these changes, DSAC has published three guides (model aeroplane associations, Open category, Specific category), has sent out information bulletins<sup>6</sup>, organised several presentations and webinars, and has opened a question and answer forum for operators and manufacturers of UAS<sup>7</sup>.

Furthermore, DSAC continues to take part in international (RPAS Panel, JARUS, etc.) and European (EASA, *national aviation authority regulation implementation coordination group*) aimed at defining future regulatory frameworks for the use of civil UAVs. These would include regulations on the Certified category, U-space regulations, changes to SORA safety study methodology, the drawing up of standard scenarios applicable to new types of operations, etc.

Moreover, on 3 February 2020, DGAC, and more specifically DSAC, worked with the French National Centre for Space Studies (Centre nationale d'études spatiales - CNES) and the University of Paris-Saclay to co-organise a symposium on the articulation of space law and aviation law. In fact, changes to the space sector and the emergence of new vehicles with relevant features that are intended to be used at the interface of air and space activities, have given rise to new and complex legal issues that include high stakes in terms of safety and liability. The topics discussed during this symposium will feed into the upcoming work on the modernisation of the 2008 French law on space operations (LOS).



<sup>6</sup> Bulletins AlphaTango. Subscribe to receive future editions: <http://eepurl.com/gKuamX>  
<sup>7</sup> For more information, please go to the specific pages on drones on the website: <https://www.ecologie.gouv.fr/politiques/drones-aeronefs-telepilotes>

# Aircrews

The role of DSAC's Technical Directorate for Aircrews (DSAC/PN) is to certify and provide oversight of the skills and competences that aircrews require. It facilitates national safety policy in this area and contributes to regulatory developments prepared by the EASA.

This directorate is responsible for supervising the training of professional technical and commercial flight crews and private pilots, organising theoretical and practical examinations and issuing

certificates, as well as approving those doctors who can issue the relevant competences. Thanks to its pilot assessors and inspectors, it also brings technical expertise

that is essential to both domestic aviation operations and the pilot training.

## Responding to the health crisis

The lockdown introduced in mid-March to deal with the health crisis resulted in DSAC issuing several dispensations. Since it was impossible for these aircrews to be checked or to perform the actions required under the regulations, DSAC needed to extend the validity of licences, qualifications, certificates, authorisations and endorsements relating to the skills and competencies of the flight personnel.

These derogations were adapted to meet the specific issues faced by various categories of flight personnel (airline pilots and cabin crew, professional pilots, flight testers, private pilots, instructors, pilots and medical examiners) and the various categories of aircraft (aircraft, helicopters, gliders, balloons, microlights).

They have been drawn up on the basis of guides developed with EASA to ensure that measures taken by States in this particular context are harmonised.

Within the context of the ongoing epidemic and the associated health measures, the end of the year saw new measures being taken to renew validity extensions,

whereupon the following were given due consideration: the capacity of aeromedical centres; the accredited doctors and the specialists in charge of medical examinations; operator activity and the revised training programmes since the beginning of the crisis; limited activity in clubs; availability of instructors; the capacity of training centres to take on excess requests linked to the delays that arose during the first lockdown and finally, the various travel restrictions and constraints that limited access to training resources.

These additional derogations were also taken in light of the new guides issued by the EASA upon new health measures being put in place in all European countries.

## Flight simulation training and resources

Despite health-related restrictions and travel difficulties in 2020, DSAC continued to provide oversight activities for approved organisations (ATOs), declared training organisations (DTOs), cabin crew training organisations and FSTD operators. DSAC was also able to adapt its working methods to the circumstances by using videoconferences, in addition to on-site visits to carry out audits, checks on instruction standards and FSTD certifications.

DSAC continued to support the introduction of training to teach pilots in means of preventing and getting out of unusual positions (*upset prevention and recovery training - UPRT*).

### Number of flight crew training organisations registered on 31/12/2020

Approved organisations (ATOs)	73
Declared Training Organisations (DTOs)	706

### Number of cabin crew training organisations approved on 31/12/2020

CCA	12
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### Assessments and audits of operators of simulation resources in 2020

Aeroplane flight simulators (FFS)	70, of which 21 abroad
Helicopter flight simulators (FFS)	8
Aeroplane flight trainers (FTD)	2
Helicopter flight trainers (FTD)	4
Aeroplane Flight and Navigation Procedure Trainers (FNPT)	43
Helicopter Flight and Navigation Procedure Trainers (FNPT)	4
Basic Instrument Training Systems (BITD)	1
Audits of FSTD operators	26

Finally, it has made preparations for the transition to the new European requirements pertaining to training objectives and the assessment of knowledge, skills and attitudes linked to training for the ATPL, MPL, CPL and instrument ratings.



## Examinations

In 2020, DSAC continued working on the planned delegation of theoretical examinations for private pilot licences, glider and microlight licences, in partnership with the relevant federations. Draft decrees, specifications and agreements were finalised in 2020 under this framework. In 2021, the legal and administrative framework for the delegation will be signed and published and DSAC will examine approval requests from three federations – the French Aeronautical Federation (Fédération Française Aéronautique - FFA), the French Glider Federation (Fédération Française de Vol en Planeur - FFVP) and the French microlight federation (Fédération Française d'ULM - FFPLUM) – in order that they can be effectively implemented from the second half of the year onwards.

The OCEANE examination management and organisation app was subject to significant computer security reinforcement in 2019 and at the start of 2020. Changes to the way in which fees were paid caused the application to malfunction, which unfortunately had an impact on registrations. DSAC took a very proactive approach in resolving the problems encountered.

Theoretical certificates issued in 2020	
Professional Aircrews	
ATPL(A)	946
ATPL(H) / IFR	13
ATPL(H) / VFR	6
CPL Aeroplane	13
CPL Helicopter	66
RI	77
CCA	1,395
Skydiver	24
Non-professional aircrews	
PPL/A PART FCL	1,874
Microlight	1,465
Remote pilots	3,961
PPLH PART FCL	91
LAPL Aeroplane	96

### Number of language proficiency statements issued or extended (FCL 055) in 2020

	Level 4	Level 5	Level 6	Failure
GROUND-based exam. – FCL.055B VFR (initial and extension)	71	65	20	11
GROUND-based exam. – FCL.055D (IFR)	100	154	4	14
GROUND-based exam. – Ext. FCL.055 D	229	677	25	5
FLIGHT exam. – Ext. FCL.055 D	39	192	-	0

### Aircrew medical fitness

Since they did not have computerised medical records, the medical department was able to reorganise itself during lockdown so that it could manage emergencies, but did have much less flexibility than in normal times. The Civil Aviation Medical Board, however, was forced to cancel two sessions before it could resume face-to-face activities in April.

It was possible to clear backlogs over the summer and the total number of case files reviewed by the medical division roughly equates to the figures for 2019.

Derogations signed by DSAC enabling the extension, on several occasions, of the period of validity for medical certificates of fitness for flight crews

and cabin crew have taken the burden off aeromedical centres and accredited doctors; they themselves have been overburdened by health concerns that took priority for aircrew expertise. Activities by the end of 2020 had more or less returned to normal operation.

Brexit marked the end of the year, together with lots of aircrews transferring their records from the UK to France at the eleventh hour. Furthermore, 5 doctors who were previously approved by the United Kingdom have applied to France for approval to continue practising on a European licence (1 in Israel, 2 in Dubai, 1 in Kuala Lumpur and 1 in Singapore).

### Activity of the medical branch and the Civil Aviation Medical Council (Conseil médical de l'aéronautique civile - CAMC) in 2020

Decisions taken by the medical branch	1,152
Transfers of medical records between European States processed by the medical branch	1,124
Definitive incapacity and causality assessment records handled by the CAMC	208



### Licences

Operational activity in respect of issuing permits to aircrews has been extremely strongly impacted by the exceptional measures put in place to extend the validity of the various permits.

Managing supplements to licences in conjunction with COVID derogations, accounted for an additional 5,722 data entry actions for licensing officers.

This quantity of extra work was compounded by the difficulties brought about by the lockdown and remote working in respect of an activity that is often demanding when it comes response time and the handling of specific cases.

In order to respond to user requests more efficiently, DSAC extended the system of 8-week provisional certificates, meaning that privileges could be used before the relevant licence or qualification was issued, thereby encouraging pooling between offices in the various regions.

At the same time, DSAC has implemented the new European requirements for S-FCL glider pilot and B-FCL balloon pilot licences. This included the upgrading at the start of May 2020 of the SIGEBEL computer system for managing aircrew certificates and licences, and the adaptation of mechanisms used to convert existing licences (national and Aircrew) into these new licences, all the time consulting with the relevant federations.

Furthermore, the deletion of aircrew registers, initiated in 2018 as part of the air transport conference, has been put in place with Act No. 2020-1525 of 7 December 2020 (Article 77).

There will therefore no longer be any registrations and deregistrations, but instead simplified procedures for aircrews to action directly with the CRPN pension fund.

Number of professional pilot licences issued in 2020	
Commercial pilot - Aeroplane CPL(A)	553
Airline transport pilot - aeroplane ATPL(A)	237
Multi-crew pilot - aeroplane MPL(A)	6
Commercial pilot - helicopter CPL(H)	67
Airline transport pilot - helicopter ATPL(H)	19
Flight engineer	0
Commercial skydiver	11

Number of non-professional pilot licences issued in 2020	
Basic pilot licence BB	129
Light aircraft pilot licence (aeroplane) LAPL(A)	887
Light aircraft pilot licence (helicopter) LAPL(H)	0
Private pilot licence (aeroplane) PPL(A)	1,259
Private pilot licence (helicopter) PPL(H)	51
Microlight pilot	1,332
SPL	328 part-FCL + 897 part-SFCL
Glider	17
BPL	21 part-FCL + 261 part-BFCL
Free balloon	26

Number of instrument flight qualifications issued in 2020	
Aeroplane IR	989
Helicopter IR	38
CB-IR	23 SE CB-IR(A) + 8 ME CB-IR(A)
EIR	1 SE EIR(A)
FN/IR	40 SE + 7 ME

Valid licences and qualifications as of 31/12/2020 Professional pilots (licences with validity end-date)	
Commercial pilot - aeroplane	5,686
Airline transport pilot - aeroplane	8,449
Multi-crew pilot - aeroplane MPL(A)	6
Commercial pilot - helicopter	1,343
Airline Transport Pilot - helicopter	273
Flight engineer	0
Skydiver	259

Valid licences and qualifications as of 31/12/2020 Non-professional pilots (licences with validity end-date)	
Basic pilot licence BB	416
Light aircraft pilot - aeroplane LAPL(A)	3,710
Light aircraft pilot - helicopter LAPL(H)	3
Private pilot licence (aeroplane) PPL(A)	22,577
Private pilot licence (helicopter) PPL(H)	1,090
SPL	7915 part-FCL + 897 part-SFCL
Free balloon	454
BPL	158 part-FCL + 261 part-BFCL

### Expert appraisal

Despite the health crisis, pilot assessors within the PN Directorate managed to carry out 133 inspections out of the 169 envisaged in the 2020 oversight plan, which does not take into account the 33 additional inspections set up to support operators in managing recent losses of experience and a gradual return to normal operations.

In addition, 750 expert appraisals were given on:

- the drafting of different guides DSAC guides as well as those related to the management of the Covid-19 crisis.
- approval of aircrew training programmes.

It should be noted that there has been a very marked increase in specific requests for amendments to be made to training that has been approved for crisis management.

- preparation of Safety Bulletins.
- support for air navigation services regarding airworthiness notices (CDG RNP to final 27R, SESAR continuous descent, etc.).

Pilot assessors also took part in:

- various EASA audits and working groups.
- the launch process for a new airline or the integration of a new type of aircraft, in collaboration with the Flight Control Organisation (Organisme de contrôle en vol - OCV), and in particular the launch of the Airbus A220 at both Air Austral and Air France.
- actions to assess competencies (instructors, MP examiners).

- oversight and supervision activities for all types of aircrew examinations conducted by the TRE/SFE/SE.

Finally, pilot assessors developed and delivered senior examiner training for multi-pilot aircraft (initial and recurrent training).

# Airworthiness and air operations



Philippe Lohat

The Airworthiness and Operations Technical Directorate (DSAC/NO) is responsible for developing, implementing and leading safety policy in terms of:

- technical approvals and oversight of airlines, aerial work contractors and other organisations operating aircraft operations in general aviation, including professional operators of remotely piloted aircraft.
- technical approvals and oversight of production organisations, continuing airworthiness management organisations and staff involved in these areas.
- certification, continuing airworthiness and conditions of use of aircraft, including remotely piloted aircraft.

DSAC/NO carries out its activity in accordance with international, European and national standards and assists EASA when these tasks fall within its competence.

Furthermore, it also participates, through its actions, in the state safety programme (SSP).

OSAC, a private subsidiary of APAVE Group, is responsible – through an empowerment mechanism provided by DGAC – for issuing and overseeing the

approvals for production, for maintenance and for continuing airworthiness management, and for issuing licences to maintenance technicians.

## 2020 - year marked by the effects of the health crisis on aviation operations

The year 2020 was marked by the health crisis, deeply affecting air transport and resulting in multiple consequences. In particular, the travel restrictions that were introduced as a result of the health measures directly impacted the continuity of aviation operations and, in the long term, the continued proficiency of crews.

The focus of DSAC's action in 2020 was strengthening support and adapting oversight of airlines to meet the context of the crisis. There was a dual objective: on the one hand, ensuring the continuation of essential aviation activities, while on the other, maintaining high levels of safety within a health context that imposed restrictions and reduced aviation activities.

The support resulted in the coordination of activities at a European and international level so that unprecedented situations could be managed. Such instances included the fact that simulators – an essential training and checking tools for aircrews – could not be accessed. Exemptions to flight crew recent experience requirements, in line

with EASA guidelines, were issued to operators in order that they could handle the various situations they encountered on a case-by-case basis.

DSAC also helped to support operators by enabling them to carry out exceptional air operations: airlifts that involved cargo being transported in the cabin and the logistical challenges of transporting vaccines. Exemptions to airworthiness rules were additionally issued to enable the transport of Covid-19 patients using specific equipment and facilities, while ensuring there was still a high level of protection for the crew.

In terms of ensuring ongoing airworthiness, in order to assist users in coping with the difficulties caused by the Covid-19 crisis and lockdown measures, DSAC and OSAC helped operators with exemption procedures. In particular this included extending periods of validity of aircraft airworthiness certificates, authorisations of certification personnel, and authorising remote training sessions for mechanics. An information bulletin and generic derogations were made available to users.

DSAC was also heavily involved in promoting health measures adapted to air transport as discussed at national and international level. It specifically promoted

the implementation of European guidelines that were jointly drafted by the European Centre for Disease Prevention and Control (ECDC) and EASA (cabin air quality, disinfection of cabins, wearing of masks, etc.) together with French airlines. Their aim was to minimise the risk of Covid-19 infections and to support the resumption of air traffic. The EASA safety guidelines regarding sanitation of aircraft were also mandated by Airworthiness Directive F-2020-01.

Regarding airworthiness and operations, oversight arrangements were also adapted throughout the year in light of general travel restrictions. The ability to carry out some missions at distance, when feasible, helped ensure the level of oversight was adapted to the risks and the operators' level of activity. Regarding ramp inspections, DSAC worked on adapting procedures so that they could take into account the particular type of traffic, while also accounting for the various exemptions issued by the States in connection with the crisis (e.g. extensions of pilot licences, transport of cargo in a cabin usually only used for transport of passengers, etc.).

## Changes within French airlines

Despite the health crisis, 2020 saw several air operator certificates being issued to Speedwings, Tahiti Air Service and Conciergerie, Amélia-Regourd Aviation, and Top-Jet-Training (helicopter operator). New aircraft types were also added to operator's fleets, such as the A320Neo at Air Calédonie International.

In order to best meet operators' demands and provide them with appropriate support in the context of regulatory changes, DSAC has improved its organisation and working methods in order to continue improving its agility, by optimising the use of pooling of resources and competences. It has also continued its efforts to publish guides to explain

and simplify the steps required to obtain operational authorisations. Looking at the example of the crew training guide being updated, it was possible to have one single guide and collate all explanations of the regulations and the recommendations made to operators in terms of designing training programmes for pilots.

DSAC also supported the implementation of two major regulatory changes: the transition to the Global Reporting Format (GRF) and ensuing consequences for aviation performance, and operators implementing procedures covering the management of psychological risks and addictions, which was achieved by organising online seminars and publishing guides to understanding the regulations.

Regarding navigation procedures, the concept of satellite-guided visual approaches with prescribed track (RNAV VPT), including the way in which they should be designed and handled by air operators have been promoted by DGAC and ICAO.

Approvals for using curved approach procedures based on navigation performance (RNP-AR) were issued in 2020 to Air France and Air Austral in B777. In collaboration with the various relevant DGAC services, new RNP-AR procedures were published for Ajaccio and Saint-Denis de la Réunion.

Regarding the use of night vision goggles by helicopter operators, an initial authorisation has been issued to an airline with other applications currently being examined.

DSAC has supported airlines in their process of phasing out the documentation pushed by manufacturers through expert appraisals relating to the use of EFBs (*Electronic Flight Bag*). 2020 also saw the deployment of applications using uncertified GNSS sources in an attempt to improve situational awareness of crews.



Philippe Lohat

DSAC produced a set of communications for operators to ensure they could take the changes in the SPI-IR (*Surveillance Performance and Interoperability*) and DLS-IR (*Data Link Services*) into account, both of which will come into force in 2020.

## Oversight of commercial Specialised Operations (SPO)

Following the entry into force in 2017 of European regulation on specialised operations, DSAC continued oversight for operators who had registered with it. The experience gained since 2017 has resulted in a larger number of risk-based oversight arrangements. DSAC has, in particular, conducted an initial flight inspection experiment of a specialised operation, with a view to eventually including such inspections in oversight plans. Lastly, it continued to carry out individual support actions for operators who were experiencing difficulties in understanding the new requirements.

Following the entry into force of European rules specific to the performance of maintenance check flights (MCF), DSAC, in relation with EASA, has developed generic derogations for operators of this type of flight (in practice, it is for maintenance workshops) who cannot immediately and fully comply with regulatory expectations. This is a pragmatic solution that will permit the activity to continue while ensuring a high level of safety, thereby meeting the objectives of the regulation.

## Dangerous goods

In terms of dangerous goods, DSAC continued to take part in international work aimed at introducing new competency-based training methods by proposing the CBTool to assist in defining training needs.

## Implementation of the new European regulations on balloon operations

Following the entry into force in 2019 of the new European regulations governing the operation of balloons, and in parallel with limitations placed on oversight actions as a result of the pandemic, DSAC continued in its activities to support operators by organising opportunities for exchange

and explanatory meetings for operators in small committees. This form of direct contact and close style of working was greatly appreciated by the participants. Despite the crisis, two seminars were held in this format in the regions in 2020.

Drones

A feature of 2020 was the large increase in the number of requests for authorisations for advanced unmanned aerial vehicle operations (UAS): long-range operations at sea or in sparsely populated areas, industrial site surveillance operations using automatic drones, swarms of drones used for light shows, tethered drones used for filming sporting events, etc. In addition, DSAC also issued or renewed authorisations so that activities already declared beyond the date of application of the European regulations on 31 December 2020 could continue, specifically those that permitted operations in scenario S-4 to continue.

This was also the first year of ongoing oversight of UAS operators. In total, nearly 350 monitoring actions were carried out, including documentary reviews, on-site inspections and checks on actual operations.

Airworthiness

On 24 March 2020, Regulation (EU) 2019/1383 came into force, which amends Regulation (EU) 1321/2014 on the continuing airworthiness of aircraft. It introduced new annexes, including the Part-ML and the Part-CAO providing simplifications for the continuing airworthiness of small general aviation aircraft. DSAC and OSAC have published information bulletins and guides, in addition to making online training available on the OSAC website so that they can assist the relevant people and organisations with these changes and help them to understand and implement the new . The first Part CAMO approvals were issued in the last quarter of 2020.

2020 also saw DSAC becoming more involved in avionics certification cases for heavy aircraft (*Airbus Single Aisle* and *Long Range*) and business aircraft (Dassault and Gulfstream), working on behalf of EASA. The aim of these case files was to implement new technologies (EFVS, touchscreens, etc.) and functionalities required under European regulations (ADS-B out, LPV, etc.) DSAC was also involved

in the certification of the HomeSafe function (automatic landing in case of pilot incapacitation) on the DAHER TBM900.

A new version of the approval guide for low-powered portable radios has been published, which replaces the previous instructions. This guide now provides for the option to use these radios as part of some balloon operations.

2020 was also the year of Brexit: an information bulletin looking at the consequences of Brexit was published at the end of 2020 to help users understand the changes that would impact airworthiness.

Cooperation with EASA

With regard to the conditions for outsourcing certain certification tasks under EASA responsibility to the European authorities, DSAC steers the partnership agreement concluded with the Agency, which entered into force on 1<sup>st</sup> January 2018. This agreement involves experts from DSAC, the DGA and OSAC for an overall volume of activity of around 28,000 hours/year. However, 2020 was greatly impacted by the Covid-19 health crisis, leading to a limited volume of activity of 22,000 hours.

Airworthiness

Fleet registered in France on 31/12/2020: 13,794

Aircraft holding a valid airworthiness certificate (CDN) on 31/12/2020			
AG			7,953
TAC			1,084
Total			9,037

Airworthiness documents issued on 31/12/2019			
CDN	293	CNRA	43
CDNS	2	CNRAC	25
R-CDN	11	CDNR	8
CNSK	15	Noise certificates	404

Permits to fly\*: 682, of which 656 issued by DSAC and 26 issued by OSAC

(\*): Invalid airworthiness certificate, foreign permit to fly validation or aircraft in the process of obtaining a certificate of airworthiness.

Microlights identification certificates valid on 31/12/2020: 16,452

Unmanned aerial vehicles	
Airworthiness documents issued in 2020	
Type design certificate	44
Special authorisations	15
Permits to fly	53

Production

Production organisations under French oversight on 31/12/2020	
Part 21G	202
Part 21F	3

Transport aeroplanes	
Airbus (Toulouse, Hamburg**, Mobile** and Tianjin** sites)	528
Commuter aircraft (Avion de Transport Régional - ATR)	17
Dassault Aviation	34

\*\* : Activities in Hamburg, Mobile and in Tianjin do not fall under the oversight subcontracted by EASA to DGAC

General aviation	
Aérophile SA	2
Robin Aircraft	18
Ballons Chaize	11
DAHER-Socata	42

Civilian helicopters	
Airbus Helicopters	119
Guimbal	16

Aircraft aviation operations

Air operator certificates on 31/12/2020	
Aeroplane under European AROPS rules	63
Helicopter under European AROPS rules	36
Aeroplane under national rules	1
Helicopter under national rules	2
Total	102

Declared operators of non-commercial complex aircraft (NCC): 70  
Declared operators of specialised operations (SPO): 167  
Balloon operators: 177  
Oversight actions on operators holding Air Operator Certificates (AOCs), 2020 213  
Meetings for the guidance of operators 90

Airline	
Flight checks	141
Simulator training checks	130
Ground course training control checks of which 39 were carried out by Flight Operations Inspectors(FOI), 28 by aviation operations inspectors 5 carried out on training for commercial aircrews	62

Ground checks for aircraft operations	
Total number of control checks in 2020	1,350
of which French company control checks (SANA inspections)	376
of which foreign company control checks (SAFA/SACA)	974

Unmanned aerial vehicles used by professional operators at 31/12/2020	
Operators referenced	9,864
Drones referenced	17,624

Oversight of maintenance workshops and continuous airworthiness management organisations

Approvals on 31/12/2020		
Part 145	285 + 53 foreign organisations overseen on behalf of EASA	
FAR 145 approvals overseen on behalf of the US Federal Aviation Administration (FAA)		117
CAR 145 approvals overseen on behalf of Transport Canada Civil Aviation (TCCA)		78
RBAC 145 approvals monitored on behalf of the National Civil Aviation Agency of Brazil (ANAC)		7
Part M sub-part G (commercial air carrier or heavy aircraft)		77
CAMO* part		36

Oversight of maintenance and continuous airworthiness management in general aviation

Approvals on 31/12/2020		
Part M sub-part G		110
Part M sub-part F		91
Equivalent part M sub-part F, known as "F Prime" (Annex I)		40
Part-CAO*		42
Equivalent Part CAO, known as "CAO prime" (Annex I)		15
Aircraft Maintenance Units (Unités d'entretien aéronefs - UEA) (Annex I)		11

\* a new type of approval was introduced by Regulation (EU) 2019/1383 which amends Regulation (EU)<sup>no</sup> 1321/2014.

Oversight of training for maintenance staff Approvals and licences on 31/12/2020

Part 147	37 French organisations (training school organisations) + 22 foreign organisations overseen on behalf of EASA
Part 66 (mechanics' licences)	8,519 valid licences of which 2,534 issued in 2020 of which 676 issued for the first time
LNMA National Aeronautical Maintenance Licence(*)	93 valid national licences of which the holders did not request a conversion to Part 66 licences

\*: as of 1 October 2020, the national aeronautical maintenance licence is no longer valid and must be converted to a Part-66 licence by applying to OSAC

# Airports and air navigation

Certification and oversight of air navigation service providers and training organisations for air navigation staff, as well as aerodrome operators, development and implementation of the safety policy in these areas regarding the aptitudes and competences of air navigation staff and technical approvals for the systems and equipment

that contribute to these services, are all the responsibility of the technical directorate for airports and air navigation (DSAC/ANA).

Furthermore, DSAC/ANA brings its technical expertise to the air transport directorate for the development of national

and international regulations in the field of air navigation and airspace.

## Certification and continuous oversight of aerodromes

In accordance with French regulatory framework and European regulations, DSAC provides certification and oversight for aerodrome and heliport operators.

Aerodromes are either approved or certified according to the amount of passengers they receive. Heliports are subject to ministerial or prefectural orders and are inspected before entry into service. All of these sites are subject to continuous oversight for compliance with national and European provisions, based on:

- regulatory audits covering the design, operation and organisation of the aerodrome. More than 200 were carried out in 2020 despite the Covid-19 crisis; they all complied with sanitary measures and in some cases they were carried out either fully or partially remotely.
- the examination of approval or exemption case files, which this year in particular, made it possible for specific aerodromes to have the flexibility needed to accommodate medical transport flights or cargo flights.

- the monitoring of more than 800 changes notified by operators, which are subject to follow-up or approval.
- as well as the study of safety-related events reported by operators, with the intention of identifying and responding to potential safety issues.

The certification process predominantly concerns aerodromes with more than 10,000 commercial passengers per year. Approximately ten overseas community aerodromes, with traffic ranging from 10,000 to 30,000 commercial passengers per year, are in the process of being certified in accordance with national regulations. Moreover, two operators (Bergerac-Dordogne-Périgord and Tarbes-Lourdes-Pyrénées) in accordance with European regulations, obtained their certificate following public service delegation renewals. Due to the evolution of their respective traffic, one aerodrome has had its European certification terminated, while the certification of another is being prepared.

The health crisis has forced aerodrome operators throughout 2020 to adapt their operating

procedures. DSAC has provided them with support so that they can continue to ensure the highest safety levels despite the unprecedented circumstances. By collaborating with professional organisations and EASA, particular changes in this respect have been adaptations to oversight, putting in place exemption procedures and publishing guides.

Furthermore, work is continuing on the implementation of ongoing changes to the regulatory provisions, both in respect of changes that have been proposed and should therefore be anticipated to the greatest

possible extent, and for changes that came into force during the year. The following work carried out in 2020 is noteworthy:

- preparation for the oversight of aerodromes that are exempted from the European certificate (those with levels of commercial traffic lower than 10,000 passengers per year). These aerodromes must meet the essential requirements of the European regulation.
- preparation for the entry into force on 12 August 2021 of the global reporting format (GRF)

- comprising of a standardised method for evaluating the surface condition of runways and providing this information to pilots.
- preparations for the implementation of provisions related to the AMS (Apron Management Services) and runway safety .

### Aerodromes and heliports

Airports with EU certification	54
Aerodromes exempted from EU certification	62
Aerodrome with national certification	15 (Overseas)
Aerodromes open to public air traffic (Circulation aérienne publique - CAP) and for restricted use	512
Heliports	359

### Approved approaches

Cat II and cat III ILS precision approaches	29
Cat I ILS precision approaches	120

## Certification and continuous oversight of air navigation service providers

In compliance with European regulations, DSAC, acting in its capacity as a national oversight authority, provides the certification and oversight of:

- Air traffic service providers (ATS), including ATC service providers which provide air navigation control services and AFIS which provide the aerodrome flight and alert information service.

- flexible airspace management (ASM/FUA) service providers.
- the air traffic flow management service provider (ATFM).
- the aeronautical information service provider (AIS).
- communication, navigation and surveillance (CNS) service providers.

- the air navigation weather service provider (MET).

As of 31 December 2020, the following air navigation service providers are holders of a certificate issued by DSAC:

Certified service(s)	Number of certified air navigation service providers, and name(s) where applicable
MET	sole provider: Météo-France
ATS, AIS, CNS, ATFM et ASM	DSNA (including 79 aerodromes controlled in metropolitan France, Indian Ocean, French West Indies, French Guiana and Saint-Pierre-et-Miquelon). DSNA is the only aviation information traffic flow management provider.
ATS, CNS and ASM	1 military provider: CFA (Commandement des forces aériennes)
ATS and CNS	1 military provider: COMALAT (Commandement de l'aviation légère de l'armée de terre) 2 civilian providers in overseas communities: SNA/PF, SNA/NC
ATS and ASM	1 military provider: DGA-EV (direction générale de l'armement / essais en vol)
CNS	1 civilian provider: Héméria services 1 military provider: DIRISI (Direction interarmées des réseaux d'infrastructure et des systèmes d'informations de la défense)
AFIS and CNS	2 service providers in overseas communities: SEAC/WF, DAC/PF (on more than 20 French Polynesian aerodromes)
ATS	1 military provider: ALAVIA (commandement de la force de l'aéronautique navale)
AFIS	72 certified providers - 64 in metropolitan France, 3 in overseas departments and 5 in overseas communities (COM: STP/ WF, ADT, Loyauté Islands , Province Sud, Province Nord)

These service providers are overseen in conjunction with DSAC-IRs, DGAC's overseas oversight services and the French military air traffic directorate (Direction de la circulation aérienne militaire - DIRCAM), which oversees defence service providers offering services to general air traffic. This oversight continued in 2020 in adherence with health restrictions. Oversight actions were therefore carried out in part or completely remotely.

Once certified, air navigation service providers are subject to continuous oversight based on:

- **audits:** every 2 years, all functional areas of each provider must be audited – in 2020, 65 audits were thus performed by DSAC and by entities acting on its behalf.
- **change monitoring:** see text box.
- **safety event monitoring,** events are notified and analysed by the service provider. DSAC may need to request additional information.
- **safety performance monitoring:** in particular, by following up on the safety performance indicators imposed by the European Commission, together with the national indicators.
- monitoring of the European interoperability regulation. This regulation aims to foster the development of a consistent and interoperable European air traffic management network. Within this framework, the

European Commission publishes interoperability regulations concerning technical systems and/or the operating procedures for these systems.

- monitoring of project management organisations, the competencies of design organisations and instrument flight procedures.

In the context of the entry into force of Regulation (EU) 2017/373 (IR ATM/ANS), which has been applicable since 2 January 2020, sustained work was carried out by DSAC throughout the year to support service providers, particularly in relation to finalising their procedures for the management of changes to the functional system (procedures, working methods, technical system).

In 2020, DSAC completed the action plan it had carried out in 2019 and 2020, the result of which was the issuance of certificates compliant with IR ATM/ANS to all providers falling within its competency area.

At the same time, DSAC continued in 2020 to follow up the regulatory work of updating existing regulations, as well as work relating to the remote control concept – the *remote tower* .

During 2020, the work carried out on risk-based oversight (*RBO*) among AFIS providers bore fruit. As a result, there were changes in oversight cycles – either upwards or downwards – depending on how safety performance, compliance and risk exposure was observed in relation to these various providers. Over the

coming years, the oversight cycle will therefore be adapted to the profile of AFIS providers, in turn leading to improvements in the impact of oversight on the level of ATM safety among AFIS.

In the context of reviewing changes, the RBO method is now fully operational and allows review decisions to be based upon specific and proven criteria. Furthermore, oversight of software safety assurance remains an important activity and one in which DSAC must continue to provide support to service providers.

Finally, DSAC remained present internationally in 2020, and in particular within FABEC through participation in the NSA Committee and associated working groups. The many exchanges around a shared oversight manual and the setting up of auditor exchanges are working towards harmonisation of oversight methods among the six FABEC States. DSAC also participates in the European NCP groups (NSA Coordination Platform), notably in safety oversight, interoperability and SESAR deployments. This participation allows us to exchange best practices and strengthen cooperation between European oversight authorities.

## Air navigation staff skills oversight

In compliance with European regulations, DSAC, acting in its capacity as a national oversight authority, assumes responsibility for the approval and authorisation of all air traffic controller training documentation and for the oversight of civil and military training organisations.

DSAC has participated in the implementation of Regulation (EU) 2017/373, specifically working on the topics of fatigue and stress management and a procedure for detecting psychoactive substances. It has also shared its expertise on the topic of managing rostering.

This oversight of training organisations continued in 2020 in adherence with health restrictions. 5 audits out of a total of 13 therefore had to be postponed to 2021. In response to a report of a safety defect in training, one audit also had to be carried out outside of the oversight programme.

In addition, the air traffic controllers' medical assessor, who is the preferred spokesperson for the aeromedical centres and class 3 doctors (AME) he approves and supervises, has also intervened in instances of referrals provided for under Regulation (EU) 2015/340 (IR ATCO) concerning the medical fitness of air traffic controllers. In 2020, the Covid-19 health crisis caused 3 AME audits to be postponed.



### Licensing activities

New controller licences issued	83
New trainee controller licences issued	183
ATCO licence documents	4,733
New ATSEP licences	43

### Activities undertaken by ATCO training organisations

Audits of ATCO training organisations	8 of 13
ATCO training document approvals	272
Change monitoring within the training framework	13

### ATCO medical fitness activities

Cases handled by DSAC assessment doctor (referrals)	162
Number of class 3 approvals issued or renewed	9
Audits of AMEs or AeMCs	6

## Air navigation systems and equipment

Air navigation service providers shall notify the supervisory authority of all changes to their functional system. When DSAC decides to follow up a change, approval of the associated information is a prerequisite for

implementation of the change by the service provider.

### Follow-up of changes

Changes subject to a review decision in 2020	53
Changes under review as of 31/12/2020	74
Approved information following review in 2020	51

51

This is the number of changes that were reviewed and approved in 2020. These significant changes cover a variety of topics:

- New 4-Flight experiments under prevailing conditions in Reims and Aix-en-Provence
- Experiments using a safety loop (BDR - boucle de rattrapage) tool at CRNA-SO
- Replacement of local networks with the MILAN network for some approaches
- New emergency radio channel at Paris-Charles de Gaulle
- Improvements to the air-ground communications infrastructure in New Caledonia
- Implementation of an ADS-B display for flight information and warning service in Cayenne
- Commissioning of new terminals in flight information and assistance offices (BRIA - Regional Offices for Flight Information and Assistance and BNIA - National Offices for Flight Information and Assistance), providing them with access to the EAD (European AIS database)
- Experimentation with the implementation of the GRF (global reporting format) at Strasbourg-Entzheim
- Several modifications to airspace requiring approvals linked to the modification of separation minima (TMA Lille, FIR Brest, SIV Beauvais, RNP 4 specification in FIR Tahiti)
- New version of the Aeroweb system
- Experiments with the RNP-AR approach procedure in Cannes
- Operational evaluation at Paris-Charles de Gaulle of an RNP1 to ILS mechanism on runway 27R
- Implementation of an IFR route for helicopters in the Plain of Alsace
- etc.

# Security



Ensuring the compliance and effectiveness of the security measures implemented by the various air transport stakeholders is an essential mission to protect civil aviation from acts of unlawful

interference. This is the role of the security technical directorate (DSAC/SUR) and the 120 or so DSAC agents working in this area.

## Management of the health crisis in terms of security

Throughout the crisis, DSAC has continued to provide more support to operators working in the field of safety in order to help them cope with lower levels of activity, the closure of aerodromes, the impact of lockdown and health measures, and sudden high levels of cargo activity.

### Management of time limits

DSAC was in touch with operators to specify the conditions for renewing operator approvals and designations, for extending time limits (regarding the certification of security agents and instructors, periodic training of certified or qualified personnel and canine teams, standardised image interpretation tests, certification of TIP libraries), and regarding the temporary use of videoconferencing to provide certain types of training.

DSAC has analysed the impact of the crisis:

- on ensuring that certifications for security instructors and security officers continue to remain valid.

-on initial and periodic training for security instructors and security officers.

- on ensuring that security oversight licences continue to remain valid and on obtaining these licences.

They have identified a number of accompanying support measures to be put in place regarding the resumption of training courses and instructor certification panels, in addition to measures to be implemented that will ensure there is no interruption to the validity of licences for oversight inspectors, and to train new inspectors as quickly as possible.

### Adaptations to security procedures

Taking into account the health regulations imposed by the Government, DSAC consulted on the matter and then distributed forms/ guidelines to be adapted, where possible, to procedures relating to passenger security checks at airports and the usage conditions for equipment under the health regulations, while also ensuring adherence to appropriate security rules.

At the same time, DSAC coordinated efforts with the Ministry of Labour, the Ministry of Health, and representative bodies of airports and security companies to draw up health guidance pertaining to the "airport security staff" jobs; it was also ensured that the content of this guidance was consistent with national and European level health guidelines.

Working together with the STAC, DSAC also issued a number of recommendations intended to promote good maintenance practices in the context of prolonged non-use of various pieces of safety equipment, and to prepare as best as possible for operations to resume.

### Adaptation of oversight plans

DSAC adapted its oversight plans to particularly take into account operator approval deadlines, European regulatory obligations, actual levels of traffic and the results of inspections of operators that were carried out before lockdown.

## Strengthening the effectiveness of the security system

In 2020, DSAC continued the open debate launched in 2018 on its missions, actions, methods and organisation in order to further strengthen the effectiveness of the security system and to anticipate risks in the best way possible. These discussions led to the establishment in 2019 of 5 working groups; these brought together all the public partners involved in security, as well as companies and security stakeholders. The focus of these 5 working groups was: DSAC guides; security management systems and risk-based oversight; recruitment, training and certification of security agents; interfaces between security agents and equipment; the collation and analysis of security incidents.

2020 saw the continuation and subsequent consolidation of the work that had begun in 2019; despite the health crisis, it was characterised by the strong involvement and contributions of all participants to the collective debate. Work continues on the reform of recruitment, certification and training requirements for instructors and security officers. Many ways in which the interface between security guards and equipment could be improved have been identified. Conditions were specified for implementing a system used for reporting and analysing safety events (choice of tool, determination of contributors, defining a taxonomy of events to be reported).

The result of this work was the introduction in 2020 of a new oversight action forming part of DSAC's activities: it involved going to inspect security instructors while they were carrying out their role as trainers. This new action will be developed over the forthcoming years.

## DSAC and its partners oversee all DSAC and its partners oversee all air transport stakeholders who are required to implement security measures

DSAC carries out a number of oversight actions (inspections, audits or tests in operational situations), which are related to the issue or renewal of an approval or certification, or which are intended to monitor the effective implementation of security measures by operators.

To carry out its mission, DSAC also relies on the relevant government departments, which extend its action by performing targeted inspections aimed at assessing the implementation of a specific measure by the stakeholders, as well as tests in operational situations. DSAC also relies on the national civil aviation school (Ecole nationale de l'aviation civile - ENAC) for the certification and training of security instructors and for the certification of security officers. It relies on the civil aviation technical service (Service technique de l'aviation civile - STAC) for the certification and oversight of equipment deployed at airports. Finally, it relies on independent validators.

### Number of entities holding security certification or approval issued by DSAC on 31/12/2020

Aerodrome operators	59
Air operators (French airlines)	17
Sites of regulated agents (cargo companies)	483
Known consignor sites (cargo companies)	166
Known suppliers (on-board supply companies)	73
ACC3 designations (air cargo or mail carrier operating into the Union from a third country airport)	196

### Number of inspections for the purposes of issuing or renewing an approval for companies implementing security measures on 31/12/2020

Aerodrome operators	11
Air operators	2
Sites for regulated agents or known consignors	249
Known suppliers	6
ACC3	8
Total	276

**Continuous oversight inspections, all operators: 219**  
**Inspections of canine teams (explosive detection dogs) carried out: 134**  
**Number of canine teams certified by STAC: 200**  
**Airport security audits: 2** -These audits ensure that there is full compliance with the security rules and provide an on-the-ground assessment of relations between the various stakeholders. They are supplemented by inspections of the effective performance of security equipment of the airports concerned, which is implemented by STAC on behalf of DSAC.  
**Inspections of instructors undertaking teaching: 5**  
In 2020, the air transport gendarmerie (GTA, Gendarmerie des transports aériens) and the border police (Police aux frontières - PAF) carried out **251** targeted inspections and **2,393** operational tests (**944** tests carried out by the GTA and **1,449** tests carried out by the PAF).

## European Commission inspections

The European Commission regularly carries out inspections to ensure that aviation security are implemented uniformly and in accordance with legislation of EU Member States. In 2020, it conducted an inspection at Paris-Charles de Gaulle airport. DSAC prepares, supports and follows up on these inspections in collaboration with DTA and the relevant government departments.

## Securing information systems

In 2020, 10 information system security audits were performed. These audits covered business applications and tools used by DGAC agents.

# Environment and sustainable development



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The oversight of compliance with environmental rules by all air operators is the responsibility of DSAC's interregional directorates, liaising with the air transport directorate (Direction du transport aérien - DTA) and, where necessary, with the air navigation services directorate (DSNA).

plans (plans de prévention du bruit dans l'environnement - PPBE) are at the heart of DSAC-IR activity. They feed into local consultation, which crystallises in their participation in the environmental advisory committees (Commissions consultatives de l'environnement

- CCE) and the residents' support and advisory committees (CCAR), as well as their monitoring of environmental charters and codes of conduct. This mechanism is completed by the handling of environmental violations and residents' complaints.

Environmental maps and plans for aerodromes, including draft noise exposure plans (PEB), noise pollution plans (PGS) and environmental noise prevention



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## Aviation activity compatible with environmental and public interests

DSAC contributes actively, in the regions and more particularly around big airports, to greater consideration of the challenges of sustainable development in the domestic aviation sector, while at the same time fostering local consultation. Its key areas of intervention relate particularly to platform- based consultation, whether concerning commercial or light aviation, the oversight of players' application of environmental regulations and consideration of urban planning issues concerning airports and means of air transport.

## Local consultation, a field mission to contact elected officials, residents and users

In 2020, DSAC participated in 28 environmental advisory committees of airports in particularly environmentally sensitive locations, as well as in the working groups formed under their aegis (environmental charter monitoring committees, topic-centred meetings). DSAC-IRs have been made responsible for providing objective elements relating to each airfield (traffic statistics, analyses and oversight actions, regulatory lighting etc.), including supporting stakeholders in reconciling aviation activity with respect for residents.

DSAC continues to note that noise is no longer the only focus of residents' attention: the presence of an airport brings a good number of other concerns to their mind, such as air pollutants and greenhouse gases, water pollution and management, or indeed the resulting road traffic.

Moreover, DSAC-IRs participate in the residents' support and advisory committees (Commissions consultatives d'aide aux riverains - CCAR), which are responsible for studying case reports on soundproofing help for homes located in the areas defined by the noise pollution plans (plans de gêne sonore - PGS).

## Oversight compliance with environmental regulations

The most significant airports and heliports in France in terms of traffic and disturbances are subject to environmental restriction orders with the aim of reducing the noise pollution associated with their operations. Breaches of these rules are systematically identified by DSAC sworn agents and transmitted to the Airport Nuisance Control Authority (Autorité de contrôle des nuisances aéroportuaires - ACNUSA). Operators run the risk of being fined up to €40,000. In parallel with handling violations, DGAC is continuing to undertake preventive actions with operators to further reduce the number of offences.

It should be noted that the downward trend in the number of formal notices of violations in 2020, is not so evident as that of air traffic. In part, this phenomenon is a result of the time lag between the offence happening and it being recorded by sworn agents.

**Airports and heliports subject to environmental restriction orders: 16**

**Formal statements written up for non-compliance with restrictions: 377**

## Urban planning, another strand of sustainable development

In order to preserve flight safety and limit the disturbances suffered by residents, it is necessary to impose constraints on urbanisation, following studies on a case-by-case basis to ensure the appropriateness of each decision.

Around airports, DSAC is working to update noise exposure plans (Plans d'exposition au bruit - PEB): more than 200 aerodromes, therefore, are now equipped with such plans, or are currently undergoing creation or revision procedures.

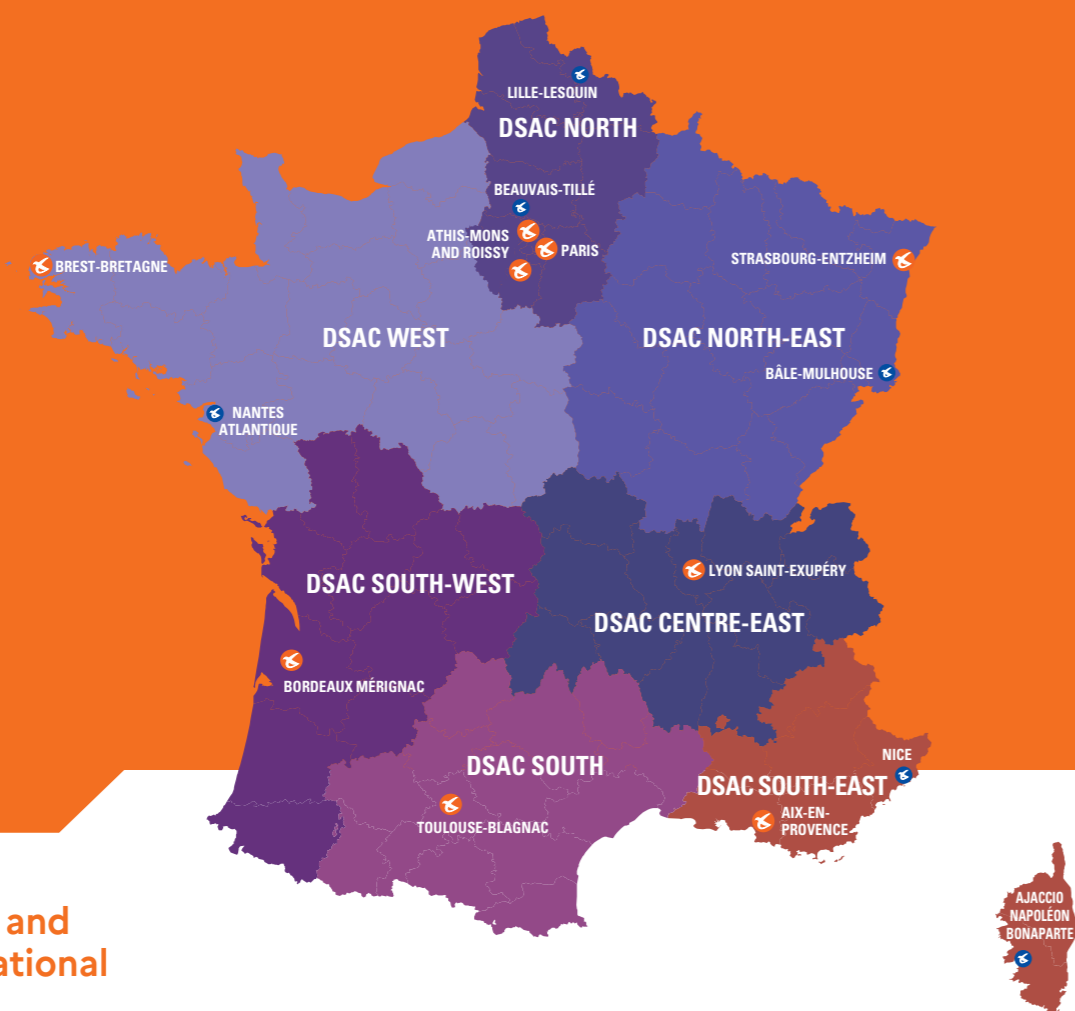
Near aerodromes or around means of air transport, DSAC-IRs are researching sometimes innovative solutions to reconcile local development issues with air safety and have to produce recommendations in a wide range of consultations. The National Airport Engineering Service (Service national d'ingénierie aéroportuaire - SNIA) is from now on the single point of entry for DGAC urban planning files.

DSAC-IRs will continue to be used to contribute to complex projects for which their expertise and knowledge in the field remain key.



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DSAC-IRs



The regional view and liaison with the national service

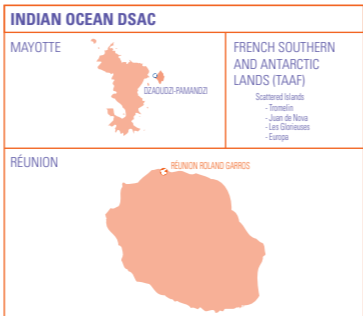
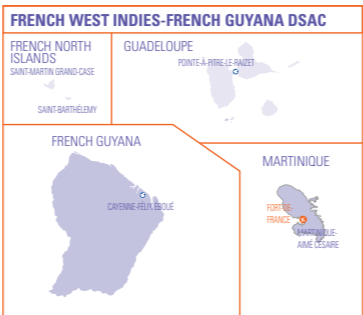
The French civil aviation safety directorate (DSAC) consists of a central level, located in Paris, and nine interregional directorates, known as DSAC-IRs, across metropolitan France, the overseas departments and the communities of Saint-Martin and Saint-Barthélemy.

Subject to powers at central level, the interregional directorates are responsible for taking such actions, measures and decisions as are required with respect to persons and organisations or systems or equipment, in matters of safety and security. In liaison with the central level, they prepare and implement their budget, prepare and provide invoices for services rendered by the State for the safety and security of civil aviation and take care of purchasing. They are responsible for the individual management of their directorate’s agents and contribute to the development and implementation of the training plan.

The activities mentioned are undertaken using either the relevant DSAC-IR’s own resources or resources available within the central level or even within other DSAC-IRs, according to the methods and procedures defined by the corresponding central level directorate.

DSAC-IRs are responsible for taking all actions, measures and decisions required in respect of public or private natural or legal persons who are subject to the requirements of European and national texts covering economic and financial monitoring, safety, security and the environment for such actions, measures and decisions as fall within the remit of the zone prefects, regional prefects, departmental prefects or the DTA according to the methods and procedures defined by these administrative authorities. DSAC-IRs inform the corresponding administrative decisions or take them when they are delegated to them.

DSAC-IRs participate in DTA actions in matters of airspace and relationships with users thereof.



Moreover, since 1 January 2020, DSAC North has been responsible more specifically for maintaining the record of aircraft registrations and flight programme approvals.



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DSAC  
French West Indies  
- French Guiana



Director: **Thierry Buttin**  
Headquarters: **Martinique-Aimé Césaire Airport**



2020 has been the opposite of everything we had imagined.

The sudden emergence of COVID-19, successive lockdowns, the quasi-cessation of air transport and the introduction of strict health measures have all totally changed our business activity.

It is worth noting three lessons at this stage, even if the crisis is not yet over.

The first lesson to be learned is that our organisation, DSAC French West Indies - French Guiana, has kept going. We have never stopped in terms of our activity and the way in which our agents have reacted to meet the multiple challenges has been extraordinary: processing customer requests, implementing new health regulations, responding to multiple prefectural requests, and adapting to constantly changing rules. This huge

challenge was only made possible because of all of our agents, and I would like to thank them very much.

The second lesson we have learned is how to radically change our working methods: we follow strict health procedures, increasing numbers of people are working from home and we have taken steps to ensure staff have permanent IT tools. This allowed us to avoid any clusters at work, thereby ensuring that at the global level of DSAC French West Indies - French Guiana, we had very few cases.

The third lesson learned is how to take on new missions: taking part in the regulation of traffic, prioritising cargo to the West Indies and French Guiana, and ensuring traffic flows are monitored on a daily basis. Once more, it was very natural in the way in which everything came together – our organisation handled everything successfully and this was recognised

both locally and nationally. Speaking collectively, we are hugely satisfied with this outcome.

Throughout this crisis, we have been able to measure just how indispensable air transport is in the French West Indies and French Guiana. To look at just one example among many, there was a successful airlift between Cayenne and Maripasoula using an ATR42 where students stuck by the closure of schools were repatriated.

This gives reason to look to the future with optimism. We will have a dynamic aviation industry and in addition, it will emerge greener from the crisis. DSAC French West Indies - French Guiana is ready to take up this new challenge.

Figures for 2020

Aerodromes

Number of platforms

- 9 open to public air traffic of which 7 commercial aerodromes
- 7 aerodromes approved for restricted use
- 16 microlight platforms
- 3 heliports

Aerodrome safety

- 7 certified aerodrome operators
- 16 approved runways
- 2 SMS audits
- 2 control checks relating to approval conditions and aerodrome operational procedures (CHEA)
- 5 compliance oversight (OR) audits
- 5 OPS/INFRA audits
- 16 Corrective action plans follow-up actions
- 3 aerodromes equipped with a PEB currently being revised

Air navigation

- 4 AFIS audits

Security

- 7 security approvals renewed in 2020: 2 regulated agents, 1 known consignor, 1 known supplier of on-board supplies, 3 aerodrome operators
- 4 operational security committee meetings (comité opérationnel de sûreté - COS) – 1 Martinique Aimé Césaire Airport, 1 Pointe-à-Pitre Le Raizet Airport, 2 Cayenne-Félix Éboué Airport
- 2 security committees – 1 Pointe-à-Pitre Le Raizet Airport, 1 Cayenne-Félix Éboué Airport
- 3 oversight inspections (agents regulated by GTA) – 1 known supplier of on-board supplies, 3 aerodrome operators, 1 known consignor

Public transport oversight

- 5 air operators: 4 aeroplane companies and 1 helicopter company
- 8 oversight actions, of which 1 on behalf of DSAC-SE
- 72 airworthiness control checks: 38 SAFA, 30 SANA, 4 SACA

General aviation

- 188 aerial work companies (including 173 drone operators): 29 in French Guiana, 81 in Martinique, 78 in Guadeloupe
- 2 approved training organisations (ATOs) and 12 declared training organisations (DTOs): 4 DTOs in Martinique, 7 DTOs + 2 ATOs in Guadeloupe, 1 DTO in French Guiana
- 676 administrative actions for licences: 47 in French Guiana – 373 in Guadeloupe – 256 in Martinique

Economic regulations

- 72 approvals of ground handling service providers
- 11 Public Service Obligation lines (Obligations de services publique - PSO)
- 6 air carrier operating licences

Resources

Staff: **82 agents**  
Budget: **€2,000,000**



# DSAC Centre-East



Director: **Muriel Preux**  
Headquarters: **Lyon-Saint Exupéry Airport**

## A major impact

The Auvergne-Rhône-Alpes region has been experiencing dynamic growth for several years in commercial and business aviation, but ever since 15 March, the Covid-19 pandemic has seen a drastic fall in international commercial traffic, as well as a sharp decrease in domestic traffic.

This proved to have a significant on Lyon-Saint-Exupéry: with the closure of the borders and two lockdowns, traffic simply stopped. Development projects have either slowed down in place or have been postponed (opening of the Volotéa base, opening of Qatar Airways route), while there has also been an impact on routes of several major airlines such as Air France, Air Canada, Emirates, and those of carriers serving the Maghreb or Turkey. Terminal 2 dealt with any remaining traffic, while Terminal 1 remains closed at the start of this year.

Those airports used to experiencing seasonal activity, such as Chambéry and Grenoble, saw their chartered ski traffic stopped early on 15 March, while the 2020/21 winter season, which was not able to start in December, remains on hold in February 2021. There have already been cancellations from Russia and strong doubt has been cast on chartered flights from the UK, which is in lockdown.

Clermont-Ferrand airport also saw a sharp slowdown in traffic, but was able to house a proportion of the fleet belonging to the Air France group on its tarmac when it stopped operating.

## A strong responses to the crisis

Nevertheless, DSAC Centre-East continued to carry out its safety responsibilities for both the remaining traffic and for crisis-related activities (medical cargo, medical transport, etc.), as well as maintaining the skills of professionals and anticipating the re-start of commercial and leisure aviation activities.

Support for operators has therefore become an essential task for DSAC with the first step being the implementation of derogations or measures to adapt the regulations. Oversight actions had to be adapted in relation to their scheduling and the way in which they were carried out, with remote meetings often held with operators.

Moreover, DSAC Centre-East assisted with defining and guaranteeing an airport network that was essential for medical, cargo and repatriation flights. It has also supported prefectures, the ARS and the operators by taking part in implementing health measures and test centres in airports.

## A resurgence of environmental issues

While a drop in traffic could have mitigated environmental issues, the resumption of light aviation between the two waves of the pandemic has resulted in a tenfold increase in residents' feelings, leading to numerous complaints. DSAC Centre-East resumed its task of consultation and pedagogy so that it can find a compromise solution between the users and local residents. The closure

of the aerodrome at Sallanches, however, took place on 1 September 2020.

DSAC Centre-East actively worked with the Haute-Savoie Prefecture in preparing the protection order for Mont-Blanc natural areas, which was signed on 1 October 2020.

## Adapting well to remote working

Throughout this health crisis, DSAC Centre-East ensured it remained visible to all operators, airlines, airport operators, flying clubs and user federations, while also building upon its role with decision-makers, prefectures and the ARS.

It was able to be this responsive due to a business continuity plan that was drawn up in anticipation from the beginning of March. Even though it envisaged less than the scenario imposed on 16 March, it meant that DSAC Centre-East was able to adapt as quickly as possible to lockdown and that practically almost all of its agents were able to continue working on a remote basis. The quality of the manner in which they adapted, the way in which managers remained committed, and the availability and efficiency of the support team all helped to meet the challenge brought about by the health crisis. It is during difficult times that it is possible to gauge the resilience of a team, and there is no doubt that DSAC Centre-East has overcome this ordeal.

The scenarios facing us in 2021 force us to continue our efforts and face this challenge over a longer period, yet we continue with our goal of being adaptable and fully ensuring the performance of our missions.

## Figures for 2020

### Aerodromes

#### Number of platforms

<b>37</b>	aerodromes open to public air traffic of which 11 commercial aerodromes
<b>19</b>	aerodromes approved for restricted use (2 closures in 2020)
<b>41</b>	aerodromes for private use
<b>115</b>	microlight platforms
<b>55</b>	heliports (5 closures in 2020)
<b>46</b>	helipads
<b>5</b>	floatplane strips
<b>5</b>	mountain airports
<b>30</b>	mountain airstrips (1 closure in 2020)
<b>53</b>	permanent balloon platforms

#### Aerodrome safety

<b>5</b>	certified aerodrome operators EU
<b>53</b>	approved runways
<b>36</b>	runway (daylight visual flight rules only)
<b>3</b>	OR national audits outside of DSAC-CE
<b>8</b>	control checks relating to approval conditions and aerodrome operation procedures (CHEA)
<b>7</b>	audits/control checks of certified aerodromes
<b>5</b>	control checks relating to technical specifications for heliports
<b>2</b>	PSA approvals (partial revisions) by ministerial order in 2020 (a total of 32 aerodromes are equipped with a PSA)

### Environment

<b>30</b>	PEB in force + Geneva to current standards
<b>1</b>	aerodrome with a PGS
<b>4</b>	meetings of the environmental advisory committee (CCE) and <b>1</b> meeting of the Geneva environmental consultation committee

### Air navigation

<b>2</b>	AFIS audits and 3 follow-up meetings
<b>48</b>	changes notified by AFIS providers, including <b>14</b> overseen by DSAC-CE
<b>2</b>	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
<b>1</b>	participation in AFIS audits outside DSAC-CE region



### Security

<b>4</b>	security approvals issued or renewed: <b>1</b> for an aerodrome operator (of 5 approvals), <b>0</b> for air operators (of 2 approvals), <b>3</b> for regulated agents representing <b>18</b> sites (out of 53 approved sites), <b>0</b> for known suppliers (of 2 approvals), <b>0</b> for known consignors (of 9 approvals)
<b>0</b>	security audits of a DSAC/IR airport
<b>0</b>	DSAC/IR operator EC inspections
<b>11</b>	meetings of the operational security committee (COS)
<b>3</b>	security committees

### Public transport oversight

<b>18</b>	air operators of which: <b>9</b> aeroplane companies, <b>9</b> helicopter companies (1 withdrawal in 2020)
<b>36</b>	balloon companies
<b>15</b>	audits
<b>28</b>	inspections
<b>209</b>	airworthiness control checks: 157 SAFA, 52 SANA

### General aviation

<b>1,357</b>	aerial work companies: <b>12</b> SPO aeroplanes, <b>9</b> SPO helicopters, <b>19</b> microlights, <b>1,317</b> drone operators
<b>10</b>	companies operating complex motorised aircraft (NCC)
<b>17</b>	case files relating to air displays: <b>6</b> small (including 1 cancelled due to incomplete file), 2 medium (including one cancelled due to Covid-19) and 9 large (8 cancelled due to Covid-19 and one cancelled due to weather)
<b>19</b>	approved training organisations (ATOs)
<b>5,169</b>	administrative actions for licences performed
<b>22</b>	infringement case files processed
<b>2</b>	disciplinary committees held

### Economic regulations

<b>82</b>	approvals of ground handling service providers, 18 case files processed (new, extensions, renewals) in 2020
<b>2</b>	PSO lines (Aurillac and Le Puy)
<b>32</b>	air carrier operating licences

### Financial and human resources

Staff: **75 agents**  
Payment Credits (PC) Budget: **€769,500**



Director: **Richard Thummel**  
Headquarters: **Athis-Mons and Roissy**

## Serving safety, security and operators in times of crisis

As with all DSAC departments, DSAC North was mobilised throughout 2020 to manage the consequences of the pandemic on the aviation sector.

This year, however, was also shaped by other significant developments. The first of these was a change to the interregional directorate's scope of activity: the MDA and MDI missions were created as part of a transfer of competencies from the Air Transport Directorate (DTA) to DSAC. The air transport authorisation mission approves the flight schedules of French and foreign airlines, while the registration mission is responsible for managing registrations for the 18,000 civil aircraft registered in France. Enjoying a functional relationship with the DTA throughout the year, they rose to the challenges of the transition, the move to Athis-Mons, the impacts of the health crisis and Brexit preparations.

Moving on to airports, Lille-Lesquin has undergone a change of operator and since 1 January, the company Aéroport de Lille, which is a subsidiary of Eiffage and the company Aéroport de Marseille, has been in charge of its management. The airport chose to voluntarily submit a modernisation project for public consultation, a particular aim of which was to adapt the terminal building to future needs. On 3 December, Beauvais Tillé welcomed Ryanair's only new base in Europe during 2020 and its first base at the Picardy airport, which will start with two Boeing 737-800s.

As for Parisian airports, DSAC North managed a significant flow of changes

needing approval that had been proposed by ADP in the field of safety oversight; some of them were related to the need to adapt to the ongoing health crisis, but many of them were intended to anticipate work projects or regulatory changes. Turning to security, this year was shaped and punctuated by the preparation, conduct and follow-up of the results of the inspection at Paris-Charles de Gaulle, which was conducted in January by the European Commission.

2020 was also a year that saw preparations for the entry into force of new provisions relating to the approval of ground handlers, as well as a year in which AFIS providers were issued with a renewed safety certificate in accordance with European regulatory provisions.

Finally, safety oversight of the VallJet company was transferred to DSAC Nord and there was also the establishment of a new company, Amelia, as part of the Regourd group; DSAC North issued them their air carrier certificate in mid-December.

As well as these important case files, DSAC North teams have demonstrated agility, innovation and a sense of service in supporting operators throughout the crisis while also maintaining high levels of safety.

In terms of resource management, some exceptional work has been completed to ensure health safety on the premises, to enable remote

working to take place, and to manage the various decontamination phases, thereby enabling staff to carry out their duties under conditions that are as optimal as possible.

These extraordinary missions included managing multiple derogations in respect of flight personnel and aviation operations, including the transport of cargo in cabins and carrying out extraordinary airworthiness control checks of operations. At Orly and Beauvais, they had to deal with the safety aspects linked to the closure and reopening of airports to commercial traffic, while also monitoring the security impact of configuring Orly and its halls – which were continuously closed and then reopened – in addition to overseeing a pause to operations at certain terminals at Roissy. They also provided support to general aviation operators and managed lockdown-related expectations at Paris airports, in addition to handling rapidly multiplying complaints from local residents.

The fact that the teams could be mobilised in such a difficult situation and that they received strong support from DSAC technical departments, has really highlighted how agile the interregional directorate is. This is a guarantee of our ability to support the expected upturn in activity and the way in which the sector handles the environmental transition into the future.



## Figures for 2020

### Aerodromes

#### Number of platforms

<b>44</b>	aerodromes open to public air traffic including 13 commercial aerodromes (aerodromes subject to tax)
<b>8</b>	aerodromes approved for restricted use including 1 military
<b>17</b>	aerodromes for private use
<b>54</b>	microlight platforms
<b>46</b>	heliports
<b>77</b>	helipads
<b>18</b>	permanent balloon platforms
<b>139</b>	model aeroplane zones

#### Aerodrome safety

<b>5</b>	certified aerodrome operators EU
<b>47</b>	aerodromes with approved runways
<b>1</b>	SMS audit an inspection
<b>9</b>	control checks relating to aerodrome approval conditions and operational procedures (CHEA)

### Environment

<b>25</b>	aerodromes equipped with PEB
<b>6</b>	PEB currently being revised.
<b>5</b>	meetings of the environmental advisory committee (CCE)
<b>241</b>	environmental complaints processed

**Urbanism** - opinions given on complex case files only, the one-stop shop was set up on 01/01/2020

<b>47</b>	notices for building permits (and prior declarations, development permits [Permis d'aménager - PA], planning permissions [Certificat d'urbanisme - CU])
<b>48</b>	local town planning programme (Plan local d'urbanisme - PLU) notices
<b>229</b>	obstruction notices
<b>47</b>	wind farm projects and building permits (Permis de construire - PC)

#### Environmental Breaches

<b>12</b>	non-compliance with the APU conditions of use
<b>18</b>	Chapter 3s with a cumulative margin of less than 10 Effective Perceived Noise in Decibels (EPNdB) (Roissy)
<b>47</b>	non-compliance with the CDG COHOR (Coordination des horaires - Paris airport scheduling) night slots
<b>60</b>	departures from Environmental Protection Volume (Volume de Protection Environnementale - VPE)
<b>20</b>	various breaches (TSU silence range, CDG noise thresholds, ORY curfew, etc.)

### Air navigation

<b>0</b>	AFIS audits in DSAC North
<b>3</b>	AFIS audits outside DSAC North region
<b>6</b>	DSNA audits
<b>2</b>	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
<b>8</b>	permanent airspace case files
<b>50</b>	temporary airspace case files via Regional Management Committees (Comités Régionaux de Gestion - CRG)
<b>1</b>	review of AFIS changes
<b>3</b>	review of DSNA changes
<b>8</b>	instrument procedures (case file examination)

### Security

#### Number of security operators overseen by DSAC North

<b>5</b>	aerodrome operators
<b>78</b>	foreign air operators
<b>9</b>	French air operators
<b>80</b>	regulated agents at 135 sites
<b>32</b>	known suppliers
<b>42</b>	known consignors at 45 sites
<b>29</b>	training organisations
<b>1</b>	inspection by the European Commission
<b>5</b>	meetings of the operational security committee (COS)
<b>20</b>	security committees
<b>16</b>	meetings of the local security network (Orly specific)
<b>189</b>	oversight actions, including 47 issuances of approvals or renewals
<b>20</b>	course approvals

### Public transport oversight

<b>20</b>	air operators, of which: 19 aeroplane companies, 1 helicopter company
<b>15</b>	balloon companies
<b>52</b>	audits CAT aeroplane, 9 CAT helicopter
<b>399</b>	airworthiness control checks: 199 SAFA, 126 SACA, 74 SANA

### General aviation

<b>2,601</b>	aerial work companies (including 2,537 drone operators, 64 Annex II and microlights)
<b>145</b>	training organisations (activities in all segments: aeroplane, glider, helicopter, balloons)
<b>42</b>	training organisation oversight actions
<b>6</b>	air displays including: 6 small – 0 medium – 0 large
<b>121</b>	overflight derogations issued
<b>52</b>	Toussus derogations (auto info)
<b>24,238</b>	actions performed for cabin crew licences
<b>832</b>	microlight case files (Registration card, Registration Form, Aircraft, Parking Licence [CI, FI, LSA])
<b>60</b>	cabin crew infringement cases processed
<b>1</b>	disciplinary committee held
<b>34</b>	AIR OPS operators (of which 17 SPO, 11 NCC)
<b>2</b>	high risk operators (HR)
<b>16</b>	MEL approvals
<b>38</b>	inspections (including 11 NCC/SPO and 29 drones)
<b>29</b>	derogations and specific authorizations for drone operators
<b>5</b>	model aeroplane activity temporary creations or changes
<b>32</b>	releasers of sky lanterns
<b>28</b>	fireworks
<b>18</b>	prefectural temporary prohibition zones (zones d'interdiction - ZIT)
<b>56</b>	NOTAMs on obstructions (cranes, beaconing failure)
<b>11</b>	aircraft accidents and 6 victims (2 fatalities and 4 injuries)

Economic regulations

- 536 approvals of ground handling service providers, of which 120 issued or renewed
- 16 air carrier operating licences

Aircraft registrations

16,000 aircraft registered in France

Number of entries on the register in 2020	1,908
of which registrations	384
of which ownership transfers	802
of which de-registered	202
of which rentals	174
of which rental de-registrations	89
of which mortgages	169
of which mortgage write-offs	87
of which seizures	1

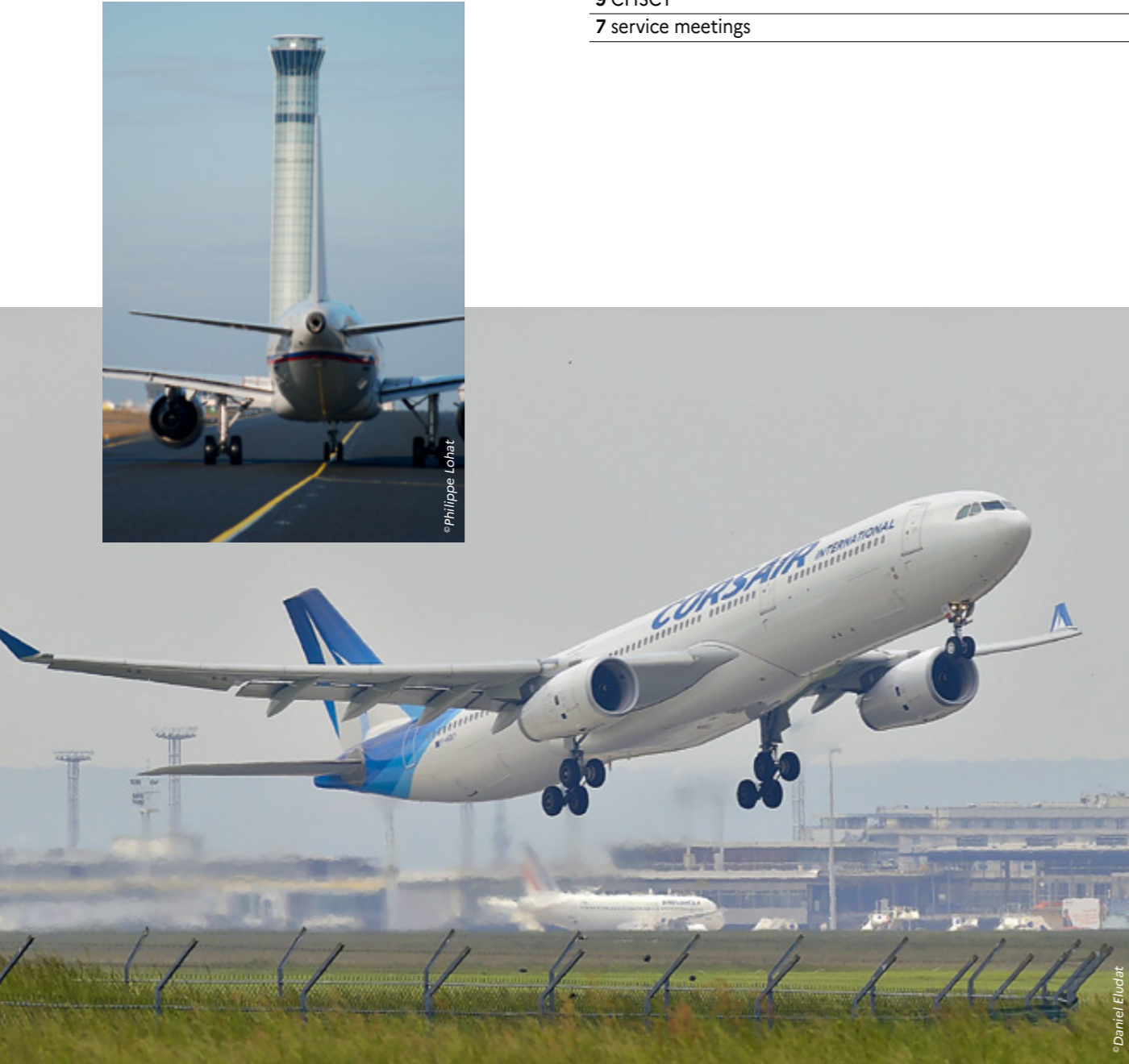
Air transport authorisations

- 120 scheduled foreign airline programmes approved in March 2020 and 90 in October 2020
- 22 scheduled French airline programmes approved in March 2020 and 17 in October 2020

From the very start of the health crisis, DSAC-N was able to cope with the influx of urgent authorisation requests for repatriation flights and flights required to transport masks and medical equipment. Between 16 March and 31 May 2020, authorisations were granted within extremely tight deadlines for 232 repatriation flights and 300 cargo flights between Asia and France.

Resources

- Staff: 167 agents
- Budget: €1,891,945
- 6 technical committees
- 9 CHSCT
- 7 service meetings





Director: **Emmanuel Jacquemin**  
Headquarters: **Strasbourg-Entzheim Airport**



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Against the international context of a drop in air traffic as a result of the Covid-19 pandemic, I discovered, when I took up my post in June 2020, that just like the entire national service, DSAC North-East was very committed to maintaining and guaranteeing optimal levels of safety and security for its operators by using remodelled methods of intervention as a way to respond to and manage the crisis.

By all the institutions closely coordinating their efforts, it was possible, during the first lockdown in the spring of 2020, to support local air operators in implementing technical and regulatory solutions adapted to the problems brought about by the Covid-19 pandemic. In particular, this included creating specific restricted areas, and working towards ensuring that the areas around the Mulhouse hospital – where there was intense activity linked to medical evacuations by helicopter – and those areas around the Habsheim airfield – which served as a rear base for the heavy ALAT helicopters involved in the

operation – were only reserved for medical transport; monitoring the supply, air transport and delivery of masks and medical equipment to aerodromes at Basel-Mulhouse and Châlons-Vatry, in conjunction with the SGARE Grand Est (Secretary-General for Regional Affairs, Grand Est), the air transport gendarmerie and the border police; the construction in built-up areas of temporary prefectural helipads for medical transport to specific hospitals that do not have dedicated facilities, and the identification and documenting of aerodromes required for medical evacuations, both for the refuelling of helicopters with JET A1 and for aircraft movements in the vicinity of hospitals, in conjunction with the SAMU (emergency medical services) and helicopter emergency medical service companies (Service médical d'urgence par hélicoptère - SMUH).

DSAC North-East also supported a number of airport operators in bringing light aviation airfields back into service to be used for missions of

general interest (aerial monitoring of pipelines and power lines), such as at Pontarlier, Lons-le-Saunier Courlaoux and Dijon-Darois; they did this by issuing certification of a general interest mission to the operating clubs.

There has been a major economic impact on the aeronautical industry, particularly for airport operators, who have been faced with a sudden and very significant drop in passenger traffic (between -60% and -85% on the main platforms in the Grand-Est and Bourgogne Franche-Comté regions).

With the intention of ensuring service continuity, there has been a need to put in place various support tools such as long-term partial activity agreements and advance payments for expenses relating to safety and security missions. However, it has also required us to look ahead, despite all the uncertainties, and to make the necessary strategic decisions, particularly in respect of investment policy.

In this respect, we had to integrate the challenges with societal demands arising from a sustainable ecological transition. Within DSAC North-East region, various actions have been undertaken, particularly at Basel-Mulhouse airport as part of the 2018-2022 environmental noise prevention plan. It is down to the professionalism and resilience of DSAC North-East teams that we have been able to adapt our professional support to our regional operators and stakeholders within the framework of our oversight and regulatory missions. This is a demanding challenge and one that we will have to continue working on in 2021 and in the medium term.

Figures for 2020

Aerodromes

Number of platforms

- 63 aerodromes open to public air traffic including 17 commercial aerodromes
- 17 aerodromes approved for restricted use
- 53 aerodromes for private use
- 164 microlight platforms
- 36 heliports
- 20 helipads
- 2 floatplane bases (of which 1 aeroplane and 1 microlight)
- 2 floatplane strips
- 2 mountain airstrips
- 129 permanent balloon platforms
- 209 model aeroplane zones

Aerodrome safety

- 5 certified aerodrome operators EU
- 26 aerodromes with runways approved by decision
- 5 control checks relating to approval conditions and aerodrome operation procedures (CHEA)
- 2 RFFS / SPPA control checks
- 5 heliport control checks
- 6 certified EU oversight audits of aerodromes including 1 national audit for following up on conversion.
- 2 partial overhauls of PSAs, at 63 aerodromes equipped with PSA and 77 in the process of being equipped

Environment

- 25 aerodromes with PEBs (of 29 awaiting a PEB)
- 1 protocol signed at the end of 2019 for Strasbourg-Entzheim
- 1 aerodrome with a PGS
- 1 meeting of the residents' support and advisory committee (CCAR)
- 1 operating restriction order
- 2 meetings of the environmental advisory committee (CCE)

Air navigation

- 13 AFIS bodies and 13 AFIS certificates issued in accordance with Regulation (EU) 2017/373
- 5 AFIS audits outside DSAC-NE region
- 13 AFIS oversight meetings
- Participation in 6 AFIS audits outside DSAC-NE region
- 38 qualified AFIS agents, including 8 AFIS qualifications issued in 2020
- 19 aerodromes with IFR procedures and 10 IFR procedures approved in 2020
- 2 CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
- 1 meeting with the users of the Nancy aerodrome looking at the creation of a mandatory radio zone
- 227 case files for the creation, modification and removal of airspace and locations for light, sporting and recreational activities, on either a permanent or temporary basis

Security

- 25 security approvals issued or renewed: 1 for an aerodrome operator (of 5 approvals), 21 sites of regulated agents (of 87 approvals), 0 for known suppliers (of 4 approvals), 3 for known consignors (of 16 approvals)
- 11 meetings of the operational security committee (COS)
- 3 security committees

Public transport oversight

- 6 air operators:
  - 3 aeroplane companies, 3 helicopter companies
- 38 balloon companies
- 18 audits in 2020
- 62 airworthiness control checks in 2020:
  - 14 SAFA, 37 SACA, 11 SANA

General aviation

- 836 aerial work companies (including 802 drone operators)
- 6 NCC operators
- Air displays in 2020:
  - 2 small (of which 1 was model aeroplane) – 2 medium – 0 large (for 16 events planned over the year)
- 16 approved training organisations
- 118 declared training organisations
- 4,473 licences and qualifications issued in 2020
- 11 infringement case files processed
- 1 disciplinary committee held

Economic regulations

- 91 approvals of ground handling service providers (of which 14 issued in 2020)
- 3 (current) PSO lines
- 21 air carrier operating licences (1 licence re-examination in 2020)

Resources

Staff: **77 agents**  
Budget: **€1,668,853**



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# DSAC Indian Ocean



Director: **Lionel Montocchio**  
Headquarters: **La Réunion-Roland Garros Airport**



## The aviation industry: a keystone of resilience

The major health crisis that we are experiencing today is exceptional in terms of its scope, duration and the level of uncertainty it engenders.

This situation has had a direct impact on all economic activity which, as a result of the travel restrictions in place, has been notably deprived of the flow of people for which the aviation system is a major vehicle. This has resulted in a shockwave of unprecedented force, in turn generating an earthquake of economic and social magnitude for all players in this system, the extent of which remains difficult to measure with any degree of precision.

Nevertheless, maintaining territorial continuity between mainland France, Mayotte and Réunion as of March

2020 was essential. The mobilisation of a civil and military task force and the setting up in record time of the Réunion/Mayotte airlift was only possible because of the strong links that brought together players in the aviation system, and which enabled it to demonstrate how resilient it was in such extremely difficult circumstances.

While commercial passenger services to Mayotte were suspended during the lockdown and those to Réunion were cut back to three flights per week, the mobilisation of all stakeholders within the "airlift" task force made it possible to put an end to Mayotte's isolation and keep the supply of sensitive medical cargo going, as well as the provision of medical personnel and the carrying out of medical evacuations.

Réunion-Roland Garros airport was also the scene of repatriation operations for European citizens from

neighbouring States in the Indian Ocean area – a large series of Air France and KLM flights took place between South Africa, Réunion and the Netherlands.

It became possible to reintroduce traffic between Metropolitan France, Réunion and Mayotte in May 2020 when a health corridor was established. Resulting from a collaborative approach, this unprecedented mechanism brought together, under the aegis of the Indian Ocean DSAC, the airport operators SA ARRG, EDEIS and ADP, Air France and the airline Air Austral. The service to the island territories of the Indian Ocean was, at the time, one of the very first long-distance routes in the world that could restart commercial passenger operations.

All the Indian Ocean DSAC teams took committed action to ensure the service mission could continue, both within the framework of the

activity continuity plan and by widely adopting remote working practices, proof of the teams' efficiency. Every effort was made to support activity restarting: adaptation of oversight methods, carrying out remote oversight, and issuing necessary derogations (aircrew flight time limitations, cargo carried in the cabin, stretchers in the cabin, flights with reduced numbers of cabin crew, flight duty times, flights without the minimum equipment list).

Looking beyond all of this at a time when the crisis remains prevalent, it is already important that preparations are being made for activities bouncing back – after all, the resilience of the economic world is inextricably linked to how the aviation system as a whole recovers. Recovery such as this is dependent on ensuring and maintaining close contact between all players in the system. This is further

enhanced by a sectoral approach that allows for anticipation and support of the recovery as part of a virtuous circle, providing greater strength and more prospects to a damaged ecosystem.

## Figures for 2020

### Aerodromes

#### Number of platforms

- 3 aerodromes open to public air traffic, of which 3 commercial
- 4 aerodromes approved for restricted use
- 6 microlight platforms
- 5 heliports (of which 1 in private use)
- 19 helipads
- 8 model aeroplane zones

#### Aerodrome safety

- 3 certified aerodrome operators
- 4 approved runways / approvals pending
- 1 helipad control check (commissioning audit)
- 4 airport audits

### Environment

- 2 aerodromes equipped with PEB
- 1 signed environmental charter (Regional Natural Park, PNR)
- 2 meetings of the environmental advisory committee (CCE)

### Air navigation

#### Airspace

- 5 air activity locations created
- 2 air activity locations removed
- 1 creation of activity with agreement of the Regional Management Committees (Comités Régionaux de Gestion - CRG)

### Security

- 4 security approvals issued or renewed: 1 for site of regulated agents, 3 for known consignors
- 1 meeting of the operational security committee (COS)

### Public transport oversight

- 6 air operators, of which 2 aeroplane and 4 helicopter
- 17 audits in 2018
- 37 airworthiness control checks in 2020: 12 SAFA, 25 SANA

### General aviation

- 182 aerial work companies (including 169 in drones)
- 17 oversight actions among flying clubs
- 7 approved training organisations (ATO)
- 397 administrative actions for licences, performed in 2020
- 2 infringement case files processed
- 524 theoretical examinations passed on the OCEANE portal; and 2 examinations on paper (Mayotte)

### Economic regulations

- 19 approvals of ground handling service providers (of which 2 renewals in 2020)
- 5 air carrier operating licences (including a full re-examination in 2020)

### Resources

- Staff: **49 agents**
- Budget: **€521,900**





Director: **Emmanuelle Blanc**  
Headquarters: **Brest-Bretagne Airport**

## Support for partners and continued support for strategic projects

Taking the context of the health crisis as experienced by air operators, airports and the general population as a whole, DSAC West has put all its efforts into supporting its partners and continuing to provide support to strategic projects for the State or the regions.

Since the early days of the lockdown, pilots, clubs and federations have been in great demand to provide information and understanding of the government's measures. DSAC West provided an explanation of the exemptions framework, for example, so that pilots could still hold their licences; they also set out the options for travel in the most reactive way possible.

At the same time, in consultation with operators, a network of aerodromes (in the Centre-Val de Loire, Pays de la Loire, Brittany and Normandy regions) needed to be established that could be used for various activities, but specifically to accommodate medical and repatriation flights.

DSAC West has stepped-up this follow-up work on improving documentation with those airlines that still have some resources, and has adapted to the situations faced by those who are experiencing greater difficulties in responding to requests.

At the end of the first lockdown, the delegation and various divisions were committed to ensuring that large-scale events (the air show at the Puy du Fou park, Vendée Globe) could still take place, including innovations. On-site missions were resumed as quickly as possible to ensure the safety and security of civil aviation for operators and users.

A number of case files, which required paying close attention to deadlines and commitments set by the State, were the subject of ongoing efforts in conjunction with other DGAC directorates, prefectures and local authorities. These included the redevelopment of all aspects of Nantes-Atlantique airport, the follow-up of developments at Lorient airport, scheduled transfers at Tours and Châteaudun airports alongside the withdrawal of military activities.

Support was provided for the annual airport tax campaign and it was closely monitored as a result of the sharp fall in air traffic and the fact that interruptions to forecasting data needed to be taken into account.

Support services made it possible in 2020 to launch the long-awaited extension to DSAC West headquarters. They also provided personal, organisational and health support to agents, as well as by providing them with tools to enable remote working.

Because of how large the region is, DSAC West is used to working in a network, remotely and under "nomadic" conditions. It was therefore able to swiftly take on new communication methods and it has shown great solidarity with its partners in light of all the ongoing events. It believes that 2021 will remain a very difficult year for the aviation world and they are paying close attention to any innovations that are being developed in this respect so that they will be ready to face this new situation.



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## Figures for 2020

### Aerodromes

#### Number of platforms

<b>67</b>	aerodromes open to public air traffic, of which <b>27</b> commercial
<b>14</b>	aerodromes approved for restricted use (including <b>1</b> mixed commercial)
<b>84</b>	aerodromes for private use ( <b>2</b> notices given in 2020)
<b>188</b>	microlight platforms ( <b>9</b> notices issued in 2020)
<b>85</b>	heliports/helipads ( <b>12</b> notices given in 2020)
<b>2</b>	floatplane bases
<b>259</b>	balloon platforms ( <b>17</b> notices issued in 2020)

#### Aerodrome safety

<b>127</b>	aerodromes overseen: <b>8</b> EU certified, <b>18</b> European exemptions, <b>53</b> under national regulations, <b>48</b> helipads heliports under national regulations
<b>30</b>	audits performed: <b>18</b> audits related to aerodrome infrastructure and operations, <b>7</b> audits related to fire and animal hazard prevention services at aerodromes, <b>5</b> audits related to heliport infrastructures, operations and services
<b>108</b>	case files on changes processed: 37 submitted for approval, <b>71</b> not submitted for approval
<b>68</b>	PSAs approved by ministerial order, (25 case files being developed or revised)
<b>842</b>	consultations on complex obstacles
<b>191</b>	requests for NOTAMs beaconing failure

### Environment

<b>28</b>	civil aerodromes equipped with a PEB ( <b>7</b> in the process of being compiled)
<b>6</b>	environmental charters signed (1 signed in 2020)
<b>1</b>	aerodrome equipped with a PGS (being revised)
<b>1</b>	operating restriction order
<b>7</b>	meetings of environmental advisory committees (CCE)

### Air navigation

<b>2</b>	AFIS organisations
<b>7</b>	AFIS audits and 9 follow-up visits
<b>2</b>	CCRAGALS
Permanent activities: <b>47</b> case files passed in CCRAGALS	
Temporary civilian activities: <b>15</b> ZITs, <b>18</b> ZRTs, <b>295</b> leisure activities (aerobatics, paragliding, skydiving, etc.)	
Temporary military activities: response to <b>64</b> consultations	
Participation in <b>10</b> AFIS audits outside DSAC-W region, <b>4</b> DSNA audits	
Approval of <b>9</b> IFR procedures	

### Security

<b>88</b>	security approvals issued or renewed: <b>1</b> for an aerodrome operator (of 10 approvals), <b>0</b> for air operators (of 0 approvals), <b>10</b> sites of regulated agents (of 36 approvals), <b>0</b> for known suppliers (of 2 approvals), <b>7</b> for known consignors (of 33 approvals)
<b>8</b>	meetings of the operational security committee (COS)
<b>2</b>	security committees

### Public transport oversight

<b>11</b>	air operators: <b>5</b> aeroplane companies, <b>6</b> helicopter companies
<b>42</b>	balloon companies
<b>36</b>	audits and 11 meetings in 2020
<b>120</b>	airworthiness control checks in 2020: <b>21</b> SAFA, <b>54</b> SACA, <b>45</b> SANA

### Aerial work and general aviation

<b>1,878</b>	aerial work companies (including 1,790 drone operators, 35 under AIR-OPS and 61 under French regulation, Order of 1991)
<b>10</b>	companies operating complex aircraft (NCC)
<b>38</b>	instructions on air display case files: <b>14</b> small - <b>24</b> medium
<b>10</b>	approved training organisations ( <b>9</b> ATOs, <b>1</b> IULM) and <b>145</b> declared (DTOs)
<b>7,749</b>	administrative actions for licences performed
<b>20</b>	infringement case files processed
<b>1</b>	disciplinary committee held

### Economic regulations

<b>62</b>	approvals of ground handling service providers ( <b>12</b> issued or renewed in 2020)
<b>2</b>	PSO lines
<b>11</b>	air carrier operating licences for aeroplanes or helicopters (i.e. excluding balloons) - ( <b>1</b> suspension and <b>1</b> withdrawal in 2020)
<b>31</b>	balloon transport operating licences

### Resources

Staff: **101 agents**

Payment Credits (PC) Budget: **€2.3 M**



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Director: Nicolas Dubois  
Headquarters: Toulouse-Blagnac Airport

## It has been a trying year, but the teams coped with it (and even accomplished most of our missions)!

Despite the health crisis, many actions were carried out in 2020. The decline in aviation activity was offset by the increase in follow-up activities to this unprecedented situation.

The IT equipment that was put in place enabled actions to be tangibly continued, albeit gradually, whereas a crisis scenario such as this was unimaginable at the start of the year. The medical service was on the front line as well as internally (joint monitoring and management of individual cases), working in the spring on redistributing our stock of masks to regional health agencies.

Although it was necessary to postpone inspections and audits during the first lockdown and the difficulties faced by certain operators had to be accounted for, a significant number of oversight actions could be carried out both on-site and remotely, thereby making sure that the situation was monitored and supported by the supervisory authority.

The issuance by DSAC of numerous derogations for aircrew is one of the year's achievements. Airbus Transport International integrated two Beluga XL into its fleet. All AFIS providers successfully converted their certificates to the new European standards. The new operator of Tarbes-Lourdes-Pyrénées also gained a new safety certificate. And as part of the new oversight of certified safety instructors undertaking teaching, DSAC South carried out three of the

five inspections conducted at national level. Finally, despite the closure of the examination centre during the first lockdown, DSAC South organised 118 days of theoretical examinations including an extension of the hours in which they ran in order to meet the needs of pilot schools: Blagnac is the largest professional theoretical examination centre in France.

In addition to the health crisis, the sector has been strongly impacted by the strong opposition it faces from certain residents' associations.

DGAC has been criticised for experimental departure trajectory at Blagnac, while light aviation traffic returning in Perpignan has given rise to strong reactions.

Our ongoing concern is facilitating dialogue and seeking sustainable solutions that respect the environment but do not compromise safety. The ecological transition will accelerate and we are its ambassadors.

However, we should not forget the staggering decline we have seen in aviation activity. Traffic has fallen by 60%, the industry (which occupies a special place in Occitania) has reduced its production rate by more than 40% resulting in significant job losses among subcontractors. The various governmental measures and efforts made by local authorities are mitigating the impact of the crisis, but any recovery is uncertain and will be slow. We must continue to support our partners throughout 2021.



## Figures for 2020

### Aerodromes

<b>36</b>	aerodromes open to public air traffic, of which <b>9</b> commercial
<b>17</b>	aerodromes approved for restricted use
<b>101</b>	aerodromes for private use
<b>158</b>	microlight platforms
<b>22</b>	Helicopter emergency medical service (Service médical d'urgence par hélicoptère - SMUH) heliports
<b>3</b>	SMUH helipads with public assistance (PA)
<b>11</b>	heliports
<b>39</b>	permanent helipads with PA
<b>5</b>	floatplane strips (microlight)
<b>25</b>	mountain airstrips
<b>81</b>	permanent balloon platforms

### Environment

<b>31</b>	aerodromes equipped with PEB
<b>1</b>	PEB being revised (Perpignan)
<b>1</b>	revised PEB (Lézignan-Corbières)
<b>6</b>	environmental charters signed
<b>1</b>	aerodrome with a PGS
<b>4</b>	meetings of the environmental advisory committee (CCE)

### French Aeronautical Constraints Plan

<b>35</b>	aerodromes equipped with PSA
<b>12</b>	PSAs under revision

### Air carrier licences

<b>14</b>	prefectural air carrier licences (2 aeroplanes, 10 balloons, 2 helicopters)
<b>3</b>	licences have been fully checked

### Airport regulation

<b>942</b>	case files processed, including:
<b>153</b>	relating to prefectural platforms (private aerodromes, heliports, microlight platforms and balloon platforms)
<b>225</b>	relating to temporary or permanent obstructions
<b>104</b>	relating to temporary or permanent aviation information
<b>100</b>	relating to urban planning (buildings, wind farms, photovoltaic plants)
<b>136</b>	relating to aeronautical clearance easement plans (Plans de servitudes aéronautiques - PSA)

### Safety

#### Air navigation

<b>9</b>	certificates compliant with R373
<b>2</b>	AFIS audits
<b>6</b>	AFIS audits outside DSAC-S region
<b>2</b>	DSNA audits (ATFCM; SNA-RP)
<b>2</b>	notified changes monitored by DSAC-S
<b>27</b>	IFR procedures approved or in preparation
<b>9</b>	AFIS agent qualifications attributed or renewed
<b>15</b>	files prepared for an aviation frequency request

#### Airports

<b>9</b>	certified aerodrome operators EU
<b>159</b>	approved runways
<b>13</b>	follow-up audits for all aspects of certified aerodromes
	Issuance of <b>1</b> new airport security certificate (change of DSP Tarbes)
<b>1</b>	certificate conversion follow-up audits outside DSAC-S
<b>6</b>	control checks relating to approval conditions and aerodrome operation procedures (CHEA) of which <b>1</b> check relating to the OPS SERV field (RFFS-SPPA)
<b>4</b>	heliport control checks ( <b>21</b> heliports being overseen)
<b>44</b>	changes notified, of which <b>11</b> have been approved
<b>13</b>	aerodrome fire service approvals, heads of operations and RFFS managers

### Security

<b>9</b>	security approvals issued or renewed: <b>3</b> for aerodrome operators (of 9 approvals), <b>1</b> for known suppliers (of 2 approvals), <b>5</b> for regulated agents (of 8 approvals representing <b>40</b> establishments), <b>0</b> known consignors (of 12 approvals representing 17 agencies)
<b>7</b>	meetings of the security consultation committee (COS)

### Public transport oversight

<b>6</b>	French air operators: <b>4</b> aeroplane companies, <b>2</b> helicopter companies
<b>14</b>	balloon companies
<b>15</b>	oversight actions (audits and inspections) and <b>5</b> oversight reviews
<b>58</b>	airworthiness control checks: <b>9</b> SAFA, <b>32</b> SACA, <b>17</b> SANA

### Airspace

<b>364</b>	case files on temporary changes to airspace
<b>36</b>	case files on permanent changes to airspace
<b>20</b>	case files on drone-specific activities
<b>2</b>	CCRAGALS meetings – <b>4</b> CRG (South-West and South-East)

### General aviation

#### Non-commercial operators (NCC)

<b>5</b>	NCC operators: <b>6</b> MEL approvals and <b>2</b> RVSM approvals
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#### Specialised use

<b>18</b>	SPO (specialised operations) operators: <b>14</b> MEL approvals
<b>1,294</b>	aerial work companies (including 1,220 drone operators)
<b>9</b>	particular activity manuals/amendments processed
<b>132</b>	exemptions/authorisations processed
<b>39</b>	drone operator oversight actions (document checks or checks on actual operational activities)
<b>37</b>	hours of flight as a DSAC South drone operator
<b>13</b>	files relating to air demonstrations prepared: <b>7</b> small - <b>3</b> medium - <b>3</b> large (only 2 air displays were actually held)

#### Airworthiness of microlights

<b>576</b>	microlight documents issued and 127 renewals made
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#### Training organisations

<b>99</b>	training organisations 93 DTO, 6 ATO, 4 microlight
<b>6</b>	oversight actions

#### Aircrews

<b>7,320</b>	licences and qualifications issued
<b>5</b>	infringement case files processed

### Theoretical examinations

<b>82</b>	days of professional pilot aeroplane tests, or <b>5,264</b> tests taken by candidates
<b>32</b>	days of recreational pilot tests, i.e. <b>1,904</b> tests taken by the candidates
<b>4</b>	days of tests for cabin crew members, i.e. <b>106</b> tests taken by the candidates

### Economic regulations

<b>16</b>	approvals of ground handling service providers issued or renewed
<b>3</b>	PSO lines
<b>11</b>	case files relating to air carrier licences

### Resources

Staff: <b>93</b> agents
Payment Credits (PC) Budget: <b>€1,224,926</b>



Director: **Yves Tatibouet**  
Headquarters: **Aix-en-Provence**



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2020 has been a test of our resilience, adaptability and the ability to properly organise our checking, oversight and certification activities: the aim has been to maintain a high level of safety and security for all air operators, while taking account of the constraints linked to the health crisis.

Although on-site missions have decreased in number, oversight plans have been carried out practically as first planned for the various fields and have been undertaken in relation to such activities as drone operators, for example, albeit with adaptations; this has been appreciated by the operators, who favoured documents to be inspected remotely. Preparation for an air carrier certificate started in 2020, which is comforting to know in such difficult times for air transport. In compliance with health regulations and lockdowns, the Ajaccio and Marseille-Provence licensing offices

ensured continuity of service to pilots so that aviation licences and qualifications could be issued and renewed, while the schedule for organising aviation examinations made it possible to meet needs by multiplying the number of sessions as soon as possible.

I would equally like to express our solidarity with those people living in the Alpes-Maritimes who experienced terrible torrential rain and flooding on 2 October.

In response to this unprecedented crisis, which resulted in the mobilisation of the extraordinary air resources of State helicopters and private operators acting on behalf of local institutions in the Alpes-Maritimes, DSAC South-East headquarters and the Côte d'Azur delegation were actively involved in risk limitation, without hindering the

deployment of emergency resources.

To introduce a note of optimism, let me mention the very good aerial work undertaken at the departure point for the Tour de France from Nice on August 29th, which was prepared by the Côte d'Azur delegation. Equally, the investment in an OCEANE room – put into use in 2020 by the Corsican delegation and supported by support services – will be further embedded in use in 2021 with examination sessions expected to take place in Ajaccio.

## Figures for 2020

### Aerodromes

<b>24</b>	aerodromes open to public air traffic, of which <b>12</b> commercial
<b>10</b>	aerodromes approved for restricted use
<b>19</b>	aerodromes for private use
<b>60</b>	microlight platforms
<b>43</b>	heliports
<b>130</b>	helipads of which <b>32</b> in the sea
<b>1</b>	floatplane base
<b>13</b>	floatplane strips
<b>17</b>	mountain airstrips
<b>6</b>	permanent balloon platforms
<b>3</b>	glider areas
<b>84</b>	model aeroplane areas or sites

### Environment

<b>22</b>	aerodromes equipped with PEB
<b>2</b>	PEB currently being revised.
<b>4</b>	environmental charters signed
<b>7</b>	codes of good conduct in force
<b>2</b>	aerodromes equipped with PEB
<b>2</b>	meetings of the residents' support and advisory committees (CCAR)
<b>4</b>	operating restriction orders
<b>5</b>	meetings of environmental advisory committees (CCE)

### Safety

#### Air navigation

<b>2</b>	AFIS audits
<b>2</b>	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
<b>13</b>	approvals for new IFR procedures
<b>3</b>	AFIS follow-up meetings

#### Airports

<b>7</b>	certified aerodrome operators EU
<b>16</b>	conversion follow-up or change follow-up meetings with certified operators
<b>21</b>	approvals of infrastructure or organisational changes at certified aerodromes
<b>2</b>	approval updates
<b>3</b>	post-conversion audits, <b>1</b> energy-marking and lightning audit, <b>1</b> EISA audit, <b>2</b> OPS-INFRA audits, <b>1</b> OR audit
<b>8</b>	control checks relating to approval conditions and aerodrome operational procedures (CHEA)
<b>10</b>	heliport inspections
<b>6</b>	RFFS / SPPA control checks
<b>21</b>	PSAs approved and 8 PSAs being developed or revised

### Security

<b>12</b>	security approvals issued or renewed: <b>8</b> regulated agents (out of 19 approvals), <b>2</b> for known suppliers (of 14 approvals), <b>1</b> for an aerodrome operator (of 8 approvals) <b>0</b> for air operators (of 1 approval) <b>1</b> for known consignors (of 8 approvals)
<b>71</b>	on-site inspections including: <b>35</b> for regulated agents <b>10</b> for air operators, of which: <b>12</b> for canine teams, <b>3</b> for aerodrome operators, <b>5</b> for airside occupants, <b>6</b> for known suppliers
<b>34</b>	meetings of the operational security committee (COS)
<b>3</b>	security committees

### Public transport oversight

<b>11</b>	air operators: <b>4</b> aeroplane companies, <b>7</b> helicopter companies
<b>6</b>	balloon companies
<b>25</b>	oversight actions
<b>260</b>	airworthiness control checks: <b>36</b> SAFA, <b>169</b> SACA, <b>55</b> SANA

### General aviation

<b>1,135</b>	aerial work companies (including 1,039 drone operators)
<b>2</b>	case files relating to air displays: <b>1</b> small - <b>1</b> large (which could not be held due to health restrictions)
<b>6,354</b>	administrative actions for licences
<b>14</b>	approved training organisations (ATO)
<b>4</b>	training organisations for microlights
<b>67</b>	declared training organisations (DTO)
<b>8</b>	infringement case files processed
<b>1</b>	disciplinary committee held

### Economic regulations

<b>208</b>	approvals of ground handling service providers, of which <b>47</b> issued or renewed in 2020
<b>12</b>	PSO lines (all relating to Corsica)
<b>14</b>	air carrier operating licences

### Resources

Staff: **107 agents**

Payment Credits (PC) Budget: **€1,946,827**

- Air transport: €37,103
- Oversight and certification: €1,206,975
- Social action and incomes: €702,749



Director: **Gervais Gaudière**  
Headquarters: **Bordeaux-Mérignac Airport**



2020 will have been seen as a year of breakthroughs. Benchmarks have been challenged in our private lives, within our working environment, in the world of aviation as a whole, and even throughout society as a whole. Despite experiencing this strong turbulence, the teams at DSAC South-West have rallied to continue performing their missions within the Nouvelle-Aquitaine region. Each and every one of us, at our own level and to the best of our abilities, has contributed to maintaining a human link to help our colleagues through the turmoil. While 2020 has taken a toll on the economy in general and the aviation sector in particular, it has also revealed the human values of agents at DSAC South-West and demonstrated just how resilient our working team are.



Figures for 2020

Aerodromes

Number of platforms

52	aerodromes open to public air traffic, of which 13 commercial
8	aerodromes approved for restricted use
72	aerodromes for private use
170	microlight platforms
63	heliports (8 of which are state-owned)
44	helipads
1	temporary floatplane base
16	floatplane strips
112	permanent balloon platforms
98	model aeroplane zones
90	opinions given on the creation of various aviation platforms

Land use and property management

12	PSAs currently being revised.
58	derogations from PSAs for mobile or fixed obstacles
1	general composition layout in progress at Bordeaux airport
1	amendment published (the 4 <sup>th</sup> ) for the concession to operate Bordeaux airport in order to incorporate changes related to the tramway link between the station and the airport

Aerodrome safety

9	certified aerodrome operators EU
136	approved runways
62	contacts with aerodrome operators

Environment

34	aerodromes with a PEB (as well as 5 aerodromes assigned for Defence)
3	environmental charters signed
2	codes of good conduct signed
1	aerodrome with a PGS
2	meetings of the environmental advisory committee (CCE)
1	follow-up committee on Rafale fighter aircraft conversion flights for Qatari and Indian pilots

Air navigation

8	change management procedure approvals of AFIS providers
8	AFIS service provider certificate conversions
2	AFIS audits
8	follow-up meetings
5	documentary reviews
	Participation in 5 DSNA audits, 1 Météo France audit, 1 review of DSNA documentation (ATFCM)
4	AFIS audits outside DSAC-SW region
2	CCRAGALS meetings + 2 CRG meetings
	Approval of 12 IFR procedures
91	authorisations for balloon and illuminated lantern releases

Security

9	security approvals issued or renewed in 2020: 1 for an aerodrome operator, 5 regulated agents (out of 9 approvals), 3 known consignors (out of 7 approvals)
3	meetings of the operational security committee (COS)
2	security committees

Public transport oversight

1	issuance of CTA
4	public airlines holding an AOC: 2 aircraft and 2 helicopters (also SPO)
24	balloon operators carrying passengers
8	CAT audits in 2020 of which 4 balloons + 1 CAT oversight report with the responsible manager
46	airworthiness operational control checks in 2020: 4 SAFA, 32 SACA, 10 SANA.

Aerial work and general aviation

1,098	aerial work companies (including 23 part SPO, 42 Order 91 and 1,033 drone operators)
7	SPO audits
31	documentary checks on drones and 3 checks on actual operations

Non-commercial operators

4	NCC operators, 1 audit
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Administrative authorisations

171	technical opinions on "low-level overflight authorisation"
8	"low-flying" notices
12	"night flight derogation for drone" notice

2020 air displays:

	With almost an empty season, 6 technical notices issued: 5 small and medium-sized events - 1 large-scale event
1	check of large-scale air events

Light aviation

112	training organisations: 90 DTO, 16 ATO, 6 microlight
30	training organisation oversight actions
3	information sessions for DTOs
2,700	licences and qualifications issued in 2020
12	infringement case files being prepared

SSP Light Aviation Activity

	The following were processed:
82	CRESAG for aeroplanes
12	CRESAG for gliders
6	CRESAG for microlights
0	CRESAG for balloons
1	CRESAG for helicopters

Economic regulations

5	ground handling approvals renewed or issued (GIMN'S, Total Marketing France, Air France, Avia Partner, Groupe 3S)
5	current PSO lines
1	air carrier operating licence
2	COCOECO (La Rochelle, Bergerac)

Resources

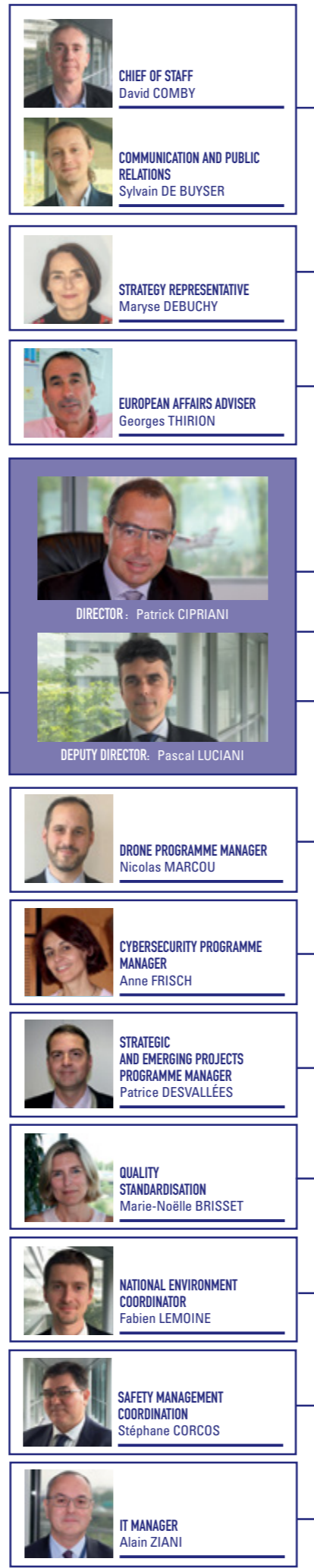
	Staff: 75 agents
	Budget: €3,247,743 (including €1,410,000 for air training)

# Organisational Flow chart

April 2021



## INTERREGIONAL DIRECTORATES



## CENTRAL LEVEL



**Publication director:** Patrick Cipriani, Director of Civil Aviation Safety

**Coordination - authoring:** Sylvain de Buyser, technical advisor in charge of communications and public relations

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