



ACTIVITY REPORT 2016

**FRENCH CIVIL AVIATION
SAFETY DIRECTORATE
NATIONAL OVERSIGHT AUTHORITY**



MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET SOLIDAIRE

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DSAC



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FOREWORD

2016: a year of new opportunities

The terrorist attacks that struck Brussels and Istanbul airports, and other targets, in 2016, prompted the sector to further strengthen its security measures, while air safety continued to improve at the same time.

After 2015, 2016 was the second safest year ever for air travel and one of the best years of all time in terms of air safety on a world-wide scale. From the perspective of technical and operational safety, aviation continues to become an ever safer industry. While 2016 did not see a single fatal accident involving passengers carried by French airlines, on 16 May 2016, French victims perished in the crash of Egyptair flight MS804 from Paris-CDG to Cairo, the causes of which remain unexplained.

The increasing scarcity of accidents heightens the need to analyse precursory events and to share this information between operators and authorities in order to identify paths of improvement. The DSAC actively contributes to these actions.

The number of accidents in light aviation in 2016 was comparable to that in the preceding years, showing a regular decrease in fatal accidents, after the sharp rise in fatal accidents involving microlights in 2015, which prompted the DGAC and flying associations to look more closely at pilot and instructor training.

The implementation of European air safety regulations across the board continued in France, usually resulting in more stringent requirements, and demanding both significant support for operators and the adaptation of the DSAC's actions. The conversion of airports to the European framework continued, with the certification of 15 more airports, including Nice, Beauvais and La Réunion Roland Garros. Numerous cases are still in progress, and the 56 airports in question must be certified by the end of 2017.

In 2016, airlines were faced with new measures regarding the flight time limitations and rest times of pilots, which include strict demands designed to manage the risk of fatigue. The DSAC also helped airlines with their new projects, including the creation of the unique Hop! airline and of the French Blue low-cost airline, and the introduction of the new B787 and A350 aircraft types.

In the realm of air traffic control, the DSAC continued to prepare for the introduction of new European rules on the maintenance of air traffic controllers' skills on 1 January 2017, in particular with regard to medical fitness and their command of English.

The DSAC made a significant contribution to progress regarding UAVs, such as the law on UAVs, the preparation of the future European regulations and the improvement of existing national measures.

The staff at the DSAC worked very hard on the preparation the future European regulations, with some very positive results, including the development of the future basic regulation on European air safety, for which France's position was defended with success, or the ongoing work on changes to more detailed regulations. Notable examples include the medical monitoring of pilots mental health in response to the crash of the Germanwings A320 and, in the realm of light aviation, the simplification of the rules applying to balloons, the initial and continuing airworthiness and maintenance of light aircraft, and the requirements applying to flying clubs, microlight instructor training and cost-sharing flights organised through web sites.

In 2016, the personnel at the DGAC saw the conclusion of an agreement with their employer, setting forth the top priorities for the reform, modernisation and performance of the DGAC's services, which, regarding the DSAC in particular, focus on the methods of oversight and regional action. This is why a new risk-based oversight (RBO) approach was developed in 2016, mainly to focus the oversight authority's efforts on areas incurring the greatest safety risks.

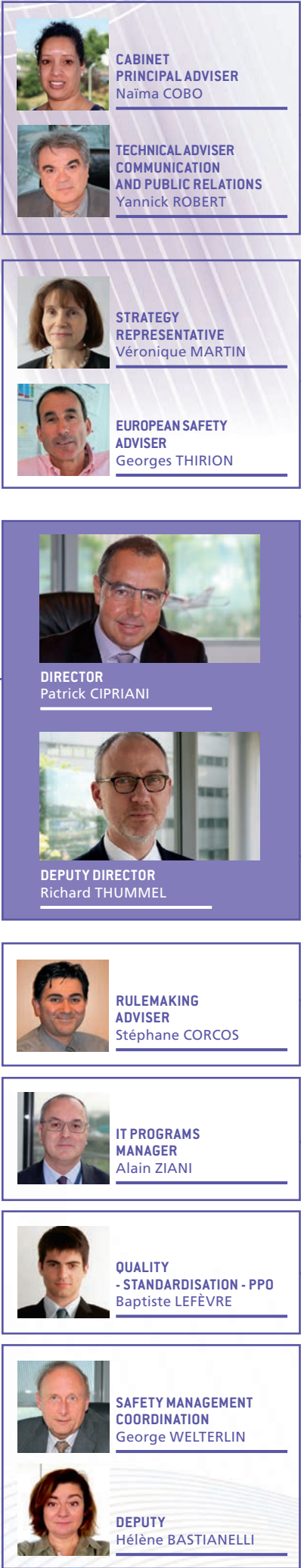
At the same time, and after a year of preparations involving all the teams at central office and in the regions, the DSAC launched its strategic DSAC 2020 plan, which aims to federate its life forces and to mobilise them around common objectives. The resulting action plan has already borne its first fruit, from which the DSAC's teams have already had the opportunity to benefit: the charter of ethics, English language training, the definition of priorities on the international stage, the lightening of workload, etc.

This activity report embraces the full variety, complexity and complementarity of all the DSAC's missions and activities. I appreciated an entire year of motivation and professionalism shown by every member of the DSAC, day after day. I would like to take this opportunity to pay tribute to their commitment and the remarkable work they have done, both individually and as a team. I hope that 2017 will enable us to continue to make the most efficient contribution possible to achieving ever higher standards of air safety for all citizens.

Patrick CIPRIANI
DSAC Director

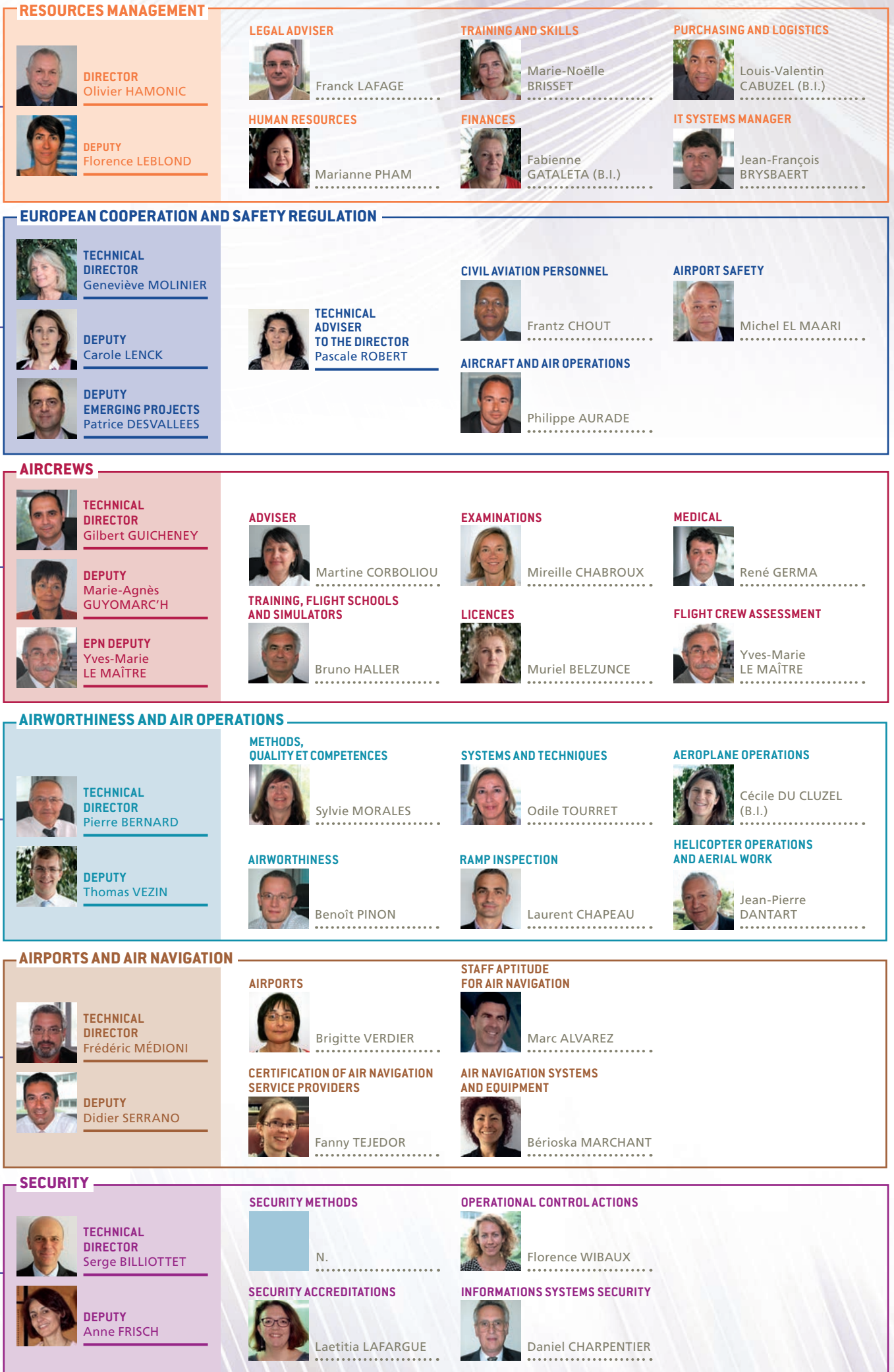
ORGANISATION CHART

JUNE 2017



LOCAL DEPARTMENTS

HEADQUARTERS



A FEW HIGHLIGHTS

The DSAC 2020 strategic initiative

After a year of preparations with all the DSAC's teams at central office and in the regions, the DSAC's strategic plan for 2016-2020, DSAC 2020, was published in early April 2016. With the ambition to become a leading authority on the European stage, the DSAC's plan sets forth its strategic directions in four major points that cover its complete scope of operations:

- "Safety and the development of civil aviation"
- "Influence and reputation"
- "Efficiency and professionalism" and
- "Appeal and skills"

Risk-Based Oversight

The DSAC is currently developing a new Risk-Based Oversight (RBO) approach. The main purpose of this concept is to focus the oversight authority's efforts on points considered to be the most important in terms of the safety of passengers and third parties.

After defining the methodological framework and the new tools of this new approach, which was initiated in 2016, the first tests started with around 100 operators, and deployment is scheduled for 2018.

The 39th assembly of the ICAO

Held between 27 September and 6 October 2016 in Montreal, the 39th assembly of the ICAO approved the "Global Aviation Safety Plan" (GASP) for 2017-2019. It also drew up the road-map for GASP in order to guarantee that the safety initiatives achieve the expected results through better coordination between the stakeholders.

Risk management and flight control symposium

Flight control was the high-profile safety theme chosen for the 11th DSAC safety symposium, held on 8 December 2016 in Paris.

Numerous participants attended this flagship event of the aviation community to collect information, exchange, share their practices and feedback and jointly build a shared vision of risk that is essential to progress.

The presentations and round tables looked into the analysis of the behaviour of humans in the event of an incident or accident, of which they are not the direct cause, in an effort to address a varied range of issues, from crew training (including theory), to certification, the role of safety management systems and the crucial subject of reporting.

Airport safety and European certification

The work started in 2015 on the conversion of the certificates of our major airports in line with European standards continued throughout 2016.

While 2015 saw the definition of the methods and the first implementation tests, 2016 was the year when the processes were consolidated, with the finalisation and adjustment of the working methods in particular, and the issue of at least one European certificate in almost every DSAC/IR.

2016 also offered the opportunity to correct a number of misunderstandings amongst airport operators, and any strong reticence has now been overcome. 2017 will see a sharp peak in the activity of our DSAC/IR oversight inspectors tasked with the conversion, with, on the one hand, the completion of a process that has already been broadly launched on some 30 airports and, on the other, the first 15 or so conversion control audits of the airports that already hold a European certificate.

The "IR ATCO" seminar: new European regulations for air traffic controllers

On 14 October 2016, the DSAC organised a seminar attended by the various stakeholders in readiness for the introduction in France of the new European regulations on licences for air traffic controllers on 1 January 2017.

The seminar was an opportunity for discussions, a review of the actions already taken and those still to be taken in order to be ready on time, and a presentation of the details of the transition.

New licences for air traffic controllers

In April 2016, the DSAC started gradually replacing all the air traffic controllers' (ATCO) licences due to a change of reference standard. A new plastic-coated card with a QR code can be used to directly refer to a PDF containing the non-permanent data of the ATCO's licence. In this way, controllers have permanent access to the data pertaining to their licence, excluding their medical fitness.

This new format was deployed in collaboration with the Information Systems department. All the licences, about 5,000 in all, had been produced and sent to the controllers by 31 December 2016.

New security standards in 2016

New common basic security standards came into effect on 1 February 2016. Regulation 2015/1998 and decision C(2015) 8005 consolidated the existing regulations, which had been subject to numerous amendments since they came into force. These new standards also incorporate various minor amendments addressed in talks on the continuous development of European regulations and changes applying to equipment, in particular the introduction of higher standards for equipment designed to detect explosives.

Reinforced regulations for the transportation of hazardous materials

In the field of the safety of the transportation of hazardous goods by air, 2016 saw a reinforcement of the regulations applying to the transportation of lithium batteries alone, i.e., not contained in, or packaged with, an electrical or electronic device.

The carriage of ionic lithium batteries alone as freight on passenger flights was outlawed, while the carriage of metal lithium batteries had already been banned. Additional restrictions were added to the regulations applying to transportation on cargo aircraft, such as the limitation of charge levels, and a number of obligations for shippers relating to the carriage of lithium batteries.

OSAC is designated to perform civil aviation technical inspection missions for the DSAC for another 6-year period

OSAC, a subsidiary of the Apave group, is the organisation accredited by the DSAC for the control of the certification, production, servicing and maintenance of airworthiness of aircraft. Since this accreditation was due to expire on 31 December 2016, in June 2015, the DSAC issued a request for proposal to appoint an accredited organisation for 2017-2022. OSAC was selected following the negotiations and the analysis of the offers.

On 26 July 2016, Jean-Marc de Raffin, President of OSAC, and Patrick Cipriani, Director of Civil Aviation Safety, signed the accreditation agreement, which took effect on 1 January 2017.

Signing of the 10th DGAC social protocol

On 19 July 2016, the French Secretary of State for Transport and the Director General of Civil Aviation, on the one hand, and the trades unions representing more than 70% of the personnel, on the other, signed the 10th DGAC social protocol for the period 2016-2019, with immediate effect.

The protocol sets forth the top priorities for the reform, modernisation and performance of the DGAC's services, which, regarding the DSAC in particular, focus on the methods of oversight and regional action. The protocol contains social measures for the entire personnel, in response to the efforts that all are being asked to make in order to implement these developments.

The General Aviation Roadshow... or the EASA's general aviation reform

On Saturday 8 October 2016, after Germany, Austria, Sweden and the United Kingdom, it was France's turn to organise the "EASA GA Roadshow", where the most important points of the Agency's general aviation roadmap, designed to simplify and relax the European general aviation regulations, were presented, along with the regulatory changes that have already been enacted in the reform.

France lends its wholehearted support to this initiative, in which the DGAC has played an active role, while also supporting users through these major changes and raising their awareness right from the outset.

The first general aviation seminar in Corsica

On 17 November 2016, the South-East DSAC organised the first general aviation seminar in Corsica. Focussing on the theme of the safety of aviation operations, the seminar was an opportunity for the numerous players in general aviation in Corsica to learn more about specific subjects, such as the rules applying to maritime and border transit, the operation of 406 MHz beacons, as well as more cross-cutting themes, like the new NCO regulations that came into force on 25 August 2016, regulation n° 376/2014 on notifications, the analysis and follow-up of incidents or the requirements applying to the health of pilots.

Air jobs forum in the Indian Ocean

Jointly opened by Patrick Gandil, the Director General of Civil Aviation, and Jean-François Salles, Deputy Director, representing the La Réunion Rector, the second Air Jobs forum, to which the DSAC OI made a significant contribution, took place on 26 and 27 April 2016. The forum was part of the plan to promote and to heighten the appeal of jobs in aeronautics, initiated by the strategic committee of the aeronautical industry, and of the French aeronautical master plan for the Indian Ocean. In his closing speech, the Prefect of La Réunion, Dominique Sorain, insisted on the importance of the aviation sector as an essential component for La Réunion that enhances employability, and voiced his support for the renewal of the initiative.

ASSESSING AND IMPROVING SAFETY

The Safety Management Coordination Office (MEAS) is responsible for collecting information which relates to safety, coordinating its analysis and proposing the improvements to be taken from it, in particular in the context of the implementation of the French State's safety programme.

Annex 19, Amendment 1

The second edition of Annex 19 of the Chicago Convention on safety management was published in July 2016. The MEAS actively participated in the drafting of this first amendment to Annex 19, which follows a first edition resulting from a significant effort to regroup in a single document and to rework the standards and recommended practices (SARPs) applying to safety management that were previously scattered between Annexes 1, 6, 8, 11, 13 and 14. The new version has been extensively rewritten and partly restructured for greater clarity, for example with regard to the responsibility of States for safety management. Elsewhere, the amended Annex 19 also introduces some new SARPs on SMSs, which have been extended to include organisations that design and produce engines and propellers. It also strengthens the protection of safety data and information (distinct notions that are made clear) and their sources. While Annex 19 only takes effect on 7 July 2019, France has decided to implement the elements that it deems to be most relevant immediately.

"Risk management and flight control" symposium

Several accidents involving significant loss of life in recent years have highlighted the inappropriate reactions of crews to certain unexpected circumstances. This issue was behind the choice of the subject of the annual symposium on air safety organised by the DSAC on 8 December 2016. Since it would be difficult to summarise in a few words an event that was unanimously hailed for the wealth of subjects covered and the quality of the presentations, it makes more sense to consult the documents from the symposium on the "Safety symposium" page of the web site of the ministry responsible for civil aviation. Nevertheless, a number of the subjects are worth highlighting: manual take-over of controls at high altitude, with a recap of the essential notions of aerodynamics and



flight mechanics, and the corresponding training; the importance of safety occurrence reports in better identifying the precursors of situations in which control is lost; the central role of the operator's SMS in the analysis of high-risk situations and the search for corrective measures, sometimes in liaison with other operators (e.g., aircraft and equipment manufacturers).

Recreational aviation

The safety performance of recreational aviation in France in 2015 was particularly worrying, with a rise in fatal accidents, especially those involving microlights, that was as sudden as it was unexplained. The MEAS looked into this situation in an attempt to understand the reasons why and come to a conclusion. A typology of these accidents was drawn up on the basis of an analysis of the facts, which the DSAC and recreational aviation associations decided to share as widely as possible with the community of light aviation pilots. The decision was taken to produce a video, which was thought to be the most appropriate means of informing the target population. It was a good choice, because the video produced by the MEAS to raise awareness of the risks was viewed several thousand times and received particularly positive feedback, encouraging the DSAC to continue along this path. At the same time, the MEAS continued the awareness-raising campaigns launched in 2015 in the form of posters and/or guides focussing on behaviour and technical skills-related risks, with the coordination and the support of the recreational aviation associations. Finally, the MEAS started work on making the FFA's voluntary occurrence reporting system (REX FFA) compatible with regulation (EU) n°376/2014. This work should be completed in 2017.

UAVs

The rapid growth of the use of UAVs, for both recreational and professional purposes, has multiplied the number of high-risk situations, due to their increasing operational capacities, which bear no relation to those of the model aircraft that preceded them. As a consequence, the DGAC has extensively reviewed the regulations and published guidelines for UAV manufacturers and users. The MEAS input its know-how in the area of occurrence reporting by producing the tools required to report and monitor incidents involving UAVs, a process that already existed in the abrogated texts, and has now been consolidated by the new "UAVs" order that was published on 17 December 2015 and took effect on 1 January 2016. A guide containing concrete explanations of the different steps of the process has been published and posted online, along with a specially developed electronic form to report incidents.



Analyses (376/2014)

While the "reporting" part of regulation (EU) n°376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation appears to have been broadly adopted by all the operators concerned, the "analysis" part has been less successful, apart from "major" operators. Consequently, it was only natural that this point of the regulation came under the scrutiny of the MEAS, which sent messages to raise the operators' awareness of the importance of producing analyses of their incidents, given that most of the operators covered by the regulation are already supposed to conduct such analyses as part of their own safety management system (SMS), when so required. The number and the quality of the analyses received will be monitored on the basis of indicators that are currently under development.

ECCAIRS

In 2016, the French civil aviation safety occurrences database was enriched with nearly 58,500 reports, taking to 526,000 the total number of reports saved in the base since it was created around ten years ago.

Conventional approaches / GNSS

A survey by the MEAS of several airlines revealed that only 5% of the approaches by their pilots were "non-precision", while a review of worldwide fatal accidents that occurred on approach between 2009 and 2013 showed that one third of them happened during "non-precision" approaches. Even if the airlines in question are not necessarily representative of the types of approaches on a worldwide scale, a comparison of this data with that of older surveys by the Flight Safety Foundation unambiguously shows that the risk of an accident is higher in non-precision approaches. On the strength of these facts, the DSAC proposed a policy to universally adopt, wherever possible, vertical guidance GNSS procedures and to question the need to keep other so-called conventional procedures, and ADF (Automatic Direction Finder) procedures in particular, for public passenger transport, when a GNSS procedure exists.

MEAS internationally

MEAS agents took part in the international promotion of actions based on internal analyses, the sharing of which on an international scale was appreciated and judged to be particularly useful. The presentation of the conclusions of the study of "The visual circuit of pilots during approach", at one of the two InfoShare meetings in 2016 in the United States, and the

CASH

The CASH (Collaborative Aerodrome Safety Hotspots) trial was prompted by the following observation: official aeronautical documentation (e.g., AIC, NOTAM) makes no explicit mention of the situations and particularities specific to each aerodrome, whereas aircrews operating to these platforms or the local air navigation service providers are quite familiar with them. The CASH experiment was launched in early June 2016 in response to this observation, following several months of preparations by a group of MEAS representatives and civil aviation operators (DSNA, airlines, aerodrome operators, etc.), which defined the project's specifications. Five aerodromes (Beauvais, Paris-CDG, Nice, Calvi and Bastia) volunteered to take part by providing their CASH, resulting from the collaboration between the main operators of each platform, working in the LSTs (Local Safety Teams) or similar structures. This data was published online on the web site of the ministry responsible for civil aviation and an information campaign was launched targeting airlines and recreational aviation pilots. Feedback is received from CASH users in the form of an online satisfaction questionnaire, the first results of which are most encouraging. The trial will be reviewed in early 2018 and the next steps for CASH will then be proposed.



presentation of the analysis of the risks incurred in non-precision approaches, at the Flight Safety Foundation's International Air Safety Summit in Dubai in November 2016, are worth a particular mention.

02

RESOURCE MANAGEMENT

DSAC - 2016 ACTIVITY REPORT

The “Resource management” department, in association with the general secretariat of the DGAC, is responsible for drafting and implementing the management policy for the human, financial, material and IT resources of the DSAC, which makes a direct contribution to the quality of service delivered by the technical departments and the inter-regional departments of the DSAC. It is also responsible for collecting fees for services rendered by the State for the safety and security of civil aviation.

Human resources and training/skills

In 2016, the DSAC continued to contribute to the DGAC's efforts to modernise support functions in order to optimise resources in an increasingly restrictive general context.

Just as in the other DGAC services, staffing was consequently reduced from 1,131 to 1,126 between 01/01/2016 and 31/12/2016. 2016 saw the implementation of the first concrete actions of the strategic DSAC 2020 plan, with the adoption of a framework contract for specific English-language training, the signing of the charter of ethics by almost 700 inspectors and supervisors, or the launch of the common core training programme that includes risks based oversight and the associated methods. The DSAC also took part in the international work on skills, led by the EASA and the ICAO. This was an opportunity for the DSAC to promote its model and the diversity of its profiles. Lastly, 2016 saw the adoption of the DGAC's new three-year social protocol with, for the DSAC, important measures to clarify career paths, heighten its appeal and recognise the skills of its personnel.



Definition and development of a business IS tool

The DSAC's recent strategic IS development choices have resulted in the dropping of the option to launch a major project for a single integrated system leading to an incremental approach regarding the development and the integration of existing professional applications. This new policy was initiated in 2016.

Restrictions on resources

DSAC PERSONNEL AS OF 31/12/2016 (source: SIRH)

Department	ADAA	ADMCV	ASSI	ASSAC	ATTAE	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPEF	OE	PNT	TSEEC	Total
DSAC/EC	38	1		21	21	34	1	3	56			20	5	9	46	255
DSAC/AG	20		1	8	2	1			12	1		2	19	1	20	87
DSAC/CE	8		1	4	5	3	1	2	6		1	2	10	3	35	81
DSAC/N	20		1	16	6	12	2		13		2	5	5	7	79	168
DSAC/NE	13		2	7	3	2		1	7		1		7	1	37	81
DSAC/O	13		1	8	3	7		6	12			1	8	2	42	103
DSAC/OI	10		1	3	3	2			6			1	11		12	49
DSAC/S	15		2	9	4	2			9	1	2	1	14	3	30	92
DSAC/SE	16	1	1	12	6	8	1	1	16		2	2	6	2	50	124
DSAC/SO	14		1	9	2	3	2	2	9	2	2	1	11	2	26	86
Total	167	2	11	97	55	74	7	15	146	4	10	35	96	30	377	1,126

OVERSIGHT LICENCES

Safety oversight licence and certification management

22016 enabled the safety oversight licence system to be consolidated and a new domain to be introduced from 1st January 2016: the environment. On 31st December 2016, 520 DSAC officers had a valid safety oversight licence, for a total of 1,022 qualifications.

Qualifications per domain

	ANA		NO		PN	SUR	ENV	TOTAL
	AERODROME	AIR NAVIGATION	AIRCRAFT	OPERATIONS	AIRCROWS	SECURITY	ENVIRON-MENT	
INSPECTOR/CTE/CDZ/PCM/EXPERT	113	16		81	59	79	65	413
SENIOR INSPECTOR/SENIOR CTE/ SENIOR CDZ/ SENIOR PCM/SENIOR EXPERT/AUDITOR/R&D CORRESPONDENT/ASSESSOR	219	78	15	109	78	21		520
AUDIT MISSION MANAGER/REFEREE/TEAM MANAGER	16	16		25	20	12		89
Total	348	110	15	215	157	112	65	1,022

2016 FEES

Income was relatively stable in 2016, despite a difficult economic situation in certain domains.

Fees	Forecast for 2016 (€)	Invoiced as of 31/12/2016 (€)
Aircraft operator fees	10,860,000	10,926,569
Aerodrome operator safety and security fees	11,900,000	12,980,606
Carrier air security fees	1,520,000	1,523,191
Aircrew training organisation fees	420,000	501,667
Exam fees	1,330,000	1,263,710
Civil aviation personnel fees	850,000	709,388
Training programme fees	6,000	1,950
Synthetic flight trainer qualification fees	700,000	590,920
Aircraft rescue and fire-fighting fees	0	19,920
Safety equipment fees	715,000	907,613
Airworthiness fees	150,000	144,110
Inspection fees	5,000	0
Total Fees 2016	28,456,000	29,569,644

BUDGET

Financial resources at the disposal of DSAC in 2016 (excluding salaries)

	Commitment authorisations	Payment credits
Current-account transactions	€22.49 M	€21.76 M
Capital transactions	€4.39 M	€3.92 M
Total	€26.88 M	€25.68 M

03

DSAC - 2016 ACTIVITY REPORT

EUROPE AND SAFETY REGULATIONS

The DSAC plays an essential role in the debates and decisions on envisaged changes to regulations in the field of air safety at national, European and international levels. This action is organised within the DSAC by the technical directorate European cooperation and regulations on safety (DSAC/ERS).

2016 was devoted to the examination of the European Commission's legislative proposal, published in December 2015, amending the regulation (EU) 216/2008, instituting the European Aviation Safety Agency (EASA). The proposal broadens the scope of competence of the Agency to address new safety issues in the future and establishes a risk-based regulatory environment. The directorate's resources were kept intensely and continuously busy throughout the year by the work required to examine this proposal as part of the Council's Aviation group, initially under the presidency of the Netherlands, and then of Slovakia. This intensive work resulted in a compromise based on the general approach established by the Council at the meeting of the Council of Ministers on 1 December 2016, which essentially incorporated the requests formulated by France.

In 2016, the DSAC was also kept very busy by the regulatory material prepared by the Agency pertaining to the monitoring of pilots' mental health, as part of the action plan launched following the Germanwings accident. The EASA regulatory proposals include more stringent examinations and mental health assessments of flight crews in medical checks and introduce a preventive policy for airlines to detect the use of psychoactive substances by flight crews. In the summer of 2016, the directorate was pressingly involved in preparing a re-

gulatory framework applying to cost shared flights organised through internet platforms. A specific decision was published in August 2016 dealing mainly with the competence of the pilots engaged in this activity.

At the same time, the agency continued its usual regulatory activity, and in 2016, the ERS Directorate had to respond to 14 NPAs (Notice of Proposed Amendments) published in the course of the year. Finally, as in the preceding years, and in keeping with the roadmap adopted by the EASA, the directorate intensively contributed to the efforts being made to simplify general aviation regulations that cover a number of regulatory aspects (operations, airworthiness, training and licences). On 8 October 2016, the ERS directorate and the agency also organised the "GA Roadshow", a day dedicated to informing all the users of general aviation of the main points in the roadmap and the proposed regulatory changes.



Elsewhere, the ERS directorate also made a major contribution to the preparation of the instructions for the French delegation at the 39th assembly of the ICAO in September 2016, while taking all the numerous working documents produced by the States and the participants in this Assembly into consideration. It also played an active role in the meetings of the ESCG (European Safety Coordination Group), co-chaired by the CEAC and the European Commission, tasked with preparing Europe's position, which was approved by the Aviation Group of the COREPER in June 2016.

Also, on the national, European and international levels, more resources were devoted to the new domains corresponding

to commercial suborbital flights and UAVs. Therefore, within a working group from the COSPACE inter-ministerial council, ERS coordinated the development of a strategy in the sub-orbital domain, at the frontier between aviation and space. The directorate also took part in numerous working groups to establish domestic, European and international regulations on UAVs that the DSAC wants to be as well adapted as possible to the French domestic context.

Finally, the DSAC was a candidate for the ICAO's evaluation of its State Safety Programme (SSP), in view of the new audit questions pertaining to safety management based on ICAO Annex 19. The DSAC also accepted an on-site validation mission of its corrective action plan covering aerodromes, further to the 2008 USOAP audit. Major preparations and coordination were initiated in 2016 in order to optimally facilitate these two missions.

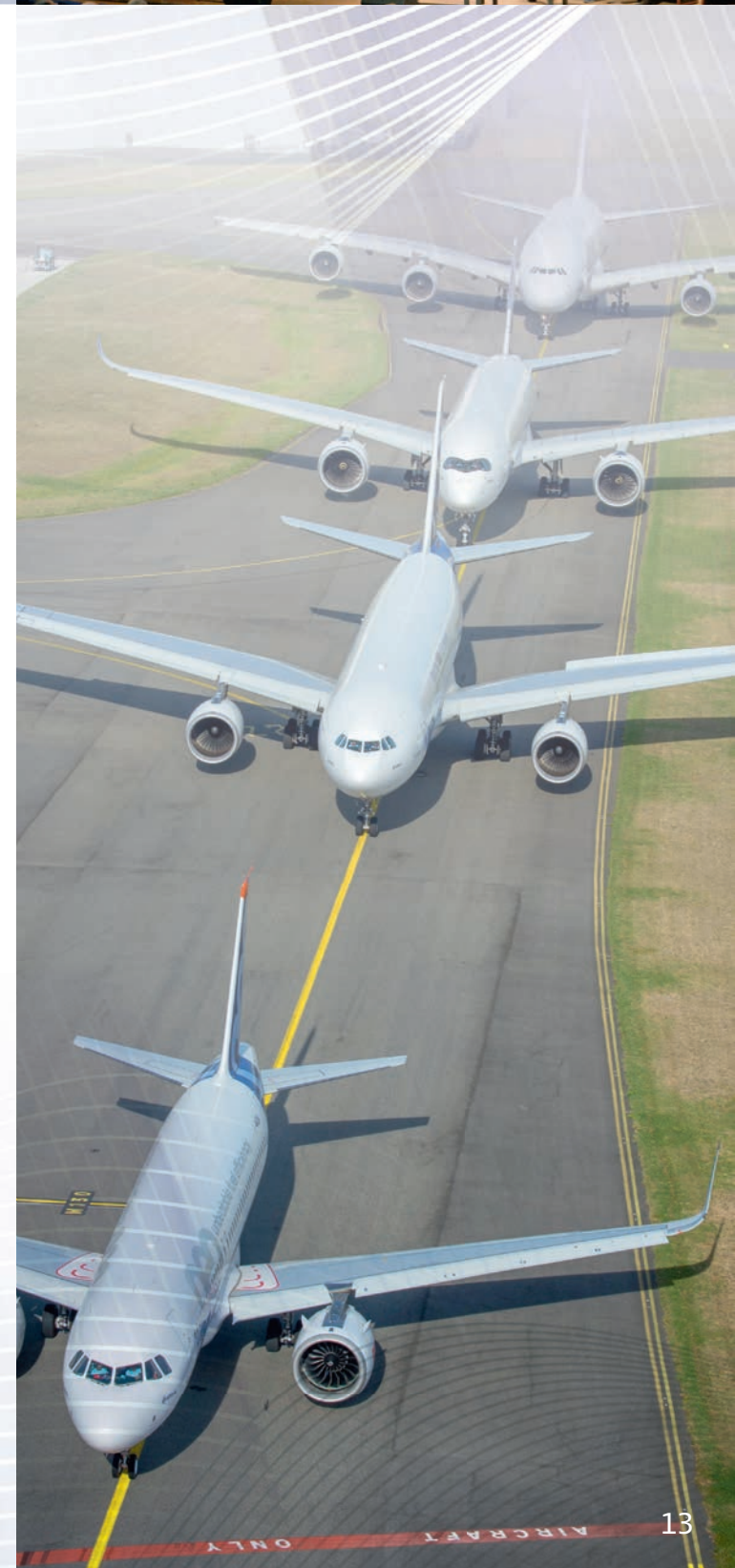
Finally, the ERS directorate took part in the definition and implementation of the actions included in the DSAC 2020 strategic plan, in particular by overseeing the project to target and organise the European and international influence of the DSAC, whose actions will continue in the years to come.

AIRCRAFT AND AVIATION OPERATIONS

Work continues to simplify European regulations for general aviation

Regulation (EU) n°2016/1199 modifying AIR-OPS was the only regulation to be published in 2016 that affects general aviation. In particular the changes allow:

- multi-turboprops weighing less than 5.7 T (complex aircraft) to comply with the NCO Part (non-commercial operations on non-complex aircraft), under a derogation to the NCC Part (non-commercial operations on complex aircraft).
 - the integration of different adaptations of the NCO: authorisation of the carriage of reasonable quantities of certain hazardous goods without specific approval, more flexible rules on the carriage of oxygen, the requirement for three-point belts for the flight crew limited to aircraft whose first airworthiness certificate was issued after 25 August 2016.
- Nevertheless, work continued in a varied range of sectors, such as the establishment of operational rules for sailplanes, the simplification of the certification and production processes for light aircraft and the establishment of better adapted rules for the maintenance of their airworthiness.



Establishment of rules pertaining to cost shared flights organised through web platforms

In view of the provisions pertaining to non-commercial operations of the so-called AIR-OPS regulation n° 965/2012, which came into force on 25 August 2016, France considered that the existing rules did not provide for a sufficient regulatory mechanism to guarantee the safety of cost shared flights organised through web platforms. Consequently, France came to a decision on more demanding provisions, in accordance with the possibilities offered by the regulation (EC) n°216/2008. This French decision prompted discussions on a European level that will continue into 2017, in order to define an adapted framework for these operations.



Issuance of the 'arrêté' dated 18 August 2016 on the elements left to the appreciation of the competent national authority by regulation (EU) n° 965/2012

Prior to the application on 25 August 2016 of the provisions applying to non-commercial operations of the so-called AIR-OPS regulation n°965/2012, and those applying to specialised operations on 21 April 2017, the decree dated 18 August 2016 established the elements left to the appreciation of the competent national authority in the following areas:

- the determination of disruptive schedules,
- competition flights,
- introductory flights (establishment of conditions allowing private pilots to make local introductory flights within training organisations, or organisations created with the aim of promoting aerial sport or leisure aviation, for persons not belonging to the organisation - matching article D. 510-7 of the French civil aviation code),
- zones in which helicopter operations can be performed,

without guaranteeing the possibility of making a safe forced landing, as described in the point CAT.POL.H.420, - authorisation of high-risk specialised commercial operations (e.g., low-altitude overflights, certain aerobatic operations, external transportation by helicopter under certain conditions).

CIVIL AVIATION PERSONNEL

European DTO for training in flying clubs

The EASA has been working on the definition of regulations for recreational pilot training delivered by non-approved organisations since 2015. After proposing several training solutions (RTO, BTO), the Opinion 11-2016, published on 7 September 2016, finally opted for a system of "Declared Training Organisations" (DTO), without any formal approval of the organisations, but requiring them to set up training programmes and a simplified SMS. The regulatory text will be finalised in 2017.

Implementation of the IR ATCO

The so-called IR ATCO regulation 2015/340, dated 20 February 2015, comes into effect on 1 January 2017. In 2016, the DSAC and the DSNA worked on the identification, fine-tuning, abrogation or adaptation of national texts pertaining to air traffic controllers in order to come into line with the new European regulation.

Implementation of a regulatory framework adapted to the training of professional remote pilots of UAVs

In 2016, given the promising development of the UAV sector in France, and the initiatives taken or positions adopted by public and private actors, the DSAC, which is a pioneer in the regulation of this field, continued the project to deve-



lop the regulatory framework for UAV remote pilot training and skills for the activity segment regulated by the 'arrêté' of 17 December 2015 relative to unmanned aircraft. The principle of remote pilot training was incorporated in the draft law proposed by the Senators Gautier and Pintat, and finally adopted in law n°2016-1248, passed on 24 October 2016, on the reinforcement of the safe use of civil UAVs. In this new context, the DSAC continued its work on the establishment of regulations on the training of professional remote pilots adapted to this innovative and changing activity.

Improvement of microlight flight safety

The number of accidents involving microlights has constantly been on the increase for 10 years. While there may be a multitude of factors behind these accidents, the training of microlight pilot instructors was quickly identified as a decisive factor, in view of the observed shortcomings. In 2016, the DSAC and the aeronautical federations (FFPLUM, SNPPAL) continued to work on the revision of microlight pilot training, in particular with regard to the qualifications, the skills and the corresponding privileges now required to qualify instructors, and the corresponding training organisations.

AIRPORT SAFETY

Participation in the development of ICAO and European regulation standards and recommended practices

On the international front, in collaboration with the STAC, the ERS directorate actively participated in the ICAO ADOP's (Aerodrome Design and Operations Panel) work through the organisation and the participation of various experts in the corresponding working groups. In November 2016, the ADOP approved a modification to the aircraft reference code defined in ICAO Appendix 14, resulting in streamlined standards and recommendations applying to the physical characteristics of airport infrastructures (runway and taxiway widths, width of strips and distances between runways and taxiways, etc.) that will allow very wide-bodied aircraft, such as the A380, to use more airports worldwide. These new standards should be adopted by the ICAO's Air Navigation Commission in March 2017.

The ERS also commented on other projects to update ICAO Annex 14, including amendment 7 of volume 2, pertaining to emergency plans for heliports, and amendments 13a and 13b of volume 1, pertaining to the revision of the standards and recommendations for the design and technical operations of aerodromes, and in particular those regarding the format of the enhanced worldwide report for the assessment and notification of the surface condition of runways.

The ERS directorate responded to various requests from the Agency on the update of the regulation on means of compliance (AMC) and guides (GM) regarding runway incursions

(NPA 2016-10) and certification specifications - CS issue 3 (NPA 2016-04). Elsewhere, the ERS directorate also took part in the rule making task (RMT) working groups set up by the Agency in 2016 for RMTs 591 and 638, respectively covering the update of the certification specifications (CS issue 4) and the certification specifications pertaining to heliports located on certified European aerodromes.



Updating of national regulations in regards to European standards

Pursuant to the decision taken on 24 May 2016, the DSAC published the list of aerodromes within the scope of the regulation (EC) n°216/2008 that are directly subject to the European rules of implementation and are obliged to hold a European airport safety certificate, and those that are exempted due to their low level of commercial traffic.

To simplify the regulations and to align the regulations applicable to the airports in France, work to reorganise the format and content of the national regulation applicable to aerodromes not covered by European regulation or exempt from its application started in 2016. Consequently, the national technical specifications of aircraft rescue and firefighting equipment, vehicles and emulsifiers were abrogated by 'arrêté' n°2016-1061 on 3 August 2016, and by the 'Décret' on the same day, as well as the abrogation of the certification by the DGAC of organisations delivering training on wildlife hazards, by the order passed on 29 June 2016. This work should continue in 2017.

Drafting, implementing and organising the safety policy with regard to the aptitudes and skills of aircrews are the main missions of the Aircrew department of DSAC (DSAC/PN). This division is tasked with overseeing the training of technical and commercial aircrews, organising the theoretical and practical exams and issuing the certificates. Thanks to its pilot inspectors and controllers, it also inputs essential technical expertise in the fields of AIOPS and aircrews. This activity calls on some 160 agents, half from DSAC headquarters and half from the inter-regional entities.

2016 saw a number of cross-cutting projects involving all of the division's entities, including the definition of new guidelines for the training of microlight instructors, changes to the regulations on the training and skills of remote pilots of UAVs and the measures for their implementation, such as the development of the questions for the new theoretical exam.

Aircrew exams

In 2016, the DSAC continued the deployment of on-screen theoretical exam rooms using the "Océane" application, thereby increasing the offer for both professional and private pilots and commercial aircrews. In four years, the national network of exam rooms should cover the mainland centres in Paris, Lyon, Toulouse, Bordeaux, Aix-en-Provence, Rennes, Dijon, Strasbourg, Metz, Lille and Beauvais, and the overseas centres in Saint-Denis de la Réunion, Tahiti, Nouméa, Fort-de-France, Pointe-à-Pitre and Cayenne. The conditions applying to English- and French-language tests for pilots are now defined by the decree passed on 11 April 2016 and published in the Official Journal on 19 April. This text completes the application of the provisions of the European regulation (EU) n°1178/2011 (§ FCL.055). Private exam centres can now organise these tests for the issue of certificates according to specific procedures. In 2016, one centre was granted the corresponding approval. For the first time, the DSAC organised theoretical exams for airline pilots (ATPL A) abroad for French ATO training organisations. The repository of questions for the future exam for remote pilots was developed with the professional civil UAV federation (FPDC), while the questions for the theoretical exam for microlight pilots were reviewed and enhanced.



In 2016, it became possible to sit the exams to become a cabin crew member (European CCA – Cabin Crew Attestation) on screens in the DGAC's exam centres, and not only on paper. This change allows for greater flexibility and more available time slots to sit the exams, a fact that helps both the candidates and the training organisations.

Aircrew licences

A number of aspects of the conventional operational activity for the issue of certificates for aircrews in 2016 are worth mentioning. Sailplane pilot licences: the implementation of the special mechanism to convert national sailplane pilot licences and qualifications into European licences and qualifications, the so-called SPLs, or Sailplane Pilot Licences, which started in 2015, continued in 2016 in readiness for the transition due to start on 8 April 2018. Professional parachutists: the decree passed on 1 August 2016 amending, on the one hand, the decree dated 3 December 1956, on the creation of a diploma and a licence for professional parachutists and a qualification for instructors, and, on the other, the decree dated 30 May 2011, pertaining to the training, qualification and exercise of two-place parachute jumps, now includes the possibility of issuing equivalent certificates to the holders of the diplomas and certificates of the Ministry of Defence or the Ministry of Youth, Popular Education and Sport. Commercial aircrews: in 2016, the DSAC finalised the issue of accreditations for all French airlines, entitling them to transform their existing qualifications into European CCAs (Cabin Crew Attestation). The CCA will become necessary to fly as a cabin crew member for a European airline on 8 April 2017.

Aircrew training and flight simulation resources

In 2016, the DSAC continued to collaborate closely with the associations and federations representing private flyers (FFVV, FFA, FFPLUM, etc.) in an effort to drive and support changes to the European regulations within the framework of the European Aviation Safety Agency (EASA), intended to simplify the rules applying to general aviation (the GA roadmap). In particular, the work concentrated on exploring a third option for organisations that train non-professional pilots. These efforts resulted in the definition of new and streamlined regulatory

conditions applicable to these organisations, including the concept of the Declared Training Organisation (DTO), which should be incorporated in the regulations in 2017, in readiness for gradual implementation from 8 April 2018 at the latest. Similarly, the DSAC played an active role in the EASA work-group tasked with the creation of the Basic Instrument Rating (BIR), intended to facilitate access to the privileges of instrument flight for private pilots. This training will be entirely skills-based and useable only for the privileges of private aeroplane pilots (PPL A) on non-high performance mono-pilot aeroplanes (HPA). The DSAC also worked on the integration of Risk-Based Oversight (RBO) for the oversight of professional training organisations. The necessary procedures were drawn up and a management tool was developed for this purpose. In 2016, the number of professional training organisations overseen by the DSAC remained stable, while the number of trainees following aeroplane training increased significantly. The demand for the expertise of inspector pilots increased in 2016, in particular for the assessment of instruction standards in professional training organisations. The DSAC's oversight activity in the field of simulation resources also increased sharply. The DSAC continues to provide its expertise to the EASA in this field to conduct assessments within its scope of competence.

Medical clearance for aircrews

The DSAC's medical unit oversees nine centres (AeMC) that are qualified to conduct medical checks of professional aircrews, five in metropolitan France and four overseas, and some 750 medical examiners (AME) who are qualified to conduct the check-ups of private flyers. The DSAC's medical staff regularly inspects these certified doctors. In 2016, they performed 45 inspections. They also organise training sessions for them. 2016 also saw the application of the provisions of decree n° 2015-1788, passed on 28 December 2015, pertaining to checks of the technical aptitude, medical fitness and the discipline of aeronautical aircrews. The DSAC appointed the members of the French civil aeronautical medical council (CMAC) in accordance with the new demands of this decree. In particular, it described in its procedures the workings of the CMAC, if the council is referred to when doubts are voiced regarding the fitness of an aircrew member. The medical assessors input their expertise into the work by the EASA, in particular for a group tasked with studying the conclusions to be drawn from the Germanwings accident, and they regularly met their foreign peers to discuss their respective experiences and practices. As part of the monitoring of "risk management:" in the organisations it oversees, the DSAC also launched an RBO initiative that will gradually be incorporated into its surveillance methods. Finally, it should be noted that the DSAC's activity grew significantly in 2016, mainly due to the multiplication of transfers of medical files between European countries.

Flight crew inspections

The DSAC's pilot inspectors place their expertise at the disposal of all of the DGAC's departments for Aircrew and Airops by examining the airlines' operational procedures, taking part in audits and performing inspections in real-life situations, in flight, in simulators and on the ground. They maintain and develop their own skills through regular missions in the airlines and by regularly acquiring new type qualifications, including for the B787 and the A350 in 2016. The DSAC's EPN entity organised and hosted the risk management and flight control symposium that took place in Paris on 8 December 2016. This one-day event was the scene of some very interesting discussions between civil aviation professionals, and it is worth noting the participants' will to work together on themes such as the effects of surprises, reporting, the oversight of airworthiness and SMSs. The EPN also took part in 18 airline launches and/or the fleet listing of new aircraft, in particular the introduction of a B787 at Air Austral, an A350 at Air Caraïbes and the creation of the French Blue airline. The entity also upped its participation in the oversight audits of public transport operators and developed its action for foreign authorities, including those in Turkey, the Philippines and Serbia.

TRAINING, FLIGHT SCHOOLS AND SIMULATORS

Breakdown of professional ATOs

No. of certified ATOs	ATOs managed in central operations (EC)	ATOs managed in the regions (DSAC/IR)
31/12/2015	58, of which 36 aeroplane ATOs and 22 helicopter ATOs	23, of which 21 aeroplane ATOs and 2 helicopter ATOs
31/12/2016	61, of which 41 aeroplane ATOs and 20 helicopter ATOs	27, of which 23 aeroplane ATOs and 4 helicopter ATOs

Breakdown of light aviation ATOs

No. of certified ATOs	ATOs managed in central operations (EC)	ATOs managed in the regions (DSAC/IR)
31/12/2016	1 helicopter ATO	157, of which 127 aeroplane ATOs and 30 helicopter ATOs

Cabin crews

Certified CCA schools	
Type of training	Number as of 31/12/2016
CCA	10

Simulation resources

Operator assessments and audits on 31 December 2016	
Aeroplane flight simulators (FFS) (of which 41 abroad)	130
Helicopter flight simulators (FFS) (of which 4 abroad)	12
Aeroplane flight trainers (FTD) (of which 3 abroad)	10
Helicopter flight trainers (FTD) (of which 2 abroad)	6
Flight navigation and procedures trainers (FNPT) - aeroplanes (of which 1 abroad)	62
Flight navigation and procedures trainers (FNPT) - helicopters	15
Basic Instrument Training Devices (BITD)	3
FSTD operator audits (of which 5 abroad)	44

EXAMS

Number of theory certificates issued for professional flight crews

Types of certificates	2015	2016
ATPL/A	364	447
ATPLH / IFR	69	63
ATPLH / VFR	11	9
CPL Aeroplane	10	8
CPL Helicopter	60	47
IR	65	98
CCA	1,092	1,024

Number of theory certificates issued for private flight crews

Exams	2015	2016
PPL/A JAR FCL	-	-
PPL/A PART FCL	2,063	1,694
ULM	2,061	1,528
Remote pilots	947	1,056
BB (private pilot)	204	202
PPLH JAR FCL	-	-
PPLH PART FCL	80	75
LAPL Aeroplane	16	45
LAPL Helicopter		1

Number of linguistic skills attestations issued or renewed (FCL 055)

Exams	2016			
	Level 4	Level 5	Level 6	Failure
GROUND exam - FCL.055B VFR	231	185	41	67
GROUND exam - FCL.055D	135	84	6	38
GROUND exam - FCL.055 D renewal	688	657	31	72
FLIGHT exam - FCL.055 D renewal	40	77	-	1

LICENCES

Issuing of aeronautical qualifications

Number of professional pilot licences		
Types of licences	2015	2016
CPL aeroplane professional pilot (A)	381	433
ATPL aeroplane airline pilot (A)	222	251
CPL helicopter professional pilot (H)	80	90
ATPL helicopter airline pilot (A)	10	17
Public transport flight engineer	0	0
Professional parachutist	26	39
CCA (PNC)	1,025	856

Number of private pilot licences

Types of licences	2015	2016
BB basic pilot	691	625
Light aircraft pilot (aeroplane) LAPL(A)	37	75
Light aircraft pilot (helicopter) LAPL(H)	-	1
Private aeroplane pilot PPL(A)	1,679	1,453
Private helicopter pilot PPL(H)	111	73
Microlight pilot	2,066	2,031
Sailplane pilot	482	489
Balloon pilot	57	43

Number of instrument ratings

Types of IR	2015	2016
Aeroplane IR	508	1,932
Helicopter IR	68	135
IR CB	75 IR (A) SE + 12 IR (A) ME	56 IR (A) CB SE + 4 IR(A) CB ME
EIR	1 EIR (A) SE	1 EIR (A) SE
FN/IR	1 ME + 34 SE	1 ME + 37 SE

Valid aeronautical qualifications on 31 December 2016

Professional pilot licences (licences with an end of validity)

Types of licences	2015	2016
Professional aeroplane pilot	5,287	5,191
Airline pilot	7,322	7,357
Professional helicopter pilot	1,304	1,285
Helicopter airline pilot	220	233
Public transport flight engineer	24	0
Parachutist	248	252

Private pilot licences (licences with an end of validity)

Types of licences	2015	2016
BB basic pilot (aeroplane)	1,860	2,139
Light aircraft pilot (aeroplane) LAPL (A)	451	780
Light aircraft pilot (helicopter) LAPL(H)	-	1
Private aeroplane pilot PPL(A)	26,350	25,622
Private helicopter pilot PPL(H)	1,354	1,301
Balloon pilot	966	933

MEDICAL

Medical office activity / CMAC

	YEARS		
	2014	2015	2016
Decisions made by the medical office	1,425	1,483	1,379
Transfers of medical files between European States processed by the Medical centre	1,457	1,480	2,109
CMAC decisions for sailplane and balloon pilots	480	294	143
Definitive unfitness and assessment files processed by the CMAC	103	79	115

05

AIRWORTHINESS AND AIR OPERATIONS

DSAC - 2016 ACTIVITY REPORT

The Technical Directorate for Airworthiness and Operations (DSAC/NO) is responsible for developing, implementing and conducting the safety policy on:

- technical and supervisory approvals of airlines, and other entities/persons engaged in the operation of aircraft in general aviation;
- production organizations, airworthiness monitoring and maintenance organizations and associated personnel;
- certification, continuing airworthiness and conditions of service for aircraft.

DSAC/NO carries out its activities in accordance with international, european and national standards and assists the European Aviation Safety Agency (EASA) when relevant approvals are under EASA responsibility. DSAC/NO participates through its actions in the SSP (State Security Program).



Changes in French airlines

The year 2016 saw the birth of several new French airlines that the DSAC has accompanied in the process of creating their airline certificate (CTA : certificat de transporteur aérien; AOC). This is the case for example of Hop !, resulting from the merger of the former airlines Regional, Airlinair and Britair, and of Frenchblue, the first French long-haul low-cost airline that received its certification in June 2016.

It is also the case of several smaller companies : Hélifirst has been certified by the DSAC to operate from the heliport Issy-les-Moulineaux, APG Airlines has created a regular airline between Nice and Bergamo. Jetkey (Bordeaux), Run aviation (La Réunion) and Héliteam (Montpellier) also obtained a CTA. This company creation activity was added to the arrival, for the first time in the fleets of French companies, of new types of aircraft such as the Boeing 787 at Air Austral and Air France or the preparation of the arrival of the Airbus A350 at Air Caraïbes Atlantique in March 2017.

To accompany these operators, DSAC continued its intense activity of publishing guides for users, aimed at explaining and simplifying the steps necessary to obtain operational authorizations.

These guides are accompanied by constant evolutions of the certification and surveillance methods of the DSAC in order to improve the relevance and effectiveness of its action, while aiming for harmonization with the other European authorities. This harmonization is in line with the standardization activity carried out by the European Civil Aviation Agency, which in 2016 carried out numerous inspections of the French authority.



In 2016, the DSAC also led a major IT project aimed at simplifying the operations of UAV (drones) operators. It takes the form of a web portal that will provide simplified access for all these operators in order to carry out the necessary steps for the operation of drones. The platform will open in 2017 and will streamline this booming business.

NCC, NCO and SPO: regulatory developments for non-commercial operations and specialized business operations.

The transition from the national regulation to the European regulation on the safety of air operations continued in 2016. The entry into force of the regulation on non-commercial aircraft and Complex Motorized Helicopters (NCC) and the Non-Commercial Aircraft Operations (NCO) Regulations, which are two parts of the AIROPS (EU) Regulation No 965/2012, took place in August.

The DSAC accompanied this regulatory transition with the publication of guides for operators and by organizing seminars to explain the new requirements and answer any questions they might raise. This accompanying work also covered the future European regulation applying to specialized activities

(SPO part of Regulation (EU) No 965/2012), which will enter into force in April 2017. This new part of the AIROPS Regulation will concern a significant number of operators in France and required a lot of communication efforts prior to deal with the application files.

In the field of airworthiness, 2016 was also the year of renewal of the OSAC (Civil Aviation Safety Agency) as an entity authorized to carry out civil aviation safety control actions on behalf of the DSAC.

More particularly in the field of aeronautical production, mention should be made of Airbus Helicopter company request to be granted a single European production organisation approval (POA Part 21G). The three Member States concerned, France, Germany and Spain agreed. OSAC is tasked by EASA to contribute to the compliance investigation for the purpose of this single POA Part 21G approval.

The operational use of new technologies is guided by new regulations for crew training and operational standards.

DSAC / NO therefore produced guides for operators to facilitate the adoption of these new technologies while complying with applicable regulations.

The Performance Based Navigation (PBN) guide provides a summary of AIROPS requirements and procedures associated with PBN operations and provides guidance to training organizations and airlines in establishing a PBN training program that meets the requirements of AIRCREW and AIROPS regulations.

In another technological field, the Electronic Flight Bag (EFB) guide was modified in 2016 to take advantage of the experience in service and to overcome the difficulties that may have been encountered in the launching of these new equipment. The aspects related to aircraft performance calculation functions (in take-off and landing phases) now supplement the contents of the EFB guide to facilitate operational approval of the use of these new functions.

In the area of «dangerous goods» regulations, DSAC/NO continued to raise awareness among the public and air operators on the transport of lithium batteries. These actions were initiated in 2014 and continued in 2015 and 2016. At the same time, the DSAC/NO continued with the STAC (Civil Aviation Technical Service) the conduct of the working group aimed at research on means for detecting lithium batteries in luggage and in cargo.



AIRWORTHINESS

Fleet registered in France

(as of 31/12/2016) **13,102**

Aircraft possessing a valid certificate of airworthiness (as of 31/12/2016)

General aviation	8,077
Commercial air transport	789
Total	8,866

Issue of airworthiness documents (as of 31/12/2016)

CofA	290	CNRA	21
CofAS	4	CNRAC	5
R-CofA	2	CofAR	0
CNSK	5	Acoustic certificates	446

Other formalities 61

(duplicates, declassification in Appendix II, change of model)

Passes* 1,111

of which 837 issued by the DSAC and 274 by the OSAC

CofA for export 367

of which 283 new aircraft under approval and 71 used aircraft

Imported aircraft 318

of which 76 from an EASA Member State

Valid microlight ID cards

as of 31/12/2016 **15,315**

Remote-controlled aircraft

Airworthiness documents delivered in 2016

Type design attestations (of which 42 revisions)	195
Special authorisations (of which 6 revisions)	110
Passes (of which revisions)	27

Specific authorisations and technical statements for exemptions

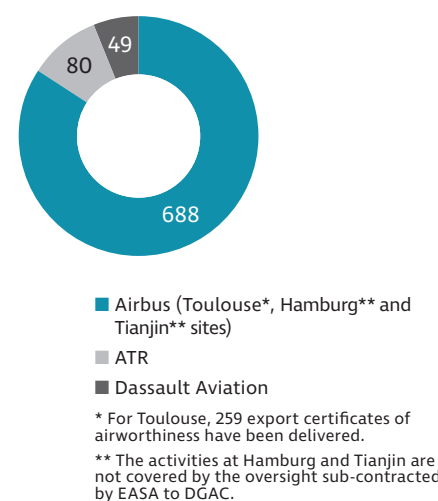
S3>4kg	14
S2+	12
S4+	25
NIGHT FLIGHT	148
REMOTE PILOT IN A MOVING VEHICLE	1
CAPTIVE S3>4kg	1
FOREIGN OPERATORS	51

Production (on 31/12/2016)

Production organisations subject to French oversight (as of 31/12/2016)

Part 21G	200 + 3 foreign organisations (monitored on behalf of EASA)
Part 21F	4

Transport aircraft



General aviation

Aérophile SA	2
Robin Aircraft	5
Ballons Chaize	8
DAHER-Socata	54
Issoire Aviation	1
Llopis Balloons	3
ASI Aviation	0

Civilian helicopters

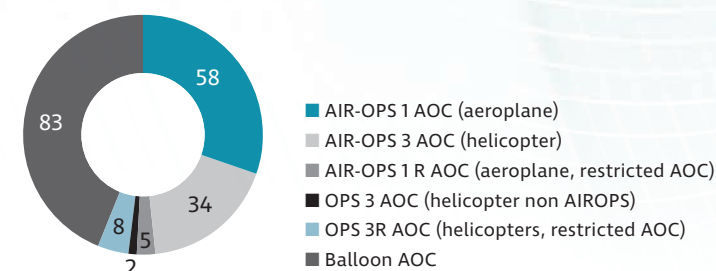
Airbus Helicopters	104
Guimbal	37

* Invalid airworthiness certificate or validation of a foreign LP or aircraft in the process of obtaining an airworthiness certificate.

AIRCRAFT OPERATIONS & MAINTENANCE

Air operator certificates

as of 31/12/2016 **190**



Airlines

In-flight inspections	330
Training inspections on simulator	147
Ground course training inspections	87

Technical assessments issued to the air transport directorate

Issued in 2016 **159**

AOC safety oversight acts carried out in 2016 297

Operator support meetings 243

Authorised ETOPS companies 12

Aircraft operation ramp inspections

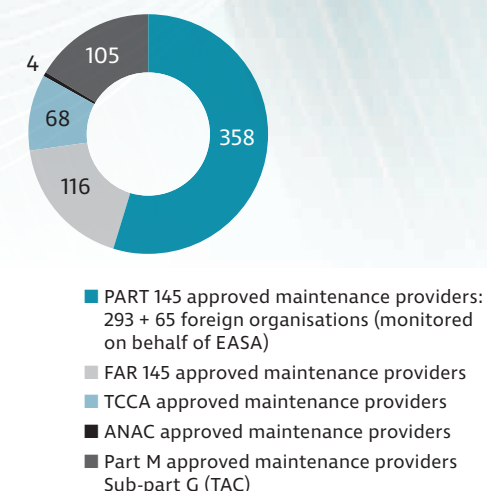
Total number of inspections in 2016	2,679
For French airlines (SANA)	687
of which on foreign airlines (SAFA/SACA)	1,992

Hazardous materials transport authorisations (class 1) 111

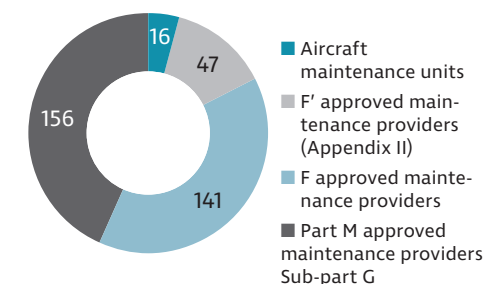
Remote-controlled aircraft (as of 31/12/2016)

Referenced operators	3,420
Referenced UAVs	6,021

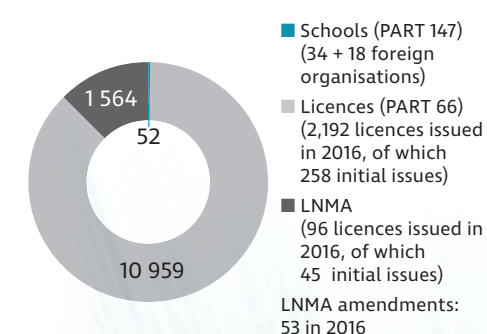
Oversight of PART 145, FAR 145, JAR 145 maintenance providers (as of 31/12/2016)



General aviation maintenance surveillance (as of 31/12/2016)



Maintenance personnel training oversight (as of 31/12/2016)



06 AIRPORTS AND AIR NAVIGATION

DSAC - 2016 ACTIVITY REPORT

The certification and oversight of air navigation service providers and training organisations and aerodrome operators, drafting and implementing the safety policy in regard to the fitness and competences of air navigation personnel and the technical approval of the systems and materials involved in these services are covered by the Airports and Air Navigation (DSAC/ANA) department. The DSAC/ANA also provides the air transport department with its technical expertise for drafting national and international regulations in the field of air navigation and airspace.

Implementation of European aerodrome certification and its impact on national oversight

Aviation safety at aerodromes was significantly reorganised in 2014 with the entry into application of the European airport safety regulation. Consequently, the vast majority of aerodromes who already have a national certificate must have a European certificate established in accordance with the standards produced by the European Commission and the European Aviation Safety Agency (EASA). This applies to 56 aerodromes. This regulation also establishes a number of requirements for operations, organisation, management and oversight that are applicable to the DSAC as a qualified authority.

This regulation provides for a transitional process to enable the Member States to implement it by converting national certificates that have already been issued into European certificates. This transition phase will come to an end on 31 December 2017.

Work has been under way on two fronts since 2014: the design of oversight and certification methods that meet the European requirements and the actual European certification of aerodromes.

The process to convert certificates has reached a very advanced stage. The conversion processes have been initialised and are being examined by the DSAC. 16 certificates had already been issued by the end of 2016. The main open questions with the aerodrome operators now have been answered, especially those concerning the implementation of the standards applying to aerodrome layout and operations and the scopes of certification applicable to the operators (scope of competence).

These conversions still have to be confirmed by audits (conversion follow-up audits), organised in the year following the conversion of the certificate, to make sure that the processes set up by the operators to meet the European demands actually do so in the real world.

The methods designed to implement the European regulation



have now been validated and the experience gained from the first certificates is being used to optimise them.

Nevertheless, two projects are still in progress. Continuous oversight in the European environment still needs to be tested. A seminar will be held in 2017 with aerodrome operators to address this project.

On the one hand, the DSAC's monitoring of changes, and in particular those subject to approval prior to implementation, requires the right balance to be struck between the operators' imperatives (the implementation of the change) and those of the DSAC (the organisation of resources to meet the needs). At this stage, the workings of this process must be monitored in order to choose the best options in terms of organisation and operations.

Moreover, the experience gained in the implementation of the European requirements can already be used to identify the need for a number of regulatory changes, in particular with regard to the convergence from national regulations towards the European regulation. This work started in 2016 and will continue in 2017. The consideration of ongoing changes to the European provisions was a major challenge in the adaptation to the changes in 2016, for both draft modifications, which must be anticipated as early as possible, and for changes introduced in the course of the year.



Certifications and continuous oversight of air navigation service providers

In accordance with European regulations, the DSAC, acting in the capacity of the national oversight authority, has delivered the following air navigation service provider certificates:

- Météo France: renewed on 1 December 2016 for an unlimited duration, for providing meteorological services to air navigation,
- DSNA: renewed on 15 December 2016 for an unlimited duration, for the supply of the following services:
 - route, aerodrome and approach control,
 - aerodrome flight information service (AFIS),
 - communication, navigation and surveillance (CNS),
 - aeronautical information.
- AFIS service providers: excluding the French overseas territories (see below), almost 70 certificates were delivered for providing aerodrome flight information services. Two of these AFIS providers are also certified for providing CNS services.
- CNS-only service providers: the DSAC issued a CNS service provider certificate to Eolane on 27 January 2016 for an initial period of one year. On 31 December 2016, Eolane took charge of the operation of eight Cat I ILSs. A first audit of the initial certification was conducted in 2016. A follow-up audit is planned for 2017,
- French overseas territory service providers: French Polynesia, New Caledonia and Wallis and Futuna have nine service providers rendering ATC, flight information and/or CNS services to around thirty aerodromes. In French Polynesia and New Caledonia, oversight is conducted in collaboration with the local civil aviation services. In Saint-Pierre and Miquelon, the services are provided by the DSNA, and are covered by the latter's certificate.
- Defence service providers delivering services to general air traffic (CAG): the certified military service providers are ALAVIA (Naval Aviation General Staff), CFA (Air Force Command), CSFA (Air Force Support Command), COMALAT (Army Light Aviation Command), DIA (Aeronautical Information Division), DGA-EV (Flight Testing) and DIRISI (Joint Armed Forces Directorate of Infrastructure Networks and Information Systems for Defence). These service providers are overseen by the DIRCAM (military air traffic authority) on the DSAC's behalf and using the methods defined by the DSAC. In 2016, the DIRCAM conducted 20 oversight audits of the services provided to general civil aviation.



Once certified, the air navigation service providers are subject to continuous oversight, the requirements for which are detailed in the applicable European regulation:

- audits: every two years, every functional domain of each service provider must be audited,
- change monitoring: changes are reported to the oversight authority, whose prior agreement is required for the implementation of the changes that it decides to monitor.



When the DSAC decides to monitor a change, the corresponding safety study is subject to an examination that can decide on the acceptability of the change. This acceptance becomes a prerequisite for the implementation of the change by the service provider. In 2016, almost 150 changes were subject to monitoring or acceptance, and in particular the shutdown-transfer-dismantling of ILSs and DIGIVOI changes (migration of transfix connections to IP),

- monitoring of safety events reported by the service provider, for which the DSAC may request additional information,
- oversight of safety performance: in particular, by monitoring safety performance indicators imposed by the European Commission, associated with national indicators,
- oversight of the European interoperability regulation. This regulation aims to facilitate the development of a coherent and interoperable European air traffic management system. The Commission publishes, in this context, interoperability regulations concerning the technical systems and/or the methods for operating these systems,
- oversight of organisations managing projects, the skills of the design organisations and the instrument flight procedures.

With regard to oversight methods, 2016 saw some fundamental discussions on the introduction of RBO (Risk Based Oversight). An experiment of a specific RBO for change monitoring purposes is continuing, in anticipation of an IR ATM-ANS requirement. Finally, the DSAC has started work to consolidate the oversight methods of IFR procedures.

It is also worth noting the importance of the regulatory work, both on the domestic and European scene, and in particular the forthcoming introduction of the IR ATM-ANS, which was the subject of several consultations by the EASA. The affected DSAC departments were also involved in the process to draft future regulations, formulating numerous comments. Finally, the DSAC is present on the international stage, and in particular in the FABEC, through its participation in the NSA Committee and the corresponding workgroups. Numerous exchanges have taken place to harmonise oversight methods in a common oversight manual and through the establishment of exchanges between auditors. The DSAC also takes part in the NCP (NSA Coordination Platform) groups, in particular in matters of safety oversight, interoperability and SESAR deployments. This participation is an opportunity to discuss best practices and to strengthen cooperation between oversight authorities.



Air navigation services personnel oversight

In 2016, the DSAC continued the implementation of regulation (EU) 2015/340, which came into force in France on 31 December 2016, with various ATCO training organisations. All the certificates and approvals of the ATCO training organisations have been converted in order to comply with regulation (EU) 2015/340. The DSAC has also virtually completed the replacement of hardcopy ATCO licences with plastic-coated licences with a QR code. In the course of the year, the DSAC reached its quota of AFIS assessors (currently nine) from the various AFIS service providers that are necessary to conduct local theoretical and practical assessments. Furthermore, since 1 December 2016, the initial theoretical tests have been taken using OCEANE.

AIRPORTS

Certified airports.....72
of which 10 in the COMs

AERODROMES CONVERTING TO THE EUROPEAN CERTIFICATE:

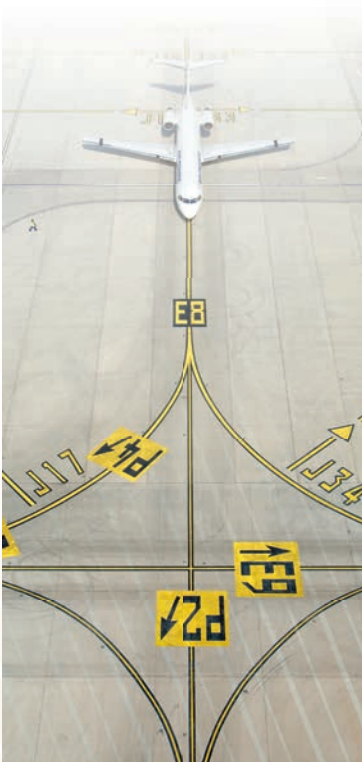
- **56** aerodrome operators must have their certificates converted by the end of 2017
- of which **38** conversions undergoing examination
- **20** European certificates had been issued on 31/03/2017

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

Aerodromes open to public use and with restricted use **about 500**

Heliports **about 300**

Accredited training organisations	
ARFF	5
Wildlife hazards prevention service	2



AIR NAVIGATION PERSONNEL

New controller licences issued 55
of which 37 DSNA licences and 18 Defence licences

New trainee controller licences delivered 56
of which 34 DSNA licences and 22 Defence licences

Licence extensions 7,701

New licences for maintenance personnel and for technical monitoring of air navigation systems 6

Audits of ATCO training organisations 9

New AFIS assessors 4

AIR NAVIGATION SERVICE PROVIDERS

Domestic service providers	
DSNA - renewed on 14/12/16 for an unlimited period	6
Number of audits*	
Météo France - renewed on 01/12/2016 for an unlimited period	3
Number of audits* *	
Military service providers: five certified service providers	20
Number of audits*	
CNS service provider: Eolane - issued on 27/01/2016 for 1 year	1
Number of audits*	

French overseas territory service providers	
New Caledonia: four certified service providers - SNA-NC (ATC-CNS), Province Nord (one AFIS airfield), Province des Iles (two AFIS airfields), Province Sud (one AFIS airfield)	4
Number of audits*	
French Polynesia: three certified service providers - SNA-PF (ATC-CNS), DAC-PF (24 airfields), Tahiti airport (one AFIS airfield)	7
Number of audits*	
Wallis and Futuna: two certified service providers - SEAC-WF (CNS + one AFIS airfield), STP-WF (one AFIS airfield)	not audited in 2016
Saint-Pierre and Miquelon: included in the DSNA certificate	nothingness

Metropolitan and overseas territories AFIS and AFIS-CNS service providers	
68 certified service providers on 31/12/2016	
of which two AFIS-CNS	
Number of audits (organised by the DSAC/IRs, with the possible participation of central office)*	34

* Figures for 2016

SYSTEMS AND EQUIPMENT

Changes subject to monitoring decisions in 2016 84
of which two MET, one for COM and eight Eolane CNS service providers

Changes being monitored on 31/12/2016 82

Changes accepted following examination of the safety file..... 80
of which two MET, one for COM and eight Eolane CNS service providers

ANTICIPATING AND PREVENTING

Ensuring the compliance and efficiency of the security measures implemented by the various stakeholders in air transport is an essential mission for protecting civil aviation against illicit activities. This is the main role of the Technical Security Division (DSAC/SUR) and the 120 or so DSAC officers involved in this domain.

Training and certification of personnel carrying out security inspections

Since 1 January 2013, the officers carrying out inspection - the screening of passengers, cabin and hold baggage, freight, in-flight catering supplies, airport supplies and vehicles - as well as those conducting surveillance and patrol operations, are certified in compliance with the obligations of the European regulation by DSAC. After a 3-year transitional phase which enabled the certification process for some 12,000 security officers in France to be set up, all security officers are now certified. Most of them are certified for 3 years. Consequently, in 2016, the certification of the officers certified in 2013 was renewed. The certification exams were entrusted by the DSAC to ENAC, which organised about 1,552 exam sessions in France (including overseas territories) in 2016. The security officers are trained by instructors who are also certified by the DSAC for a 5-year period. At the end of 2016, a total of 255 instructors had been certified.

In 2016, 22 new instructors were trained by ENAC, then certified by the DSAC, which chairs the inter-ministerial certification juries (DSAC, ENAC, Air Transport Police and Border Police). In 2016, the DSAC and ENAC updated a complete panel of 24 teaching kits, published in 2013, to serve as reference courses. For the instructors who chose not to take up these reference courses, a total of 150 sets of course content were approved, including 10 in 2016. This concerns principally the approval of imaging software aid courses.

Finally, after the introduction in 2015 of the regulation on adapted training for agents who failed the test to detect images of fake threats (TIP system), 35 standardised image interpreta-

tion systems (ENII) were approved by the DSAC, including five in 2016. The agents are tested by their employers using these systems after the adapted training in order to make sure that they are capable of detecting prohibited articles.



Approval and oversight of stakeholders

In 2016, the DSAC, or independent inspectors acting on its behalf, conducted 186 inspections with a view to issuing or renewing approvals of companies that take security measures. These inspections concerned eight aerodrome operators, three French airlines, 120 freight companies (authorised agents and known shippers), 42 in-flight catering companies (authorised suppliers) and 13 airlines transporting freight from third-party countries (ACC3).

Additionally, the DSAC exercises regular oversight of approved entities in order to ensure that the conditions pertaining to the issue of the approval are properly maintained. In 2016, 467 continuous monitoring inspections were made for this purpose.

Operational oversight actions

In addition to the oversight of approved stakeholders, the DSAC coordinates and implements operational oversight of the security mechanism, so as to ensure the correct implementation and efficiency of the security measures at airports. In 2016, 10 airport security audits were conducted for this purpose. These audits make it possible to ensure correct observance of the security rules and to judge on the ground the interrelations between the various stakeholders concerned. They are completed by an inspection on the maintenance of performance for the equipment at the platforms concerned, implemented by the Technical Civil Aviation Department (STAC) on behalf of the DSAC.

The DSAC also organises the coordination of standardised oversight actions carried out by the other State services, including in particular targeted inspections aimed at checking the correct application by an operator of a particular point of regulation, and tests in operational situations aimed at measuring the capacity for detecting prohibited items, and ensuring that security officers at the major hubs demonstrate the requisite vigilance.

In 2016, the Air Transport Police (GTA) and the Border Police (PAF) carried out 653 targeted inspections on behalf of the DSAC, plus 4,386 tests in operational situations (1,581 tests by the Air Transport Police and 2,805 tests by the Border Police).

Inspections by the European Commission

The European Commission regularly carries out inspections in order to uniformly check the conformity of the security regulations within the Member States. In 2016, it inspected Pointe-à-Pitre, Paris-Charles de Gaulle (freight only) and Montpellier airports. The DSAC supported and followed up these inspections in collaboration with the competent State departments. The corrective action plans drawn up by the airport operators solved all of the cases of non-compliance detected in the first two inspections. The corrective action plan further to the more recent inspection in Montpellier is still ongoing.

Implementation guides for security stakeholders

Generally, whenever there is a change to the regulations, the DSAC produces implementation guides for operators and the inspection services. These guides describe the acceptable means of ensuring conformity with European and French security regulations, so that practices are uniform throughout the

THE NUMBER OF ENTITIES WITH A SECURITY CERTIFICATION/ APPROVAL ISSUED BY THE DSAC:

- 59 aerodrome operators
- 19 air transport companies (French airlines)
- 494 authorised agents (freight companies)
- 172 known shippers (freight companies)
- 78 authorised suppliers (in-flight catering companies)
- 166 ACC3 designations (Air Cargo or Mail Carrier operating into the Union from a third-country airport). An airline's ACC3 status enables it to import freight from a given airport in a third-party country into the European Union.

territory. They are therefore published or modified following consultation with all the security stakeholders. In 2016, the implementation guide for training files and attestation templates, the guide to the implementation of overview forms of training and certification by personnel category and the guide to the implementation of aircraft protection and searches (domain 3) were updated.

Securing information systems

In 2016, seven information system security (ISS) audits were carried out. An audit and an intrusion test were carried out on STITCH (the computer system that processes passes and authorisations) and the portal through which external users access the system respectively. The management information systems were audited on three DGAC sites (DSAC North, SEAC New Caledonia and SNA/RP Orly). All the operational and management information systems at the SNA West were audited. Finally, the central infrastructures of the RENAR/IP network and their operation were audited.

Following this last audit, the decision was taken to conduct infrastructure and configurations audits to assess the operational air navigation systems. A process is under way to look into the adaptation of the ISS audit procedures to the particularities of the sites and air navigation systems, and to guide the audit programmes according to the risks to which the different information systems are exposed.

OUR MISSIONS:

- Coordinating and implementing the oversight of the various entities involved in civil aviation security on the basis of a European and national regulatory framework.
- Drafting the regulatory interpretations required and providing the standardisation tools.
- Overseeing the security of IT systems.

08 ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

DSAC - 2016 ACTIVITY REPORT

Monitoring the enforcement of the environmental rules by all the air operators, airlines, pilots, manufacturers, training and maintenance service providers, air traffic services, etc., is one of the actions taken by the inter-regional divisions of the DSAC. These actions are coordinated by central office and the Air Transport division (DTA), and with the management of the air navigation services (DSNA), where necessary.

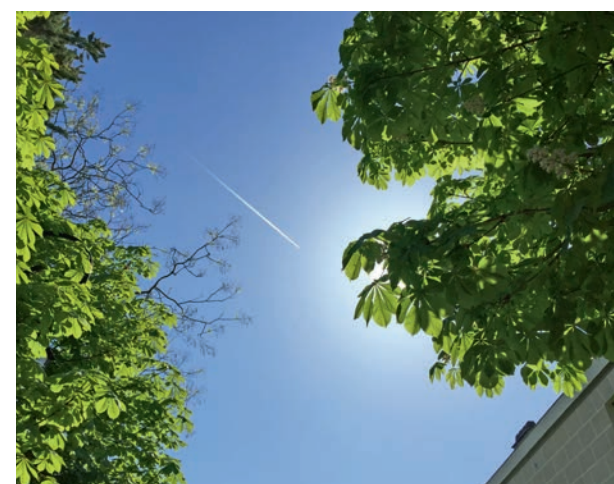
The core business of this activity consists of the drafting of noise exposure plans (PEB), noise nuisance plans (PGS) and plans for the prevention of noise in the environment (PPBE) on aerodromes, attending the environmental consultative commissions (CCE) and the consultative commissions for aid for residents (CCAR), the monitoring of environmental charters and codes of good conduct, the respect of reduced-noise procedures and flightpaths, the handling of environmental infringements and complaints by residents, attending local consultations and the coordination and monitoring of studies, in coordination with training organisations, and the ENAC in particular, regarding the initial and continuous training of pilots in environmental matters.

Aviation activity that respects the environment and the population

The DSAC contributes actively, across the country and more particularly around the major airports, to ensuring that the issues of sustainable development in the aviation sector are taken into account to the greatest possible extent, by encouraging local consultation. Its essential fields of action include consultation in the vicinity of the airport platforms, whether for commercial aviation or general aviation, monitoring the enforcement by all the stakeholders of environmental regulations and integrating the issues of urban planning relating to airports and air navigation facilities.

Local consultation: a field mission face-to-face with elected officials, local residents and users

In 2016, DSAC took part in **consultative environmental committees** dealing with 42 airports that are particularly sensitive from an environmental point of view, and in working groups assembled under their aegis (environmental charter follow-up committees, thematic meetings). The inter-regional divisions of the DSAC are tasked with providing objective input about each airfield (traffic statistics, analyses and monitoring activities, advice on regulations) that informs the stakeholders on how aeronautical activity can be reconciled with the well-being of the local population. In this respect, monitoring compliance with «least noise» flight paths constituted a priority in 2016.



The DSAC/IRs also take part in **consultative committees for aid to local residents** (CCARs), tasked with studying projects to help with the soundproofing of homes situated within the zones defined by the noise nuisance plans. In 2016, the CCARs of the French airports resulted in the approval of works to be carried out on **4,727 homes**, representing nearly **€45.6 million**, and an increase (versus 2015) in the Paris area.

Ensuring compliance with environmental regulations

16 airports and heliports in France, among the most significant in terms of traffic and noise pollution, are today subject to **environmental restriction orders** aimed at reducing the noise nuisance produced by their operations. Breaches of these rules are systematically recorded by certified DSAC officers and communicated to the airport nuisance control authority (ACNUSA). The operators risk a fine of up to €20,000, which may be increased to €40,000 for certain infringements recorded as from 1st January 2014, and in particular those relating to failure to comply with night-flight restrictions or aircraft noise performance. In 2016, the DSAC passed on **357 reports** for



non-compliance with environmental restriction orders to the ACNUSA, compared to 429 in 2015. As well as handling these breaches, the DGAC is also continuing its preventive actions with operators in a drive to further cut the number of violations.

Introduction of the environment licence

On 1st January 2016, some 30 agents received an **environmental surveillance licence**, which is broken down into three qualifications: surveillance of breaches of environmental regulations, quality of service in environmental matters and analysis of the reduction of environmental impacts. The work on the creation of the environment licence started in 2015, then continued in 2016, producing the first consolidated version of the corresponding reference standard.

Urban planning: another aspect of sustainable development

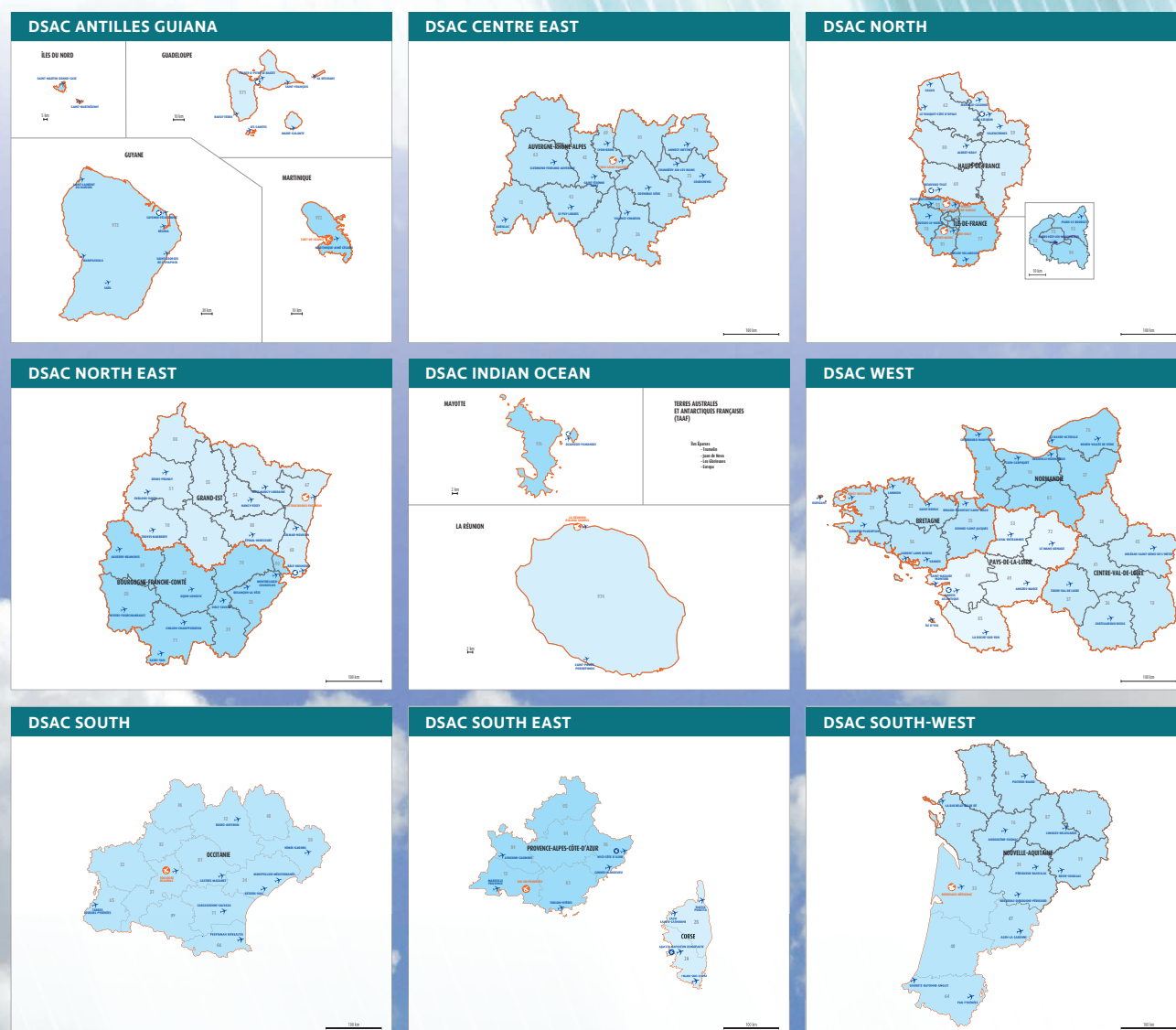
To preserve flight safety and restrict the nuisance to local residents, it is clearly necessary to impose urban planning constraints, following studies on a case-by-case basis, so as to guarantee the relevance of each decision made.

The DSAC is working on updating the **noise exposure plans** (PEB) around airports. Today, more than 200 aerodromes have a noise exposure plan or are currently creating or revising one. It should be noted that most of the current files are concerned by the recent decree n° 2012-1470, passed on 26 December 2012, which takes better account of airfields with lower or less scheduled traffic than previously, such as general aviation aerodromes.

Close to aerodromes, or around air navigation facilities, the DSAC/IRs seek sometimes innovative solutions in order to reconcile local development issues with aviation safety, and are called upon to express an opinion in many consultation processes. Some of the most complex files include projects of wind farms close to VORs, radars or high-rise building projects. In most areas, the SNIA (the national aeronautical engineering service) already is the single entry point for all DGAC urban planning files.

The inter-regional entities of the DSAC will continue engage in complex projects, in which their expertise and their field knowledge constitute precious inputs.





Local oversight...

The Civil Aviation Safety Directorate (DSAC) comprises a central office, based in Paris, and local operations departments, the inter-regional departments.

The inter-regional departments, which are named DSAC/IRs, are distributed across mainland France, in the overseas departments and in the territories of Saint-Martin and Saint-Barthélemy. The nine DSAC/IRs have a head office and, where applicable, delegations.

Subject to the competencies of central office, the inter-regional departments are responsible for taking the actions, measures and decisions required in relation to people and organisations or in relation to systems and equipment, in the areas of safety and security.

In liaison with the central office, they prepare and implement their budgets, prepare and implement the invoicing of fees for services provided by the State for civil aviation safety and security, and make purchases. They are responsible for the individual management of their departments' officers and contribute to the development and implementation of the training plan.

These activities are carried out with the support either of the DSAC/IR's own resources, or the resources available at central office or in other DSAC/IRs, according to the methods and procedures defined by the corresponding department at central office.

The DSAC/IRs are responsible for taking all actions, measures and decisions required in relation to all natural or legal persons, public or private entities, that are subject to the requirements of regulatory, EU and national legislation with regard to the economic and financial, safety, security and environmental oversight incumbent on the Prefects of the zone, the region, the department or the DTA (air transport directorate), according to the methods and procedures defined by these administrative authorities.

The DSAC/IRs examine the corresponding administrative decisions or take these decisions when they are delegated to them.

The DSAC/IRs take part in the DTA's actions in terms of airspace and relations with users in this domain.

Each DSAC/IR may assist all DGAC officers under its territorial responsibility with their integration in their professional environment, through initiatives covering their housing, catering, social, sports and cultural activities, as well as all actions relating to the application of health and safety and working conditions. Each DSAC/IR may be responsible for actions relating to real estate policy, IT or logistics.

These activities are carried out according to the methods and procedures defined by the DGAC General Secretariat responsible for the corresponding policies.

9 DSAC/IRs

- 7 in metropolitan France
- 2 in the French overseas territories

9 delegations

- 6 in metropolitan France
- 3 in the French overseas territories

876 agents

Director: **Philippe GUIVARC'H**
Frédéric GUIGNIER from 01/06/2017
Headquarter: **Fort-de-France**



A WORD FROM THE DIRECTOR

A presence close to the stakeholders in air traffic

Maintaining a local presence is the challenge facing the teams at the DSAC AG, which covers three departments that are geographically distant from one another: Martinique, Guadeloupe and Guiana. Location is an important factor of an effective local presence.



The relocation of the departments at the head office of the Antilles-Guiana DSAC gathered pace in 2016, with the completion of the first phase of an ambitious programme included in the DGAC's multi-year real estate

strategy. In May 2016, the oversight and regulation department moved into renovated premises in the Lamentin State aeronautical park, located in a military zone close to Aimé Césaire airport. This was a symbolically important relocation that has enabled the entire oversight and regulation department to move physically closer to the airport, that is to say closer to the operators.

The other departments at DSAC AG head office, management and the resource management department, will have to wait a little before joining us on the new site. This operation will be launched this year and completed in 2018, in coordination with the SNIA, which is in charge of the project management of the major works to completely rehabilitate and transform the layout of the building, which used to be the airbase's mess room.

The delegation in Guadeloupe has been present at Raizet airport for a long time already, making for easier relations with the operators. The delegation has also to maintain a regular presence, with the help of the oversight and regulation department, in the northern islands Saint-Martin and Saint-Barthélemy. The site that civil aviation shares with Météo France in Cayenne has been renovated and made more accessible and functional. Finally, the arrival of a deputy delegate in Guiana has reinforced our local presence in this territory, which is as large as Austria and is home to several secondary aerodromes that are operated by the new territorial local authority. But a local physical presence is pointless if it is not backed up by a genuine presence close to the users. In view of its particular environment, the DSAC AG is confronted with the public transport of illegal passengers. Consequently, numerous actions were taken in 2016 on the parties involved in this topic.

Proximity, presence and listening

We have numerous borders and our neighbours are not European, which are the reasons for different rules and sometimes, for safety issues or inequitable competition. We had some actions to tackle these issues such as the publication of a decree applying in Saint-Barthélemy the same rules as the ones applying in Europe so that the rules are now the same for all the airlines on the airport. We also made contact with the French ambassador in Sainte-Lucie, who is competent for the States in the OECS⁽¹⁾ zone, about the questions of traffic law and the application of the TCO⁽²⁾ concept.

⁽¹⁾ OECS: Organisation of Eastern Caribbean States, nine Member States.
⁽²⁾ TCO: Third-Country Operator.



AERODROMES

- 7** open to public use, of which **6** commercial aerodromes (subject to taxation)
- 10** aerodromes approved for restricted use
- 1** aerodrome for private use
- 16** microlight platforms
- 4** heliports
- 10** helipads
- 3** model aircraft zones

ENVIRONMENT

- 3** aerodromes with a noise exposure plan under revision

SAFETY

Air navigation

- 2** AFIS audits

Airports

- 6** certified aerodrome operators
- 7** approved runways
- 3** SMS audits
- 10** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 4** aeronautical protection zones, with two being created and two being revised

SECURITY

- 8** security approvals - renewed in 2016:
 - **3** air carrier company sites (out of 10 approvals) as DSAC management body
- 5** local security committee meetings (CLS)
- 7** operational security committee meetings (COS)
- 3** security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 5** air transport companies, of which **4** for aeroplanes and **1** for helicopters
- 19** audits in 2016
- 186** technical inspections in 2016:
- 120** SAFA, **7** SACA, **59** SANA

GENERAL AVIATION

- 88** aerial work companies (of which 62 UAV)
- Airshows in 2016: **2** minor - **1** medium
- 3** approved training organisations
- 307** aeronautical qualifications issued in 2016
- 11** infringement files processed

ECONOMIC REGULATION

- 62** ground handling company approvals
- Number of PSO routes: **11**
- 5** air carrier operation licenses

RESOURCES

- Headcount: **88**
- Budget : AE **€4,384,148** / CP **€1,850,237**
- Air transport:
 - AE **€165,000** / CP **€130,000**
- Oversight and certification:
 - AE **€4,118,186** / CP **€1,6180,184**
- Social action and annuities:
 - AE **€100,962** / CP **€102,053**



Director: **Michel HUPAYS**
Headquarter: **Aéroport de Lyon-Saint Exupéry**



A WORD FROM THE DIRECTOR

The highlight of 2016 in the Auvergne Rhône-Alpes region was the opening up of the capital of Aéroports de Lyon. Before it disposed of its shares, the French State made sure that a number of guidelines were established through contractual documents with its airport operator, that consequently were applicable to the new shareholders.

- an economic regulation contract for 2015-2019, providing clear visibility of rates for the airline companies,
- a master plan (SCG) for Lyon-Saint-Exupéry airport, coherent with the regional development directive of Lyon, defining the steps for the development of the platform. It should also be noted that the decree dated 2 June 2016 renewed the protection of land dedicated to the future development of Lyon Saint-Exupéry airport for six years.

The acquisition of 60% of Aéroports de Lyon's capital (ADL) by Vinci / Caisse des Dépôts et Consignations / Predica consortium significantly changed the regional airport structure. Vinci Airports, now operates Clermont-Ferrand-Auvergne, Lyon-Bron, Lyon Saint-Exupéry, Grenoble-Isère and Chambéry-Mont-Blanc, in other words, almost all the commercial airports with scheduled connections.

In 2016, traffic at Lyon-Saint-Exupéry rose sharply to 9.5 million passengers, up 9.8% from 2015. This increase was driven mainly by the low-cost segment.

This performance was not repeated in the rest of the region. Clermont-Ferrand, which depends on Air France group to a great extent, saw an increase of just 0.7% over 2015, to 396,000 passengers. Saint-Etienne Bouthéon (155,492 passengers, up 4.6%), which is operated by the city's chamber of commerce and industry, will have to redefine its policy, and in particular

the future of their scheduled lines, in a constraint budgetary environment.

In 2016, Chambéry and Grenoble airports, which cater for "snow weekend" travellers, opted to invest in the extension and improvement of their terminal facilities.

The other event of the year, the Euro 2016 football championship, involved two host cities and four base camps, which mobilised to varying degrees the airports in Annecy, Chambéry, Vichy, Lyon-Bron, Lyon-Saint-Exupéry, Saint-Etienne, Grenoble and Clermont-Ferrand, demonstrating the excellent regional airport network. The impact in terms of passengers was relatively disappointing, in view of the efforts made by the State departments, with some 23,000 passengers travelling on additional flights. Only business air travel reached the objectives. DSAC CE has continued the implementation of the regulatory measures of EASA (European Aviation Safety Agency), which are gradually being applied to all operators. In 2016, it was mainly the airport operators that were involved as the result of having to convert their airport safety licence to a European licence before 31 December 2017. As of today, only ADL has obtained its European certification. Aurillac, Clermont-Ferrand, Chambéry and Grenoble should follow.

Concerning aircrew training, DSAC CE pursued its policy to modernise its tools, with the installation of a computerized examination center dedicated to private pilots and cabin crew. In the sustainable development area, two environmental charters were signed at Lyon-Bron and Villefranche-Tarare, light aviation platforms. Regarding commercial aviation, Lyon Saint-Exupéry will continue its continued studies in 2017, leading to the revision of the decree applying restrictions to operations at the aerodrome.

This question also concerns French residents living close to Geneva International Airport. The sharp rise in traffic is putting pressure on the operation of this frontier airport. Relations have become difficult in view of the medium-term master plan for the airport presented by Swiss authorities. A new consultation framework must be set up with the neighbouring communities in Haute-Savoie and Pays de Gex.



AERODROMES

- 36** open to public use, of which **10** commercial aerodromes (subject to taxation)
- 21** aerodromes approved for restricted use
- 41** aerodromes for private use
- 115** microlight platforms
- 62** heliports
- 56** helipads
- 4** floatplane strips
- 4** altiports
- 33** mountain airstrips
- 25** permanent balloon platforms

ENVIRONMENT

- 30** approved noise exposure plans (+ Geneva), of which **29** (30 with Geneva) to the new standards
- 2** environmental charters signed
- 1** aerodrome with a noise nuisance plan
- 7** meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation

- 3** AFIS audits: Courchevel, Vichy, Aurillac
- 2** CCRAGALS meetings

Participation in **3** AFIS audits outside of DSAC-CE territory: Epinal, Le Mans, Vannes

Airports

- 7** certified aerodrome operators, including one converted to EASA (Lyon Saint-Exupéry)
- 14** approved runways / approvals in progress
- 12** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 2** aeronautical protection zone approvals by ministerial decree

SECURITY

- 13** security approvals - initial or renewed in 2016:
 - **7** air carrier company sites (out of 69 approvals) as DSAC management body
 - **2** authorised suppliers (out of 4 approvals) as DSAC management body
 - **4** known shippers (out of 14 approvals) as DSAC management body
- 1** security audit at a DSAC-CE airport
- 11** operational security committee meetings (COS)
- 4** security committee meetings



PUBLIC TRANSPORT OVERSIGHT

- 33** air transport companies, of which **11** for aeroplanes, **9** for helicopters and **13** for balloons
- 63** audits in 2016
- 253** technical inspections in 2016:
- 226** SAFA + SACA, **27** SANA

GENERAL AVIATION

- 607** air operations companies (of which 549 UAV, 17 aeroplanes, 21 microlights, 14 helicopters, 6 balloons)
- Missions with flying clubs: **3** oversight actions
- Missions with ATOs: **9** oversight actions
- Missions with microlights: **3** oversight actions
- Airshows in 2016:
 - 47** minor - **12** medium - **3** major
- 22** approved training organisations
- 5** flying club oversight actions
- 635** aeronautical qualifications issued in 2016
- 29** infringement files processed s
- 2** disciplinary committee meetings held

ECONOMIC REGULATION

- 85** ground handling company approvals, of which 22 renewed in 2016
- Number of PSO routes: **2** in progress + 1 seasonal
- 39** air carrier operation licenses

RESOURCES

- Headcount: **81**
- Budget : AE **€1,654,513** / CP **€1,644,513**
 - Air transport: AE **€80,000** / CP **€76,000**
 - Oversight and certification: AE **€1,352,000** / CP **€1,346,000**
 - Social action and annuities: AE **€222,513** / CP **€222,513**

Director: **Lucette LASSERRE**
Headquarter: **Athis-Mons**



A WORD FROM THE DIRECTOR

Facing up!

2016 again witnessed more dramatic events that led us to pay more attention to the security of our airports, and the numerous trainings organised under the authority of the Prefects have sustainably established this threat amongst our collective priorities.

Despite of this context and the difficult beginning of the year, passenger traffic continues growing by 1.8% at the Paris airports, to 65,933 million at Paris-Charles de Gaulle (+0.3%) and 31,237 million at Paris-Orly (+5.3%).

Activities in airport safety predominantly focussed on the conversion to European standards certificates of our main airports: Beauvais was certified, Lille is in the final stages and the Paris airports should receive their certificates in the first half of 2017. The runways refurbishment at Roissy and Orly last summer also represented a major challenge on the operational front, and had significant environmental impacts, particularly at Orly. Central office has lead large consultations with elected representatives to ensure that the summer of 2017, when the works will continue at Orly, takes place peacefully for those local residents affected by the temporary flight paths due to the intensive use of the secondary runway.

The dynamic of the 2015 symposium, aim was the ground handling, is going to continue thanks to the greater involvement of the various players in the 4 resulting working groups. The French national federation of merchant aviation (FNAM) and the French airport ground handling syndicate (CSAE) recently adopted a "flight safety-ground operations" charter. At the same time, DSAC North published a new bulletin intended for the profession, contributing to the deployment of the "just culture" for these activities.

Relating to the field of air carriers, four new AOCs were issued in 2016, showing the sector's sound state of health. DSAC North oversaw the merger of the three companies that make up the HOP! group, in coordination with DSAC West, and then successfully conducted the claims about French Blue, Hélicfirst and Aéro Vintage Academy.

On the territorial and environmental aspects, successive peak levels of pollution resulted in operational restrictions on airports in the Paris region. The CALIPSO classification of the training aircraft in Toussus-le-Noble continues, and consultation has been opened with local residents and users to use this classification with the aim of regulate the platform's activities.

The aeronautical easements plan, the first approved for 20 years at Albert Bray airport, while the plans for Le Bourget and Paris-Charles de Gaulle will be completed in 2017.

Teams were also kept busy by numerous unusual urban developments, such as the new underground stations on lines 14 and 18 near the Paris airports within the scope of the Grand Paris network.

The best efforts developed by the skilled teams in DSAC North were rewarded by the successful conclusion of a number of particularly difficult cases; such as Paris-Issy-lès-Moulineaux heliport, after numerous meetings supported with demonstrations of the benefits of the, the French State finally confirmed its strong support for this air platform, its location and the range of activities that it hosts. Similarly, the French State services have reached an agreement on the future of the aeronautical part of the Creil base, which has been inactive since 31 August 2016.

Regarding air meetings and shows, numerous commemorations of the First World War welcomed various vintage planes, while in September, the first- drones's race took place on the Champs Elysées avenue, and drone flight training areas were opened at Bagatelle and La Villette with the support of the French Model Aircraft Federation.

This panoramic overview only describes a very small part of the DSAC North's staff activities, who spread all the energy in responding to and satisfying our operators' demands, many of which are unprecedented.



AERODROMES

44 open to public use including **13** commercial aerodromes (subject to taxation)
9 aerodromes approved for restricted use incl. **2** military
17 aerodromes for private use
54 microlight platforms
40 heliports
63 helipads
18 permanent Balloon platforms
121 model aircraft zones
63 environmental complaints (specific to the Paris region)

ENVIRONMENT

24 aerodromes with a noise nuisance plan
10 noise exposure plans pending
6 environmental charters signed
1 aerodrome with a noise nuisance planS
2 meetings of the consultative committee for aid to local residents (CCAR)
12 meetings of the environmental consultative committee (CCE)
Urban planning
454 opinions for Building permits (and prior declarations, PA, CU)
596 opinions on PLU
1 055 opinions on obstacles
239 opinions on projects and wind farms

SAFETY

Air navigation
2 AFIS audits in DSAC/N
3 AFIS audits outside DSAC/N
2 DSNA audits
2 CCAGALS meetings
42 permanent airspace applications
109 temporary airspace applications in airspace management meetings (CRG)
32 temporary airspace applications without airspace management meetings (CRG)
2 monitoring of DSNA changes
69 IFRs (examination of files)

Airports

5 certified aerodrome operators
96 approved runways
1 SMS audit
35 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
39 PSA approved by ministerial decree

SECURITY

Number of security certifications:
• **5** aerodrome operators
• **89** air carrier companies
• **99** air carrier company sites

• **34** certified suppliers
• **45** known loaders
• **48** training organisations
1 security audit at a DSAC/ N airport
1 EU inspection of a DSAC/N operator
1 local security committee meeting (CLS)
9 operational security committee meetings (COS)
20 security committee meetings
19 security premises network meetings (Orly-specific)

PUBLIC TRANSPORT OVERSIGHT

28 air transport companies incl. **15** for aeroplanes, **6** for helicopters and **7** for balloons
71 audits in 2016 incl. **2** balloon audits
848 technical inspections in 2016:
435 SAFA, **258** SACA, **155** SANA

GENERAL AVIATION

984 aerial work companies
209 training organisations (all activities combined: aeroplane, glider, helicopter, balloon)
Missions with training organisations: **38** oversight actions (subject to written reports)
Airshows in 2016:
19 minor - **5** medium - **6** major
185 overflight dispensations
238 Toussus dispensations (auto info)
19,503 aeronautical qualifications issued in 2016
1,708 foreign licence verifications/accreditations (Paris Air Show + COP21 + EURO2016)
1,235 microlight files (CI, FI, LSA)
52 infringement files processed
1 disciplinary committee meeting held

ECONOMIC REGULATION

604 ground handling company approvals incl. 113 issued or renewed in 2016
21 air carrier operation licences incl. 2 withdrawn in 2016
10 "T" permit training centres
30 "T" permit certified instructors
11 "M, P, R" permit training centres

RESOURCES

Headcount: **164**
Budget : AE **€3,171,736** / CP **€3,475,127**
• Air transport:
AE **€171,432** / CP **€43,880**
• Oversight and certification:
AE **€2,149,823** / CP **€2,730,840**
• Social action & annuities:
AE **€850,481** / CP **€700,407**

Director: **Christian MARTY**
Headquarter: **Aéroport de Strasbourg-Entzheim**



A WORD FROM THE DIRECTOR

2016 was a year of very intensive activity for all the personnel of the DSAC NE, in the fields of both oversight and regulation, that was made possible thanks to the support services.

Traffic at Basel-Mulhouse airport was up by almost 4.3% on the preceding year, with more than 7.3 million passengers.

On 18 May 2016, the final of the Europa League, between Liverpool and Seville, was played in Basel. The DSAC NE was at the heart of the aeronautical activity prompted by this event, including the use of the secondary 08/26 runway as a temporary parking area for the aeroplanes specially chartered for the supporters, and the exceptional opening of the airport between midnight and 6 a.m., to allow the fans to fly home after the match. The match saw Basel-Mulhouse airport set an all-time record for daily activity, with 30,000 passengers passing through its facilities, compared with a usual daily average of 20,000.

On 2 November 2016 in Paris, the conclusion of a bi-national agreement between France and Switzerland on the fiscal status of Basel-Mulhouse airport opened the way to the respective internal procedures for the signing and ratification of this agreement between the two countries. This agreement protects the legal security of Swiss companies in the Swiss sector and will boost the development of the appeal of the airport site in the interests of this three-nation region.

Strasbourg-Entzheim, with 1,070,000 passengers, and Metz-Nancy-Lorraine, with 229,278 passengers, both saw their traffic slump by about 10% for different reasons. For the former, this decline can be explained mainly by the discontinuation of the Air France service between Paris and Strasbourg, while, for the latter, the transfer of traffic to Luxembourg during the six-week closure of the runways for works was the main reason. At the same time, activity increased at Châlons-Vatry airport in 2016. For other infrastructures, the trend in 2016 was the opposite of that in 2015 in terms of air traffic, which dropped significantly at Dole-Jura (formerly Dole-Tavaux) by about 27%, to 96,861 passengers.

2016 also saw activity related to the conversion of the airport safety certificates at Basel-Mulhouse, Strasbourg-Entzheim, Metz-Nancy-Lorraine and Châlons-Vatry, and the opening of the file for Dole-Jura aerodrome.

For the DSAC NE, 2016 was also a year of progress in the project to group the agents working at head office in a single building. Following the reception of the feasibility studies, the decision was taken to proceed with an objective analysis of the complementary technical and financial factors in order to make an informed choice. Final arbitration will take place in 2017.

On 1 January 2016, the consolidation of the agents from Lorraine-Champagne-Ardenne and Bourgogne Franche-Comté with the entities at head office in Strasbourg came into effect. The impacted agents and their management received remote training as part of the operation. The geographical and functional reorganisation demonstrates our collective capacity to cope with the changes that are necessary to meet the demands of our users and passengers.

In 2016, the DSAC NE finalised the installation of three Océane rooms at Entzheim, Metz and Dijon. The improved access makes it easier for candidates to sit the theoretical exams to obtain an aircrew licence and is broadly appreciated by the users.

This intense and sustained activity was made possible by the everyday commitment of all the staff at the DSAC NE, despite a difficult situation in terms of human resources. I would like to thank them for the results they have achieved.

In 2017, we will face new challenges that will allow us to complete a number of projects launched in 2016, and I know that I will be able to count on every single one of the agents at the DSAC NE to accomplish our missions and achieve our objectives.



AERODROMES

63 open to public use including **17** commercial aerodromes (subject to taxation)

14 aerodromes approved for restricted use (Metz-Frescaty is being converted into a heliport)

52 aerodromes for private use

152 microlight platforms

24 heliports

38 helipads

6 floatplane bases

1 floatplane strip

1 mountain airstrip

66 permanent balloon platforms

187 model aircraft zones

ENVIRONMENT

24 aerodromes with a noise exposure plan

3 environmental charters signed

2 aerodromes with a noise nuisance plan (with one plan to be abrogated)

1 meeting of the consultative committee for aid to local residents (CCAR)

1 operating restriction order

4 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation

7 AFIS audits

2 CCRAGALS meetings

Participation in **5** AFIS audits outside of DSAC territory

Participation in **4** SNA audits

Participation in **1** MTO audit

Airports

5 certified aerodrome operators

2 EASA conversion reports

264 approved runways (of which 2 renewed formally in 2016)

26 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)

9 heliport inspections

4 SSLIA, SPPA inspections

4 beacon energy inspections (EB)

Participation in **1** national European certificate follow-up audit

SECURITY

12 security approvals - initial or renewed in 2016:

• **1** aerodrome operator (out of 4 approvals)

• **3** air carrier company sites (out of 73 approvals) as DSAC management body

• **3** authorised suppliers (out of 3 approvals) as DSAC management body

• **5** known shippers (out of 17 approvals) as DSAC management body (2 renewals and 3 initial)

1 security audit at a DSAC-NE airport

1 local security committee meeting (CLS)

19 operational security committee meetings (COS)

3 security committee meetings

PUBLIC TRANSPORT OVERSIGHT

24 air transport companies, of which

5 for aeroplanes, **2** for helicopters and **17** for balloons

21 audits in 2016

153 technical inspections in 2016:

25 SAFA, **100** SACA, **28** SANA



GENERAL AVIATION

327 aerial work companies (of which 275 UAV)

Airshows in 2016:

8 minor - **8** medium - **4** major

21 approved training organisations

2,896 aeronautical qualifications issued in 2016

8 infringement files processed

ECONOMIC REGULATION

79 ground handling company approvals (of which 21 issued in 2016)

Number of PSO routes: **3** pending

21 air carrier operation licenses

RESOURCES

Headcount: **82**

Budget : AE **€1,789,234** / CP **€1,883,944**

• Air transport:

AE **€117,000** / CP **€105,500**

• Oversight and certification:

AE **€1,416,086** / CP **€1,343,760**

• Social action & annuities:

AE **€256,148** / CP **€434,684**

Director: **Lionel Montocchio**
Headquarter: **Sainte-Marie**
La Réunion - Roland Garros airport



A WORD FROM THE DIRECTOR

2016 demonstrated the strong health of the aeronautical sector in La Réunion and Mayotte.

Growth in commercial traffic on the main platforms in the DSAC OI sector was sustained, or even notable, especially at Dzaoudzi (Mayotte), thanks to the opening of a direct service to Paris-CDG by Air Austral in June 2016.

La Réunion Roland Garros airport is the main vehicle of aeronautical activity in La Réunion, and a strategic driving force behind the island's economic development. The process to convert to the European airport certificate was completed in December 2016, and the DGAC and the airport operator drew up the major strategic outline (GOS) for the development of the aerodrome's infrastructures and facilities, for which the concession holder will be responsible.

The DSAC OI also supported the engineering works required to complete the technical study of the installation of RESA at La Réunion-Roland Garros and Dzaoudzi airports, which should result in the implementation of EMAS airport safety technology for the first time in France.

On 26 and 27 April, the second Air Jobs forum was held, this time embracing the theme of employability. Patrick Gandil, who chaired the event, was pleased to take note of the existence of a genuine aeronautical sector in La Réunion that needs to be better structured. With this in mind, the DSAC OI launched a collaborative initiative with local players, including in particular the DIECCTE (the department in charge of enterprises, competition, consumption, work and employment).

Throughout last year, the DSAC OI stepped up its efforts to promote safety in the general aviation sector as part of its 2016-2020 action plan for light aviation, which also sets the target of restoring the balance between aeroplane activity and microlight activity for the purposes of public transport for tourists.

In aviation operations, 2016 saw the fleet listing of Air Austral's Boeing 787-8, the first aircraft of this type in commercial operation in France. The DSAC and microlight professionals are working together on the creation of a microlight professional label to promote best practices amongst the companies operating flights for tourists.

On the air transport front, the long-awaited opening of the direct service to Paris-CDG from Dzaoudzi, operated by Air Austral, was welcomed by the Maores, while the Maore subsidiary, EWA, consolidated its means of production with the arrival of a second ATR 72. Finally, an air operator certificate was examined for Run Aviation from La Réunion, the island's first business air transport company.

On the aeronautical infrastructure front, throughout 2016, the DSAC OI strived to consolidate its actions to achieve compliance of its helicopter operations, in particular in the



Cirque de Mafate. An ad hoc flying committee is working to finalise a project for a ministerial heliport that will be run by an operator.

In the field of security, emphasis was placed on regional cooperation to harmonise best security practices and to upgrade the most fragile airport platforms as part of a project being examined by the DSAC OI.

On the economic regulation and environmental fronts, the DSAC OI supported the application for the tax exemption of a second Air Austral Boeing 787-8 and finalised the approval procedure of the noise exposure plan for Saint-Pierre Pierre-fonds airport, while continuing with the process to review the noise exposure plan decree at La Réunion-Roland Garros airport.

I would like to congratulate the personnel of the DSAC OI - engineers, oversight inspectors, staff working in the support functions - for all the efforts they have made and for making their expertise and know-how available for the aeronautical services in the French Indian Ocean. Their adoption of the values underpinning the DSAC's strategic plan is reflected by their individual commitment to the achievement of a collective result, measured in the light of the actions taken and the ambitious projects of our operators.

AERODROMES

- 3** open to public use including **3** commercial aerodromes (subject to taxation)
- 4** aerodromes approved for restricted use
- 5** microlight platforms
- 4** heliports
- 15** helipads
- 5** model aircraft zones

ENVIRONMENT

- 1** aerodrome with a noise exposure plan
- 2** noise exposure plans being revised or created
- 1** environmental charter signed (PNR)
- 1** meeting of the consultative committee for the environment

SAFETY

Air navigation

- 1** AFIS audit at a DSAC-OI airport
- Participation in **1** AFIS audit outside of DSAC-OI territory

Airspace

- 1** danger zone closed
- 1** aviation activity location closed
- 3** aviation activity locations created
- 1** creation of activity with the approval of the regional airspace management committees (CRG)

Airports

- 3** certified aerodrome operators
- 1** aerodrome certificate converted into a European certificate
- 8** approved runways / approvals in progress
- 2** heliport inspections
- 1** new police order for La Réunion-Roland Garros airport

SECURITY

- 7** security approvals - initial or renewed in 2016:
 - **3** air carrier company sites (out of 6 approvals) as DSAC management body
 - **2** authorised suppliers (out of 3 approvals) as DSAC management body
 - **2** known shippers (out of 17 approvals) as DSAC management body
- 3** local security committee meetings (CLS)
- 4** operational security committee meetings (COS)
- 1** security committee meeting

PUBLIC TRANSPORT OVERSIGHT

- 5** air transport companies, of which **2** for aeroplanes and **3** for helicopters
- 12** audits in 2016
- 91** technical inspections in 2016:
- 53** SAFA, **38** SANA

GENERAL AVIATION

- 86** aerial work companies (of which 72 UAV)
- Missions with flying clubs: **2** oversight actions
- Airshows in 2016: **1** minor
- 4** approved training organisations
- 302** aeronautical qualifications issued in 2016
- 8** infringement files processed
- 2** disciplinary committee meetings held

ECONOMIC REGULATION

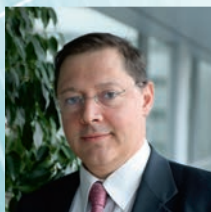
- 18** ground handling company approvals (of which 3 issued or renewed in 2016)
- 4** air transport operating licences (issue of the licence for Run Aviation in 2016)

RESOURCES

- Headcount: **51**
- Budget : AE **€783,000** / CP **783,000**
- Air transport: AE **€42,000** / CP **€42,000**
- Oversight and certification: AE **€688,000** / CP **€688,000**
- Social action and annuities: AE **€53,000** / CP **€53,000**



Director: **Pierre-Yves HUERRE**
Headquarter: **Guipavas**
Brest Bretagne aerodrome



A WORD FROM THE DIRECTOR

Despite the tense situation surrounding security, air transport continued to grow in the West sector.

Nantes (4,712,383 passengers, up 9.4%), Rennes (640,075 passengers, up 19%), Tours (198,866 passengers, up 6%) and Caen (138,384 passengers, up 8.1%) airports have all benefited from the regular growth in passengers in recent years and the development of low-cost airlines. On the other hand, Deauville (128,331 passengers, down 10.9%), Lorient (127,632 passengers, down 12.6%) and Dinard (110,455 passengers, down 15%) had more contrasting fortunes.

Internally, the DSAC West consolidated its new organisation, with the introduction of a matrix-based structure with the Pays-de-la-Loire delegation, and the creation of a regional referent, in charge of the Centre-Val-de-Loire and Normandy regions. It also prepared for the future by contributing to the DSAC's strategic plan for 2016-2020, to the workgroups set up under the terms of the DGAC's social protocol for 2016-2019 and to the project to extend the building housing the head office. The DSAC West was also audited by AFNOR as part of the follow-up of the nationwide ISO 9001 certification of the DSAC.

The oversight and certification activities specific to 2016 included the follow-up of the corrective actions produced by the national security audit at Nantes airport and the preparations for the national security audit at Rennes airport, participation with the DSAC North in the examination of the air operator certificate (AOC) of the new Hop! entity, which brings together Hop!-Britair, Hop!-Régional and Hop!-Airlinair, the issue of the certificate approving the specific conditions applying to the flying times of the Hop!-Brit Air, Hop!-Régional and Chailair airlines, the conversion of the airport safety certificates at Brest, Quimper, Caen and Rennes-Dinard, the renewal of the AFIS service providers' certificates at Dieppe, Morlaix, Quiberon, Vannes, Le Mans and Cholet, and the issue of the definitive AFIS certificate for the operator of Le Havre, further to the closure of the airport's air traffic control service. The DSAC West was also very active in the field of sovereign powers, in collaboration with the 20 prefects in the sector and the departments of the air transport directorate (DTA). In particular, it took part in the work on a balanced environmental approach in Nantes, the approval of the aeronautical support equipment plans (PSA) at Quiberon, Montargis and Morlaix, the development of the noise exposure plans (PEB) for Le Blanc and Morlaix airports, the drafting of the Nantes policing decree, and the organisation in Normandy, Pays-de-la-Loire and Centre-Val-de-Loire of the auditions of the general commissariat for equality of the regions (CGET) on the network of airports in metropolitan France.

General aviation remained highly dynamic and, as it does each

year, generated numerous specific events (shows, air events, sports competitions), but saw a steep decline in the number of applications for minor air shows, following the streamlining of certain regulatory requirements. The implementation of the European AIROPS regulation pertaining to the operation of complex aircraft in general aviation produced a significant increase in activity, and in particular the validation of 14 NCC operators (Non-Commercial Complex). As well as pilots, cabin crew personnel (CCA) and aerodrome flight information agents (AFIS), can now use the OCEANE room in Rennes to take their theoretical exams. General aviation safety was of a high global standard, but improvements are necessary with regard to microlights.

The environmental decrees published at the end of 2014 on the Notre-Dame des Landes airport project, which were contested in the appeal courts, were judged to be legal by the Nantes administrative tribunal, which dismissed all the pleas, and the revision of the regional coherency plan (Nantes-Saint Nazaire SCOT) was validated. Moreover, the governance introduced for the concession continued in 2016.

I would like to close this description of the activities of the DSAC West with a reminder that all these actions required effective assistance from our support functions, both at central office and in the delegation (human resources, finance, purchasing, logistics, IT, social action and the secretariats).



AERODROMES

68 open to public use including **28** commercial aerodromes (subject to taxation)
14 aerodromes approved for restricted use
87 aerodromes for private use
202 microlight platforms
49 heliports
1 floatplane base
171 permanent balloon platforms
176 model aircraft zones

ENVIRONMENT

24 aerodromes with a noise exposure plan (with 8 in progress and 2 approved in 2016)
4 environmental charters signed
2 codes of good conduct signed
1 aerodrome with a noise nuisance plan
7 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation
22 AFIS organisations
8 AFIS audits
2 CCRAGALS meetings
Participation in **15** AFIS audits outside of DSAC territory
Airports
1 aerodrome operator certified under national regulations
6 aerodrome operators certified under European regulations
3 aerodrome operators in the process of converting their national airport safety certificates (CSA) into European certificates
248 approved runways
5 SMS audits
20 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
20 SSLIA/SPPA inspections
6 heliport inspections
65 PSAs approved by ministerial decree, including 3 in 2016

SECURITY

Security approvals - initial or renewed in 2016:
• **2** aerodrome operators (out of 11 approvals)
• **0** air carrier companies (out of 0 approvals)
• **5** air carrier company sites (out of 75 approvals) as DSAC management body
• **1** authorised supplier (out of 4 approvals) as DSAC management body
• **8** known shippers (out of 34 approvals) as DSAC management body
1 security audit at a DSAC/IR airport
2 local security committee meetings (CLS)



21 operational security committee meetings (COS)
1 security committee meeting

PUBLIC TRANSPORT OVERSIGHT

40 air transport companies, of which **6** for aeroplanes, **6** for helicopters and **28** for balloons
43 audits in 2016
212 technical inspections in 2016:
34 SAFA, **94** SACA, **84** SANA

GENERAL AVIATION

694 aerial work companies (of which 539 UAV)
135 flying clubs (powered flight)
Airshows in 2016:
78 minor - **22** medium - **9** major
22 approved training organisations
5,779 aeronautical qualifications issued in 2016

ECONOMIC REGULATION

74 ground handling company approvals (17 issued/renewed in 2016)
Number of PSO routes: **3**
38 air carrier operation licences (2 issued and 2 withdrawn in 2016)

RESOURCES

Headcount: **103**
Budget : AE **€1,883,723** / CP **€1,787,857**
• Air transport:
AE **€146,005** / CP **€105,968**
• Oversight and certification:
AE **€1,462,715** / CP **1,407,046**
• Social action and annuities:
AE **€275,003** / CP **€274,843**

Director: **Philippe AYOUN**
Headquarter: **Toulouse-Blagnac airport**



A WORD FROM THE DIRECTOR

The attacks against Brussels and Istanbul airports in 2016 served as a reminder that air transport is still a potential target, because it produces concentrations of people.

At the DSAC South, we are stakeholders in the action taken in the realm of security. Our zone of action is a pioneer in numerous respects: the "Vision Sûreté" trials at Toulouse-Blagnac airport, involving multiplexing with the remote analysis of images, the automation of tray conveyor/recycling systems, or the STITCH project (the new pass and authorisation management system), due to be deployed in our zone, which has been selected as a pilot site. We should also mention the deployment of new equipment to detect traces of explosives. In any case, terrorism is not causing aviation and economic growth, which are closely linked, to flag. Our region has benefited from the dynamic performance of low-cost airlines, which opened new services and increased our "connectivity" with the rest of the world. But air transport remains a fiercely competitive, low-profit activity, and we sadly witnessed the demise of Air Méditerranée at the start of 2016.

In organisational terms, the most important event in 2016 was the change in the zone of competence caused by the change of regions, with the gradual transfer of competence for the Languedoc-Roussillon region from the DSAC South-East to the DSAC South, and from the DSAC South to the DSAC South-West for the Limousin region. This change was made possible by the motivation of all our agents, who enthusiastically discovered their new activities, transferred or retrieved information and made new contacts. This transition, which was initially expected to take until 2018, has already been almost 95% completed.

The action taken by the DSAC South contributes fully to the national oversight authority, the DSAC. On the airports front,

the European conversions are continuing apace, so that the nine airports in "Occitanie" will have been converted on time at the end of 2017.

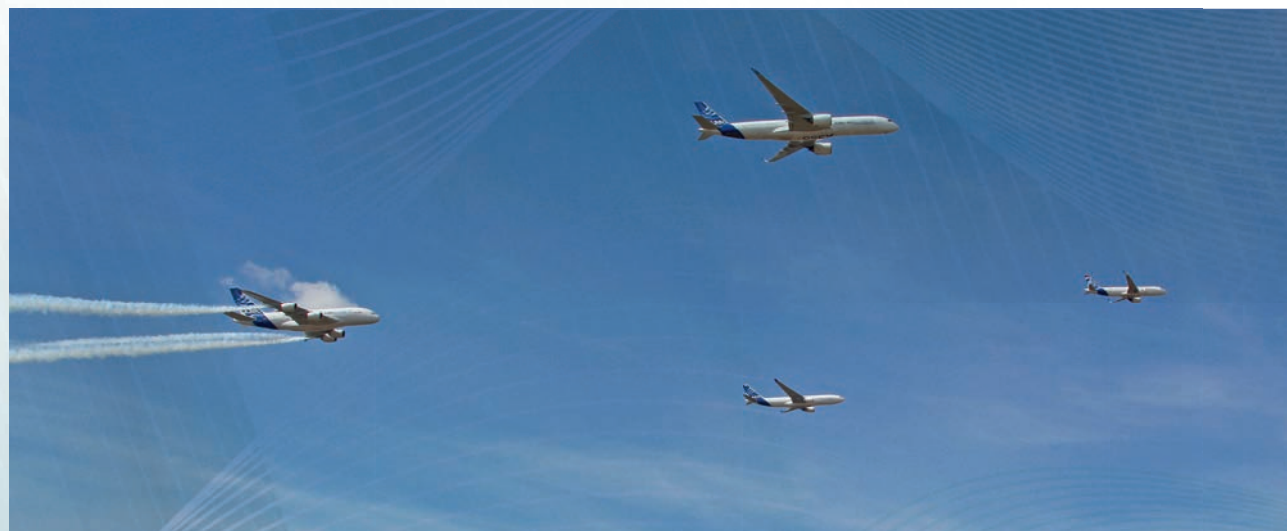
We also supported the birth of Vigie Airbus, a new air navigation service provider in Saint-Martin that received its AFIS certificate. The DSAC South also supervises two business aviation airlines based at Le Bourget as part of the "sharing" initiative.

A remarkable local experiment with UAVs is underway, in which radar display is now possible thanks to ADSB transponders installed on the drones (Airborne Concept / EGIS / DTI) in order to detect illegal flights.

We also contributed to the establishment of quality dialogue in our region with residents living close to airports and organised meetings of the consultative commissions on the environment at all the airports concerned.

Recreational aviation safety remains a cause for concern, with a total of 26 microlight accidents in the sector in 2016. We held meetings with the recreational aviation federations, which are very keen to promote safety amongst their members. These meetings will continue in 2017.

We cannot finish without mentioning the dynamic performance of the aeronautical construction industry in the region, and its 90,000 employees. Amongst the key events in 2016, I would include the inauguration of the new Airbus and Safran head offices, the establishment of ATR in Francalaz in June 2016 and the first test flights of the A350-1000, awaiting the first Beluga XL flights in 2017. We are proud of the industrial manufacturers in this sector, which are important partners for the DSAC South in numerous matters.



AERODROMES

36 open to public use including **9** commercial aerodromes (subject to taxation)
17 aerodromes approved for restricted use
88 aerodromes for private use
95 microlight platforms
15 emergency medical service heliports/helipads
15 heliports/helipads
2 microlight floatplane bases/strips
1 altiport
20 mountain airstrips
54 permanent balloon platforms

ENVIRONMENT

31 aerodromes with a noise exposure plan
3 noise exposure plans under revision (Nîmes-Garons, Montpellier-Candillargues, Perpignan)
6 environmental charters signed
1 aerodrome with a noise nuisance plan
3 meetings of the consultative committee for aid to local residents
8 meetings of the environmental consultative committee

AIRPORT REGULATION

211 applications for cranes (a sharp increase over 2015 - 131 applications - a 62% increase)
114 pre-consultations for wind turbines
73 urban development files (planning permission, preliminary declarations)
43 platform projects submitted for prefectural authorisation (private aerodromes, heliports, microlight platforms, balloon platforms)

SAFETY

Air navigation
5 AFIS audits, of which 2 certificate renewals
2 AFIS certifications
Participation in **5** AFIS audits outside of DSAC-S territory
Participation in **1** certification process of the EOLANE air navigation services provider
4 changes followed up, of which 1 global, 1 CNS and two relating to the transfer of the MCO of an ILS to EOLANE
24 approvals of IFR procedures for 5 aerodromes
Participation in **1** approval of IRS procedures outside the DSAC-S sector

Airports

9 certified aerodrome operators
3 certificate conversions: Limoges (before the transfer), Tarbes, Rodez + **6** conversions in progress
159 approved runways
1 SMS audit outside of DSAC-S territory
17 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA) and SSLIA/SPPA

2 heliport inspections
12 notified changes, of which 6 with follow-up

AIRSPACE

434 airspace changes, of which 127 with consultation of the federations
2 CCRAGALS meetings
Participation in **2** airspace management meetings (CRG)

SECURITY

5 security approvals - initial or renewed in 2016:
• **1** aerodrome operator (out of 9 aerodromes with operators subject to a security approval)
• **1** authorised supplier
• **1** air carrier company site (out of 6 certified operators) monitored by the DSAC-S as a management body
• **2** known shippers (out of 7 approved operators) as DSAC management body
12 local security committee meeting
14 operational security committee meetings

PUBLIC TRANSPORT OVERSIGHT

7 NCC operators (non-commercial complex)
16 air transport companies, of which **5** for aeroplanes, **4** for helicopters and **7** for balloons
Local oversight actions in 2016: **29** audits (of which **11** on behalf of other DSAC) + **2** inspections
116 technical inspections in 2016:
28 SAFA, **74** SACA, **24** SANA

GENERAL AVIATION

632 aerial work companies (of which 513 UAV)
335 MAPs/amendments processed (of which 319 UAV)
137 waivers/authorisations processed
Airshows in 2016:
12 minor - **8** medium - **7** major
680 aeronautical qualifications issued in 2016
3 infringement files processed

ECONOMIC REGULATION

18 ground handling company approvals
3 PSO routes

RESOURCES

Headcount: **94**
Budget : AE **€2,271,288** / CP **€2,154,624**
• Air transport:
AE **€44,539** / CP **€52,841**
• Oversight and certification:
AE **€1,607,776** / CP **€1,510,007**
• Social action and annuities:
AE **€618,973** / CP **€591,773**

Director: Yves TATIBOUET
Headquarter: Aix-en-Provence



A WORD FROM THE DIRECTOR

2016 was another busy year for the DSAC-SE, pursuing its missions in the oversight of airlines, airports and regulation.

First, it was accomplished the finalisation of the NOTRe reform and the resulting regional reorganisation of the DSAC, in which competence for the former Languedoc-Roussillon region was transferred to the DSAC South. The missions were gradually transferred under the terms of an agreement between the DSAC South-East and the DSAC South.

It was a very eventful year for the DSAC South-East. The usual highlights, including the Cannes International Film Festival, the Monaco Grand Prix, the Tour de France and the Rally Corsica, were supplemented by the Euro 2016 football championship, in which 10 matches took place in the geographical region covered by the DSAC South-East.

On the air operations front, our team fulfilled the implementation of new European requirements for Air Corsica and Twin Jet in terms of flying times and rest periods for aircrews, the issue of an AOC and a public air transport licence for Hélicoptère, and the transfer of Héli Union, France's biggest helicopter operator, to the DSAC-SE. A support seminar was organised for the implementation of the new regulations applying to AOCs for flights from A to A.

On the general aviation and aircrews front, the implementation of new decrees for UAVs, the implementation of the NCC regulation and the start of the PSO transition, the ramp-up of the Océane exam room, which came into service in 2015, and the organisation of the first-ever general aviation seminar in Corsica, are all worth a mention.

Activity in the airports field continued to keep pace with the schedule of the European conversion of the domestic airport

operations certificates. This conversion covers seven airports in the DSAC-SE's region, and requires a sustained effort to make sure that these certificates will be issued by the end of 2017. The certificates for Marseille and Nice were issued in 2016, and the five other conversions are in progress. The oversight of smaller platforms, and heliports in particular, continued, because it is essential to air safety and to the safety of medical services.

In the field of security, the inspection of the Montpellier platform by the European Commission took place this year as well as responsibility handed to the DSAC-SE to oversee the technical dog-handling teams on a national scale, the organisation of a seminar to prepare for the enforcement of the European regulation 2015/1998 defining the detailed measures for the implementation of common basic standards, and intense activity on the Nice platform following the tragic events on the Promenade des Anglais on Bastille Day.

In economic regulation and sustainable development fields, the DSAC-SE continues to make progress on several fronts, including the procedures to outsource the Aix-Les Milles aerodrome management and to transfer Nîmes-Courbessac to the city authorities. Both of these aerodromes are currently managed by the DSAC-SE. Elsewhere, the implementation of GNSS 31 at Marseilles-Provence, which was already operational in 2016, requires measures to support its development. Finally, the reworking of the Nice airport mapping, which will enable the construction of a tram line by the end of 2018 and of 27 housing units for the DGAC, also continued in 2016.



AERODROMES

- 26 open to public use including 12 commercial aerodromes (subject to taxation)
- 9 aerodromes approved for restricted use
- 5 aerodromes for private use
- 52 microlight platforms
- 42 heliports
- 69 helipads, of which 47 at sea
- 1 floatplane base
- 20 floatplane strips
- 18 mountain airstrips
- 7 permanent balloon platforms
- 110 zones or sites for model aircraft

ENVIRONMENT

- 20 aerodromes with a noise exposure plan
- 6 noise exposure plans being revised
- 4 environmental charters signed
- 3 codes of good conduct in force
- 2 aerodromes with a noise nuisance plan
- 2 meetings of the consultative committee for aid to local residents (CCAR)
- 4 operating restriction orders
- 6 meetings of the environmental consultative committee (CCE)

SAFETY

- Air navigation**
- 4 AFIS audits, 2 DSNA
- 2 CCRAGALS meetings
- Participation in 3 AFIS audit outside of DSAC territory
- Monitoring of 6 IFR procedures with a view to approval by DSAC-SE
- 2 initial AFIS evaluations
- 2 local AFIS evaluations
- Airports**
- 9 certified aerodrome operators
- 1 approval update
- 10 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 7 inspection visits to heliports
- 16 SSLIA, SPPA inspections
- 20 PSAs approved by ministerial decree 10 being revised or drafted

SECURITY

- 15 security approvals - initial or renewed in 2016:
 - 1 aerodrome operator (out of 14 approvals)
 - 5 air carrier company sites (out of 23 approvals) as DSAC management body



- 6 authorised suppliers (out of 20 approvals) as DSAC management body
- 3 known shippers (out of 12 approvals) as DSAC management body
- 2 security audits at a DSAC/IR airport
- 1 EU inspection of a DSAC/IR operator
- 2 local security committee meetings (CLS)
- 44 operational security committee meetings (COS)
- 7 security committee meetings
- 25 approvals pending

PUBLIC TRANSPORT OVERSIGHT

- 13 air transport companies, of which 4 for aeroplanes, 8 for helicopters and 1 for balloons
- 33 audits in 2016
- 449 technical inspections in 2016:
- 91 SAFA, 261 SACA, 97 SANA

GENERAL AVIATION

- 605 aerial work companies (of which 497 UAV) Airshows in 2016: 20 minor - 8 medium - 9 major
- 6,405 aeronautical qualifications issued in 2016
- Approved training organisations: 80, of which 20 section 1 ATO, 7 section 2 ATO and 53 declared organisations at the end of 2016
- 11 infringement files processed
- 1 disciplinary committee meeting held

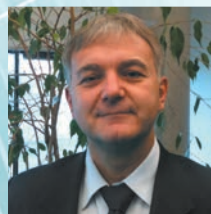
ECONOMIC REGULATION

- 198 ground handling company approvals, of which 45 issued or renewed in 2016
- Number of PSO routes: 12 (all covering Corsica)
- 10 air carrier operation licenses

RESOURCES

- Headcount: 125
- Budget : AE €2,392,000 / CP €2,310,000
- Air transport:
 - AE €80,000 / CP €59,000
- Oversight and certification: :
 - AE €1,493,000 / CP €1,417,000
- Social action and annuities:
 - AE €819,000 / CP €834,000

Director: **Pascal REVEL**
Gervais GAUDIERE, from 01/05/2017
Headquarter: **Bordeaux-Mérignac airport**



A WORD FROM THE DIRECTOR

In 2016, Bordeaux-Mérignac airport beat all its traffic growth records (+8.9%), with nearly 5.8 millions passengers in the course of the year. As in the preceding years, the strong growth in passenger traffic at Bordeaux was driven mainly by the international sector, and low-cost airlines in particular.

Not only the numbers of passengers flying out of or into Bordeaux was on the rise, but the overflights in the region also increased sharply by 6%, due to the redeployment of the tourist destinations in Spain and Portugal chosen by the inhabitants of Northern Europe.



On the other hand, and even if the service to Turkey declined sharply, to the extent that the service from Bordeaux to Istanbul was suspended in the winter of 2016-2017, numerous new, and mainly seasonal, services were created in 2016. This dynamic growth is an encouraging signal for Bordeaux airport, which will be faced with competition from the new high-speed rail line between Bordeaux and Paris from mid-2017.

Other airports in the region followed suit, in particular Bergerac (+9%), becoming the fourth-largest airport in the Nouvelle-Aquitaine region, and Biarritz, the region's second airport, which broke through the 1.1 million passenger barrier. Traffic at Pau dropped by about 4% to 608,000 passengers, but it remains the third-largest airport in the region. Finally, Limoges was ranked fifth, just behind Bergerac.

The major European regulatory changes that impacted the DSAC's activity in 2015 continued in 2016, especially in the realm of airport operations and the conversion of airport certificates. Pau was the first airport in Nouvelle-Aquitaine to be certified in March 2016, followed by Limoges in June. All the other airports in the region must be certified before the end of 2017. In mid-May, the DSAC-SO also welcomed a national mission on the airport network, which reviewed the situation of all the operators.

The rising importance of anticipatory actions in the field of sustainable development was confirmed in 2016, in the form of environmental charters, codes of good conduct, consultative commissions on the environment and help for residents, annual meetings with the ACNUSA, etc.

The first half of the year saw the preparations for the Euro 2016 football championship. Bordeaux was one of the host cities and the scene of five matches, including a quarter final. With the prolongation of the state of emergency, the organisation of this major event demanded extensive preventive security measures (at the football grounds, at the teams' places of residence, etc.), even in airspace. The DSAC-SO participated in the regional authority's crisis control centre for every match. Finally, the summer of 2016 also saw the implementation of the regional reform required by the NOTRe law, under which the former regions of Limousin, Aquitaine and Poitou-Charentes became part of the same region, which was already the case for the DSAC-SO. Consequently, the geographical scope of the DSAC-SO now corresponds to the Nouvelle-Aquitaine region, which is the largest in France, bigger than Austria and only slightly smaller than Portugal, extending from the south of the Touraine to the Spanish border.

AERODROMES

51 open to public use of which **12** commercial aerodromes
7 aerodromes approved for restricted use
73 aerodromes for private use
174 microlight platforms
58 heliports (of which 8 State-run)
43 helipads
1 floatplane base at Biscarrosse
14 floatplane strips
79 permanent balloon platforms
94 model aircraft zones

ENVIRONMENT

41 aerodromes with a noise exposure plan
3 environmental charters signed
7 codes of good conduct signed
1 aerodrome with a noise nuisance plan
1 meeting of the consultative committee for aid to local residents (CCAR)
7 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation
5 AFIS audits
2 CCRAGALS meetings + **2** CRG meetings
Participation in **13** AFIS audits outside of DSAC-SO territory
Participation in **4** DSNA audits, **1** Météo France audit and **1** EASA audit of the ESSP
Participation in **2** twinning missions with Turkey (in France and in Turkey)
Participation in **1** audit mission for the ASECNA (Benin-Togo-Senegal)
Renewal of **22** IFR procedures
Renewal of **1** frequency usage licence

Airports

8 certified aerodrome operators
136 type-approved runways including 14 in 2016 at 5 aerodromes
93 contacts with aerodrome (SIGNAL data, all AER activities)

SECURITY

Security approvals - initial or renewed in 2016:
• **1** aerodrome operator (out of 9 approvals)
• **2** air carrier company sites (out of 24 approvals) as DSAC management body
• **1** known shipper (out of 10 approvals) as DSAC management body
1 security audit at a DSAC-SO airport
5 local security committee meetings (CLS)

22 operational security committee meetings (COS)
2 security committee meetings

PUBLIC TRANSPORT OVERSIGHT

20 air transport companies, of which **2** for aeroplanes, **6** for helicopters (of which 3 OPS 3R) and **12** for balloons
17 audits in 2016, of which 6 for balloons + 5 oversight reviews with a manager
206 technical inspections in 2016:
30 SAFA, **129** SACA, **47** SANA

GENERAL AVIATION

480 aerial work companies (of which 391 UAV)
Missions with flying clubs: **27** oversight actions
Airshows in 2016:
49 minor - **12** medium - **6** major
NCC: **9** operators, **13** aircraft: 122 acknowledgements / receptions of issued NCC declarations
4,535 aeronautical qualifications issued in 2016

ECONOMIC REGULATION

78 ground handling company approvals, of which 19 issued and 10 renewed in 2016
Number of PSO routes: **2** pending
7 air carrier operation licenses

RESOURCES

Headcount: **88**
Budget : AE **€4,493,914** / CP **€4,321,010**
• Air transport:
AE **€146,590** / CP **€121,587**
• Oversight and certification:
AE **€2,461,431** / CP **€2,341,265**
• Social action & annuities:
AE **€285,893** / CP **€460,765**
• Air navigation:
AE **€1,600,000** / CP **€1,397,393**



GLOSSARY

ACNUSA
Airport Nuisance Control Authority

AE
Autorisation d'engagement
(Commitment authorisation)

EASA
European Aviation Safety Agency

AFIS
Aerodrome Flight Information Service

AGNA
Advisory Group of National
Authorities

NSA
National Safety Authority

ATCO
Air Traffic Controller

ATPL
Airline Transport Pilot Licence

ATO
Air Training Organisation

ATSEP
Air Traffic Safety Electronic Personal

BASA
Bilateral aviation safety agreement

BOP
Programme Operational Budget (POB)

CAG
General Air Traffic

CCA
Cabin crew attestation

CCAR
Consultative committee for aid
to local residents

CCE
Environmental Consultative
Committee

CCRAGALS
Regional consultative committee
for general aviation and light and
sporting aviation

CDN
Airworthiness certificate

ECAC
European Civil Aviation Conference

CHEA
Conditions of type-approval and
operating procedures for aerodromes

CLS
Local security committee

CMA
Continuous Monitoring Approach

CNPN
National Nuisance Prevention
Commission

CNSK
Restricted Airworthiness Certificate
for Kit-built Aircraft

CNRA
Restricted Airworthiness Certificate

CNRAC
Restricted Airworthiness Certificate
for Vintage Aircraft

COS
Operational security committee

CP
Payment credits

CPL
Commercial Pilot Licence

DRC
Comment Response Document

CRE
Class Rating Examiner

CS-CC
Certification Specification - Cabin
Crew

CSS
Safety-Rescue Certificate

AOC
Air Operator Certificate

CTE
Technical Operations Inspector

CTP
Technical Parity Committee

DCPAF
Central Directorate of Border Police

DGA
General Delegation for Armament
(French Ministry of Defence)

DIRCAM
Military air traffic directorate

DSAC
Civil Aviation Safety Directorate

DSAC/IR
Civil Aviation Safety Directorate/
Interregional

DSNA
Air Navigation Services Directorate

DTA
Air Transport Directorate

EASA
European Aviation Safety Agency

EASAC
European Aviation Safety Advisory
Committee

EASP
European Aviation Safety Plan

ECCAIRS
European Coordination Centre for
Accident and Incident Reporting
Systems

EGNOS
European Geostationary Navigation
Overlay Service

ENACT
European National Authorities
Certification Transition

ESSG
European SAFA Steering Group

ESSP
European Satellite Services Provider

ETOPS
Extended Time Range Operations

FABEC
Functional Airspace Block Europe
Central

FCL
Flight Crew Licensing

F/N-IR (A)
Instrument flight qualifications

FNPT
Flight and Navigation Procedure
Trainer (Simulator)

FSTD
Flight Simulation Training Devices

FTD
Flight Training Device (Simulator)

FTO
Flight Training Organisation

GANP
Global Air Navigation Plan

GASP
Global Aviation Safety Plan

GTA
Air Transport Gendarmerie

ICNA
Air navigation control engineer (DGAC)

IEEAC
Civil aviation design and operation
engineer (DGAC)

IEF
Design and manufacturing engineer
(DGA - Ministry of Defence)

IESSA
Air safety system electronics engineer
(DGAC)

IFR
Instrument Flight Rules

ILS
Instrument Landing System

IMC
Instrumental Meteorological
Conditions

IPEF
Bridges, Waterways and Forests
engineer

IR
Implementing rules

IR
Instrument Rating

JAR
Joint Aviation Requirements

JORF
Official Journal of the French
Republic

JOUE
Official Journal of the European Union

LAPL
Light aircraft pilot licence

LFI
Initial Finance Act

MAP
Particular Activity Manual

MEAS (DSAC)
Safety management coordination
office

MNPS
Minimum Navigation Performance
Specification

NPA
Notice of Proposed Amendment

ICAO
International Civil Aviation
Organisation

OCV
Flight Control Organisation

OPS
Operations

OSAC
Civil aviation safety organisation

OSP
Public Service Obligation

PANS
Procedure for Air Navigation Services

PEB
Noise exposure plan

PN
Flight crews

PP
Professional Pilot Licence (F)

PPBE
Environmental Noise Prevention Plans

PPL
Private Pilot Licence for
aeroplane or helicopter

PSE
National Safety Plan (NSP)

ANSP
Air Navigation Service Provider

QT
Type qualification

AFTN
Aeronautical Fixed
Telecommunication Network

SACA
Safety Assessment of Community
Aircraft

SAFA
Safety Assessment of Foreign Aircraft

SANA
Safety Assessment of National
Aircraft

SCN
Department with National Authority

SMS
Safety Management System

SPPA
Animal hazards prevention service

ARFF
Aircraft rescue and fire-fighting

TRE
Type Rating Examiner

TRTO
Type Rating Training Organisation

TSEEAC
Civil aviation design and operation
advanced technician (DGAC)

TT
Private Pilot Licence (F)

UAF
French Airports Union

ULM
Ultralight/microlight aviation

VFR
Visual Flight Rules

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