

Civil Aviation Safety Directorate

NATIONAL SUPERVISORY AUTHORITY

ANNUAL REPORT 2010

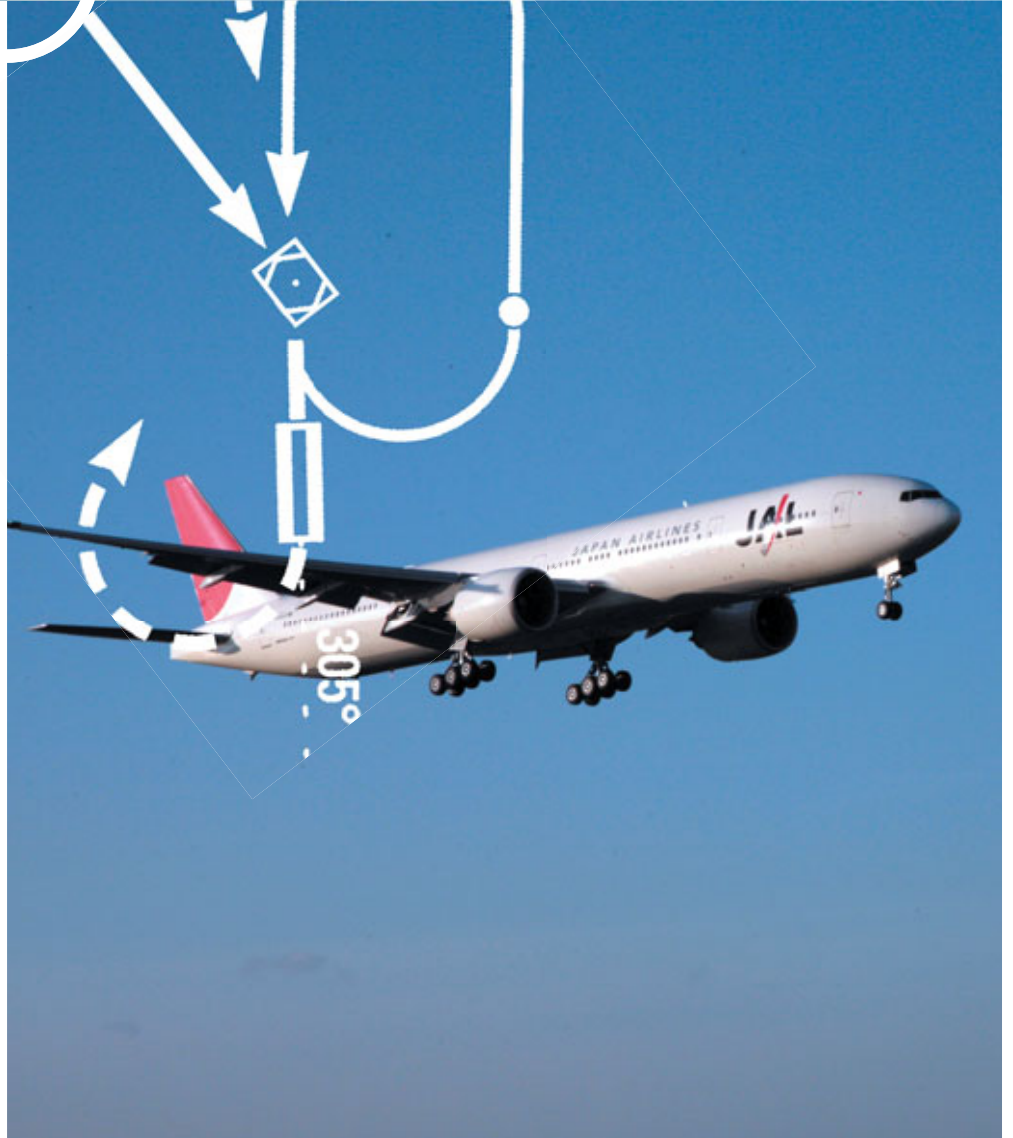
Ressources, territoires, habitats et logement
Énergies et climat Développement durable
Prévention des risques Infrastructures, transports et mer

Présent
pour
l'avenir



CONTENTS

FOREWORD	3
ORGANISATION CHART	4
HIGHLIGHTS	6
RESOURCES MANAGEMENT	8
SAFETY REGULATIONS AND INTERNATIONAL ACTIONS	14
FLIGHT CREWS	22
AIRWORTHINESS AND AIR OPERATIONS	32
AIRPORTS AND AIR NAVIGATION	40
SECURITY	46
THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT	50
ECONOMIC REGULATION	56
STATE SAFETY PROGRAMME	62
DSAC/IR (REGIONAL ENTITIES)	66
GLOSSARY	86



A pivotal year

2010 again provided a number of opportunities to talk about air safety, including the eruption of the Eyjafjallajökull volcano in Iceland and its cloud of ash, and the periods of heavy snowfall in France. These events offered a stiff challenge to some of the DSAC's regional entities. Events like these are opportunities to learn how to work when faced with all kinds of crises that are likely to be repeated.

But, even if safety is the top priority, it is preferable that it should not come under the spotlight due to the occurrence of external events. This annual report offers an opportunity to explain what the DSAC does everyday to make sure that safety does not become an issue.

Even if the results are not always conclusive, air transport safety is well ranked, since 53% of the people questioned in France believe that the risks are lower today than 10 years ago. While this result is encouraging, it can always be improved and will never be totally satisfactory. Moreover, measuring levels of safety is difficult, from the analysis of safety data, to the assessment of risks and the ranking of performance.

These questions were on the agenda of a worldwide, high-level air safety conference held in 2010 and of the ICAO's Assembly. And they are now covered by work being done on a Europe-wide scale.

Air safety regulations made some significant strides forward in 2010. But these steps forward do not always simplify matters. They are a source of additional work for the players involved in air safety. Another mission of the DSAC consists in supporting companies with their air safety initiatives, while controlling them at the same time.

In 2010, the DSAC launched a quality initiative, that aims to obtain ISO 9001 certification in 2012, in an effort to improve the performance and the effectiveness of its actions. This project involves some 1,300 people on numerous sites.

2010 was thus a pivotal year for two reasons: the preparation and implementation in France of new European regulations, and the implementation and consolidation at the DSAC of integrated working processes that are subject to strict quality criteria.

FLORENCE ROUSSE,
DIRECTOR OF SAFETY
OVERSIGHT DIRECTORATE

Safety is a top priority for the DGAC (French Civil Aviation Authority). It is also the mission of the DSAC (France's National Supervisory Authority), which embodies the state authority for the control and supervision of air safety and security.

The DSAC is also tasked with the nationwide governing missions covering economic and environmental regulation, and the social policy of the DGAC. However, in central government, these missions are owned by the Air Transport Directorate and the General Secretariat respectively.

The DSAC is made up of central headquarters in Paris and the nine regional DSAC/IR entities, located in mainland France, the French West Indies-Guiana and the Indian Ocean.

By applying a vision of safety to all its affairs, this mode of operation allows for a sufficient general overview of all the subjects covered.





DIRECTOR
Florence ROUSSE



DEPUTY DIRECTOR
Rémi JOUTY



PRINCIPAL ADVISER

Patricia LOUIN



**TECHNICAL ADVISER,
COMMUNICATION
AND PUBLIC RELATIONS**

Yannick ROBERT

RESOURCES MANAGEMENT



Philippe GABOULEAUD



**Deputy
Philippe PUSSET**

■ **INFORMATION SYSTEMS MANAGER**



François RUCK

■ **DELEGATE TO THE DGR, LEGAL ADVISER**



Franck LAFAGE

■ **HUMAN RESOURCES**



Emmanuel BOURDON

■ **FINANCES**



Anne BOURGUIGNON

■ **PURCHASING AND LOGISTICS**



Angélica SPAROSVITCH

**EUROPEAN COOPERATION
AND SAFETY REGULATION**



Geneviève EYDALEINE



**Deputy
Georges THIRION**

■ **CIVIL AVIATION PERSONNEL**



Jean-Yves PIERI

■ **AIRCRAFT AND AIR OPERATIONS**



Philippe AURADE

■ **AIRPORT SAFETY**



Philippe ALIOTTI

FLIGHT CREW



Pierre BERNARD



**Deputy
Marie-Agnès GUYOMARC'H**



**Deputy
Yves-Marie LE MAÎTRE**

■ **TRAINING, SCHOOLS AND SIMULATORS**



Bruno HALLER

■ **EXAMINATIONS**



Jean-François BRYSSAERT

■ **LICENCES**



Martine CORBOLIOU

■ **MEDICAL**



René GERMA

■ **FLIGHT CREW ASSESSMENT**



Yves-Marie LE MAÎTRE

NORTH DSAC



**Patrick
CIPRIANI**

NORTH-EAST DSAC



**Gérard
LEFÈVRE**

CENTRE-EAST DSAC



**Michel
HUPAYS**

SOUTH-EAST DSAC



**Bernard
CHAFFANGE**



**Deputy
Daniel BETETA**

■ **SUPERVISION AND REGULATION**



**Athis-Mons
Geneviève
MOLINIER**

■ **SUPERVISION AND REGULATION**



**Roissy CDG
Stéphane
CORCOS**

■ **SUPERVISION AND REGULATION**



Rémy MERTZ

■ **SUPERVISION AND REGULATION**



Simon BESSE

■ **SUPERVISION AND REGULATION**



**Marie-Claire
DISSLER**



Some highlights...

THE ICAO CONFERENCE ON SAFETY

THE LEADING ROLE PLAYED BY THE DSAC IN FRANCE'S CONTRIBUTION

In March 2010, the ICAO organised a high-level conference on civil aviation safety. In its capacity as a member State of the organisation with a seat on the ICAO Council, France took part in this conference.

The DSAC coordinated the information presented by France and worked to ensure that a number of subjects were included in the conference's agenda, in cooperation with the other countries belonging to the European Civil Aviation Conference (ECAC). In particular, France argued for greater transparency in the information on safety for the general public.

It also proposed preventive safety measures drawn up

following the crash of AF447, and in particular better recording of flight data and improved communications between aircraft when making long-haul flights over oceans.

The conference came up with a number of resolutions that were submitted to the ICAO Assembly for adoption, so that they can subsequently be elaborated by the ICAO Council. Other subjects included a new draft appendix to the ICAO recommendations – the 19th – regarding the control of safety. This suggestion, which had already been made at the preceding conference in 2006, was not approved by the Assembly in 2007.

A FEDERATING PROJECT: ISO 9001 CERTIFICATION

In 2010, the DSAC launched its new ISO 9001 quality certification project, with the ambitious goal of obtaining certification by mid-2012. It is worth noting that a number of the divisions in the former organisation (the DCS and two DACs) were already certified in 2007. This time around, a single, global and nationwide initiative has been launched.

2010 saw the renewal of the ISO 9001 certifications of the DSAC headquarters and one regional entity, which had already been certified in 2007. But the highlight of this year was clearly *the launch of a new and nationwide quality initiative*. As part of the certification process, this initiative aims to set up a *quality system* covering the entire scope of the DSAC's activities. Thanks to this system, the ultimate goal is to achieve the *permanent improvement* of the performance and the effectiveness of the DSAC's actions in all of its fields of competence, in terms of safety, security, supervision and the exercise of governing activities.

ICAO ASSEMBLY

DUAL FRENCH PARTICIPATION

The three-yearly Assembly of the ICAO was held between 28 September and 8 October 2010. Comprising 190 member States, including France, the Assembly is the highest executive entity of the Organisation. It has three main missions: to direct the work programme, to adopt the budget and to elect the States that sit on the Council.

70 points on the agenda were examined by the 2010 Assembly, including a number of resolutions from the preceding conference on safety, focussing on the continuous surveillance by the States in the field of air safety ("Continuous Monitoring Approach" or CMA), as part of the ICAO's USOAP (Universal Safety Oversight Audit Program) programme.



ESSG IN PARIS

On 14 and 15 June 2010 in Paris, the DSAC organised the European SAFA Steering Group, more commonly known as the ESSG, under the presidency of the European Commission and the European Aviation Safety Agency. For two days, the SAFA coordinators of the member countries of the European programme met to examine the latest results of the programme, the calculations of the agency's operational revue board (ORB), changes



in the regulations and current best practices, and to take decisions on a number of questions of harmonisation. For the countries in question, the forum was also an opportunity to make presentations on a number of particular points of the programme.

In its capacity as the organiser and the host country, France presented the implementation of the SAFA programme on its own territory.



5th ANNUAL SYMPOSIUM ON AIR SAFETY

Poor weather conditions in the approach and when landing were identified as the most recurrent factors contributing to incidents or accidents resulting in aircraft leaving the runway. Whether they be limited to material damage or involve the loss of human life, these runway excursions due to poor weather conditions during approach or landing occur both in tropical zones (San Andres, Colombia in August 2010, Mangalore, India in May 2010), which are reputed for their difficult conditions, and in mainland France (Deauville 2008, Limoges 2008) or in overseas French territories (Cayenne 2001, Tahiti 2000). All the players in the air navigation sector, from crews, airlines to air navigation service providers, airport operators, meteorological offices and supervisory authorities must contribute to the reduction of the frequency and the seriousness of these incidents. Consequently, the theme of the 2010 annual DSAC symposium on flight safety was "Poor weather conditions... Decision-support for crews during approach and landing". The symposium, which took place in Paris on 25 November, brought together more than 250 guests and participants, thanks to the broadcasts in all the regional entities of the DSAC.

THE EYJAFJALLAJOKULL VOLCANO CRISIS

THE DSAC INVOLVED IN EXPERT DISCUSSIONS

The spread of a cloud of volcanic ash over Northern Europe in April 2010 was an unprecedented event in aviation history. It caught the European aeronautical community on the hop, due to its unforeseeable nature and the lack of experience of the behaviour of aeronautical equipment under such conditions.

The decision was taken to temporarily close the affected air space as a precautionary measure. The DSAC was quick to work with the international community of authorities, manufacturers and operators to improve our understanding of the risks and to identify the methods of control and analysis offering a credible alternative to such a radical and disruptive measure as the complete closure of the air space.

This work is still going on, but these compensatory measures have been included in an operational directive issued by the DSAC covering risk management if a similar event is repeated in the future.



OSAC TAKES OVER THE SUPERVISORY DUTIES OF THE GSAC

The procedure to appoint a new organisation qualified to supervise the production and the maintenance of aircraft was completed in June 2010, with the accreditation of the brand new Organisation for Civil Aviation Safety (OSAC). These subsidiaries of the APAVE Group took over from the GSAC in October 2010. The DSAC had to work hard on the transfer, which was completed without any interruptions of supervisory activities. The DSAC concentrated in particular on the finalisation of certifying documents (Certification Control Document) and on the validation of the OSAC's key documents (organisational documents, staff qualification procedures, etc.). The OSAC also underwent an accreditation audit by the EASA.

THE PROFESSIONAL DSAC FORUM... UPWARDS AND ONWARDS

The supervision of airlines operating in France, safety regulations, the supervision of air navigation service providers and increased awareness of air travel risks were all on the agenda of the professional forum that the DSAC has organised since 2007 as part of its efforts to promote its surveillance activity and its internal communications. This event is a concrete initiative for the personnel and an opportunity for everyone to become involved and express their point of view in order to create a federating movement in an entity with nationwide responsibilities.





➔ LABOUR RELATIONS AND CONTINUOUS TRAINING

The management of resources covers the human and material resources of the DSAC.

Establishing healthy labour relations and permanently delivering quality training for the 1,300 people who work in the DSAC are both top priorities. In 2010, discussions focussed on the management of resources and on dialogue with the joint technical committees, which play an important role in keeping the personnel informed.

The policy supporting continuous training was pursued, despite the budgetary restrictions.

Finally, 2010 also saw the creation of a new position for an information systems manager, which will allow the DSAC to consolidate its skills in this field and to assess and develop new tools.

RESOURCES MANAGEMENT



1,300
people
in the DSAC

15%
of our agents
are trained to speak
English



Adapting our resources to an increasingly difficult context

Our missions

To define our human resources requirements, to permanently adapt them through skills development, to establish and maintain open labour relations, to provide expert legal input, to provide the necessary financial, IT and logistics resources and to modernise the information systems are the challenges facing our cross-sector, so-called "support" functions.

In the headquarters, resources management controls and allocates (definition of the budgets, credit transfers, information about vacancies, maximum headcounts) and manages the technical control of the fees system.

In the regions, the resources management department of each DSAC/IR controls the local finances and the funds for the agents, with a high degree of operational independence.

In the twice-yearly management meetings, the resources are reviewed (headcount, credit consumption balance and forecast) in order to better adapt the decisions (allocation, replacement of agents, renewal of subscriptions to credits).

THE WEALTH OF THE DSAC: PEOPLE

In 2010, the DSAC employed about 1,300 people, who were split between the head office and the nine regional entities (DSAC/IR). These employees belong to 16 different categories of public sector workers or contractors. In addition to the technical staff – 220 engineers and 390 technicians – numerous other categories are represented, including pilots, administrative staff, medical staff, social assistants and nurses and workers employed by the state.

The headcount caps set in 2009 for the DSAC by the Secretary General of the DGAC for three years have been distributed between the technical divisions at headquarters and by regional DSAC/IR. Each department received a performance commitment co-signed by its director, indicating the maximum headcount authorised until the end of 2011. The distribution of the personnel **will improve the management of vacancies**, against the backdrop of cuts in staff, which dropped from 1,335 on 1 January 2010 to 1,291 on 1 January 2011.

“Better management of vacancies”



A single DSAC working entity for greater integration

SOUND LABOUR RELATIONS AND EXCELLENT TRAINING OPPORTUNITIES

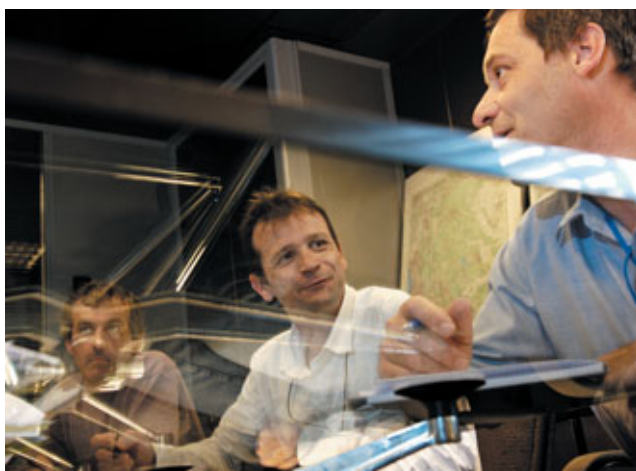
Sound labour relations are an essential component of a favourable working environment.

The local and national joint technical committees were continued in 2010. These committees are the preferred means of informing the personnel, through their representatives, of regulatory or organisational changes that may impact their activity. The process to modernise the support functions and the first reviews of the benchmarks conducted in numerous European countries of the surveillance of airports, air lines and air navigation service providers were also presented through these committees.

Further training remains the preferred means of maintaining or developing the skills of the DSAC's employees. Employees working in the supervisory function spent an average of **more than six days per year and per agent** in training, which was mainly technical or related to the flying of aircraft. **English language training is one of management's** top priorities and is subject to close scrutiny. The training on offer (group and individual lessons, courses by telephone or e-learning) is adapted to the employees' individual circumstances.

On 1 January 2010, the DGAC changed the structure of its working entities. Rather than being based on their geographical location, the new entities each represent one of the divisions of the DGAC. Consequently, the DSAC entity was set up to manage a significant population of almost 140 employees.

This decision has, in particular through the special joint committees (progress commission), resulted in a clearer vision of the professions exercised at the DSAC and more integrated management. The new establishment has allowed for the effective integration of this corporation in the DSAC. Finally, it has also made for more effective management, because all of the DSAC's state workmen are now managed by members of the DSAC-N.





Permanent and formal exchanges with users

In 2010, the first results of a benchmark of airport surveillance in a number of European countries were presented to the supervision and accreditation section of the air operations and controls annex of the budget consultative commission. This commission meets twice a year to discuss the price of fees and changes in the regulations and organisation of control with users.

A step towards modernisation

In August 2010, the DSAC's Director set up a group to consider the modernisation of the DGAC's support functions. Representatives from every activity and profession belong to this group, which aims to inform the entire DSAC of the modernisation project, and to make proposals on the DSAC's behalf in all the committees and workgroups involved in the initiative. Together with the General Secretariat of the DGAC, this group will also take any supportive measures (training, re-training, adaptation) required for the project to succeed.

“Optimised consumption of credits”

DEDICATED BUDGETS FOR EACH ACTIVITY

EACH of the DSAC'S fields of activity has ***its own operational budget***. The first budget covers the governing activities exercised by the DSAC/IRs and is managed by the DTA, which directly allocates the credits. The DSAC is responsible for the two other operational budgets. The "supervision and accreditation" budgets funds the activities in these fields (computer systems, training, travel) for headquarters, the regional DSAC/IRs and in the overseas territories. The "DGAC regional support" operational budget funds the support of the DGAC's agents in the regions (catering, maintenance of buildings).

More funds may be added or credits may be transferred between budgets or entities (DSAC-HQ / DSAC/IR), according to the balances or the credit consumption forecasts, at any time during the financial period. This perfectly transparent way of working ***optimises the consumption of credits*** by benefiting from their exchangeability. Social action credits are directly allocated to the DSAC/IRs by the General Secretariat of the DGAC.

STABILITY OF TECHNICAL CONTROL FEES

After a period of significant changes in regulations and prices, the system of technical control fees has remained ***perfectly stable for three years***. The decision was taken to refrain from creating any new fees or making changes to prices in 2010 in view of civil aviation's difficult situation, due in particular to the effects of the cloud of volcanic ash.

Therefore, most of the supervision and accreditation activities are still covered by 15 fees. The cost of these fees varies, as do the users to whom the fees apply. They range from hundreds of thousands of euros for the air operator fees charged to the largest French airlines, to just a couple of hundred euros for a pilot's licence or test. On 31 December 2010, the amount of income from technical control fees totalled **€34.17 million**, down on the initial forecasts of €36.3 million.



DEVELOPMENT OF PROFESSIONAL INFORMATION SYSTEMS

For the DSAC, information systems are tools for integration and exchanges, that are all the more efficient because they connect the organisation's 10 sites, including two overseas. In 2010, **the position of DSAC Information Systems Manager was created**, in order to gain a clear overview of all the existing tools, to collect and express the DSAC's needs in terms of information systems and to represent the DSAC in the DGAC's information systems policy steering committees.

This function will strengthen the DSAC's skills in terms of project sponsorship and the management of IT projects (SIGEBEL, OCEANE, SICOMED, PERICLES, RECIF, SIGNAL, OISEAU, etc.). 2010 also saw the launch of the assessment of a specialised ERP package (EMPIC) in the Flight Crew Division's training department, in order to consider the possible subsequent development of a tool designed to better track and manage the supervision and accreditation activities in an integrated manner.

Balance of fees

Classification according to decree	LFI 2010	Securities issued	Difference
Aircraft operator fees	11,000,000	10,907,353	- 92,647
Security and safety fee for aerodrome operators	10,820,000	9,974,854	- 845,146
Carrier's air security fee	2,980,000	2,075,875	- 904,125
Flight crew training organisation fee	260,000	363,462	103,462
Examination fee	1,870,000	1,690,449	- 179,551
Flight crew qualification fee	1,070,000	790,498	- 279,502
Training programme fee	100,000	78,319	- 21,681
Synthetic flight trainer qualification fee	550,000	516,340	- 33,660
SSLIA- Emergency and fire fighting equipment fee	90,000	0	- 90,000
Security system fee	460,000	802,497	- 342,497
Flightworthiness fee	100,000	201,395	101,395
Expertise fee	0	21,870	21,870
EASA	750,000	497,672	- 252,328
En route fee	5,200,000	5,200,000	0
Terminal fee	1,050,000	1,050,000	0
TOTAL	36,300 000	34,170,584	- 2,129,416

Staff on 01/01/2011

Large department	ADAAC	ADM	ASAAC	ASO	ATTAC	Contracts	Misc.	EQT	ICNA	IEEAC	IESSA	INF	IPF	OE	PN	TSEEAC	TOTAL
DSAC/EC	56	2	20	0	15	31	0	3	1	59	1	0	13	3	8	41	253
DSAC/AG	33	0	8	1	3	2	0	1	0	12	3	0	2	24	1	23	113
DSAC/CE	11	0	4	1	4	4	0	0	0	10	1	1	2	15	3	33	89
DSAC/N	30	0	8	1	4	14	0	2	3	14	0	2	4	10	4	75	171
DSAC/NE	20	0	6	2	5	4	0	0	0	6	0	1	1	11	2	40	98
DSAC/O	22	0	9	1	3	7	0	0	6	14	1	0	1	18	4	45	131
DSAC/OI	10	0	4	0	2	3	10	0	1	5	1	0	0	10	0	16	62
DSAC/S	24	0	5	1	4	1	0	1	0	12	1	1	1	19	2	32	104
DSAC/SE	24	1	13	3	7	9	0	3	4	25	0	3	4	11	3	50	160
DSAC/SO	20	1	10	1	2	5	0	3	3	10	1	2	0	18	3	31	110
TOTAL DSAC	250	4	87	11	49	80	10	13	18	167	9	10	28	139	30	386	1,291



➔ AN ESSENTIALLY EUROPEAN COLLABORATION

Following the extension in the scope of authority of the EASA, initially to air operations and flight crew licences, and then to air navigation and aerodromes, in 2010 the DSAC continued its close involvement in the definition of the community rules applying to these fields. It also started preparing for the application of the first applicable regulations.

The DSAC also remained very active in the ICAO and continued to define the national safety regulations in France in the fields where it remains competent. Regarding the latter, it contributes to the development of light aviation, and in particular in 2010, to the revival of seaplanes.

SAFETY REGULATIONS AND INTERNATIONAL ACTIONS



Close
**international
involvement**
in order to:

- defend France's points of view
- influence the governance of the Agency and help it to fulfil its mission in the best interests of its members

Our missions

To defend France's standpoint on regulations relating to air safety proposed by international and European institutions, and in particular the ICAO and the EASA, in the fields of the operation and airworthiness of aircraft and the licences of civil aviation personnel and aerodrome operators.

The DSAC's European Cooperation and Safety Regulations division (ERS):

- ➔ *represents the DGAC to the Advisory Group of National Authorities (AGNA), which advises the Executive Director of the EASA on the regulatory programme and the working procedures of the agency*
- ➔ *takes part in the governance of the EASA, in particular by preparing its Management Board, or MB, meetings and taking part in the subgroups of the MB*
- ➔ *represents France to the regulatory committees of the European Commission related to safety regulations (EASA committees).*

With regard to these three instances, the DSAC strives to make the member states play a more efficient role, for example, by requiring the EASA committee to always hold strategic discussions on the regulation projects prepared by the agency.

Through its membership of the group set up by the MB to redefine the regulatory procedures, the DSAC is also working for a structure and operations of the AGNA that better reflect the new scope of authority of agency with regard to aerodromes and air navigation and for a more efficient way of working.

European regulations: the very active role played by the DSAC

In 2010, the DSAC was again very active in the field of the new community regulations on air operations, pilot and controller licences, air navigation and aerodromes, which are due to be published between 2011 and 2013.

AIR OPERATIONS AND FLIGHT CREW LICENCES

In 2010, the DSAC dedicated numerous resources to the regulatory changes in the field of air operations and flight crew licences (FCL) proposed by the Agency on behalf of the European Commission. Responses to the questions asked by the EASA were coordinated by the ERS Division.

In particular, the DSAC was very actively involved in the EASA **workgroup OPS 055** and in the **DGAC's STARE** survey of flying and rest times of professional flight crews. It played a leading role in pushing new FCL rules through the vote by the European Commission's EASA Committee that, as far as possible, retained the **specifically French** conditions applying to leisure aviation.

The DSAC has already started the work required to implement the applicable FCL rules, some of which come into effect on 8 April 2013, in accordance with the so-called opt out clause that is open to member states.

AIR TRAFFIC CONTROL

In the realm of air traffic control, the DSAC has been involved in the definition of the community rules that will apply to national supervisory authorities, service providers and flight crews. In particular, it took part in the drafting of the regulatory requirements in terms of control licences, safety surveys and the monitoring of service providers. These requirements will come under review in 2012 and will be applicable from 2013/2014. They will complete the requirements that were drawn up in 2004 by the European Commission as part of the Single European Sky and taken onboard in 2010 by the EASA, without any significant changes, as part of a fast-track process that did not involve consulting the stakeholders.

The DSAC played a decisive role in this fast-track process, by pushing rules applying to air traffic controllers through the vote by the European Commission's EASA Commission that take account of **France's wishes**,

and in particular the possibility for a State to issue European air traffic controller licences to military personnel.

Finally, the DSAC is also a member of a **Eurocontrol workgroup** that is updating the Euro Class 3 document defining **medical standards** for air traffic controllers and is preparing the application by the EASA of the definition of the medical standards for air traffic controllers.

AERODROMES

EC regulation n° 1108/2009 extended the scope of authority of the EASA to include aerodromes.

This regulation introduces the **essential rules** applying to the physical characteristics, infrastructures and equipment of aerodromes, their operations and management and, finally, their surroundings.

The Aerodrome High-Level Group was set up to steer and supervise the Agency's work in this field. The Director of Civil Aviation Safety attended the three meetings of this group that were held in 2010.

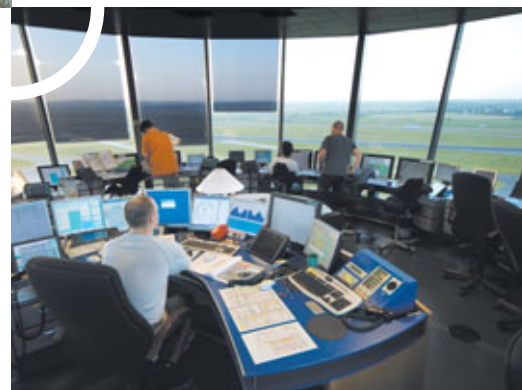


“Conservation of the specifically French conditions in the realm of leisure aviation”

The EASA must propose **rules of application** with **acceptable means of conformity**, the specifications of certification, additional information and advice. The rules to be defined should come into force on 1 January 2014.

Three workgroups have been set up to achieve this goal: ADR1, ADR2 and ADR3. The DSAC has made a significant contribution to the work of these groups.

ADR1 covers the requirements for aerodrome operators and the supervisory authorities, ADR2 focuses on the requirements applying to the activities on an aerodrome, while ADR3 is dedicated to their design requirements. The DGAC is present in all three groups (DSAC/ANA in ADR1, the STAC in ADR2



and DSAC/ERS in ADR3). Each group met once every 2 months during the second half of 2010. The experts are coordinated by DSAC/ERS and regular reviews were held with the DGAC experts tasked with keeping track of the texts written by the EASA on ATM and the general requirements for the organisations and authorities.



ACTIONS IN THE ICAO

The DSAC also plays a very active role in the standardisation activities launched by the International Civil Aviation Organisation (ICAO). In both the organisation's Assembly and the high-level conference organised in 2010 on safety, the DSAC took part in the various groups and panels within its scope, and in particular those relating to aerodromes and air operations. It also coordinates the actions of the DGAC experts involved in these groups and panels.

In this manner, the DSAC regularly consults the other divisions of the DGAC, and of the industry, in order to respond to the ICAO's proposed changes to regulations, which are part of coordination in the European Union on issues in which the States are not exclusively competent.

NATIONAL ACTIVITIES

In addition to its role on a European level, the DSAC continues to define the national safety regulations in the fields where it remains competent. Ultimately, the DSAC will remain responsible for regulations applying to **the airworthiness and the operations of appendix 2 aircraft** (and in particular microlights), **small aerodromes and military infrastructures** used for civil purposes (aerodromes and air navigation). It will also remain responsible for the **overseas territories**.

2010 saw a number of major regulatory projects:

- ✦ **The extension** of the community air traffic controller's licence **to controllers** in the Ministry of Defence (see "Airports and Air Navigation").
- ✦ **The updating of the theoretical knowledge requirements** of all professional pilot's licences, in order to take account of the latest version of the European database of examination questions.
- ✦ **The amendment of the decree** defining the conditions under which non-dirigible lighter-than-air aircraft can land and take off outside aerodromes.
- ✦ **The launch of the revision** of texts on aeronautical servicing equipment.
- ✦ **The revision of regulation OPS 3** on the technical conditions applying to the operation of helicopters for commercial air transport.
- ✦ **The extension overseas** of the decrees on the conditions of use of aircraft (aeroplanes and helicopters) for commercial air transport.
- ✦ **A number of projects in the field of air operations:** the use of drones in air operations, flights in balloons operated for commercial air transport and certain so-called "thrill" recreational flights.

ASSISTANCE FOR LIGHT AVIATION

The DSAC's domestic duties include supporting the development of light aviation.

THE REVIVAL OF SEAPLANES

In 2010, the DSAC contributed to the revival of seaplanes initiated by the General Director of Civil Aviation in December 2009. A workgroup was formed, bringing together the seaplane commission of the "Aéro-club de France", France Hydraviation, the light and general aviation and helicopter mission, the DSAC and the General Director's office. The goal of the workgroup is to review the regulations in order to further support this revival. On the one hand, an interministerial decree on the special conditions applying to **the use of watercourses** by seaplanes, excluding microlights, is being extensively discussed with the Ministry of Defence and the Home Office. And on the other hand, a decree on the **conditions applying to the issue, extension or renewal of pilot's qualifications**, accompanied by an instruction laying down the programme of theoretical knowledge and flight training required for delivery, was finalised.

Furthermore, **the first seadrome for microlights in France**, in Hattigny, Moselle, was officially created by a prefectural order on 2 September, 2010.

OTHER ACTIONS

The DSAC was also involved in the following actions in 2010:

- ✦ The start of discussions on the qualifications **of microlight instructors**.
- ✦ Discussion of the conditions of access **for microlights to controlled aerodromes** or aerodromes with an instrument approach procedure. The *ad hoc* workgroup handed in its report in October 2010.
- ✦ The start of discussions of the creation of class 6 microlights, which would include ultra-light helicopters, and the authoring of an experimental protocol.
- ✦ The improvement of the **training of private pilots**. On the basis of the results of the work done by the light and sporting aviation safety symposium in November 2009, the DSAC, the ENAC and the light aviation federations and associations coordinated the guiding principles of the development of a training programme for private pilots and the revision of the instructor's guide. The goal is to make a PPL training programme available to the training organisations in 2012.

The DSAC in the ICAO

France is one of the 36 Member States of the ICAO, out of a total of 190 in the organisation, that sit on the Council. France is represented by a permanent delegate, with the ranking of an ambassador (currently Michel Wachenheim, the General Director of Civil Aviation).

The ICAO Council, which meets three times a year, is tasked with preparing the resolutions adopted by the Assembly and adopting international standards. The French missions that took part in the conference on safety and the Assembly meetings in 2010 were delegated to the DSAC by the General Director of Civil Aviation. Consequently, the DSAC was able to play a leading role (see "Highlights of 2010").





Worldwide stature

Since the DSAC has a permanent seat in the governing committees of the international organisations, the EASA and the ICAO, it is in a position to permanently represent France and the European Community. Moreover, the technical expertise developed by the DSAC contributes to contractual works outsourced by the EASA and consultations made directly by foreign countries.

The DSAC is naturally required to **develop advanced expertise** within its scope of competence. This expertise is recognised and valued by the entire international aeronautical community.

The DSAC's presence on the European and international stages enhances its worldwide standing.

The DSAC in the EASA

Maxime Coffin, representing the DGAC, is the Vice President of the EASA's management board. In this way, the DSAC takes part in the preparation of the board meetings that govern the Agency. The DSAC also directly participates in three of the board's subgroups: the Finances Committee, the European National Authorities Certification Transition (ENACT) and the Advisory Group of National Authorities (AGNA), which are respectively tasked with preparing and checking the Agency's development plans and accounts, defining the EASA's strategy to subcontract accreditation tasks, which have increased in line with the extension of the European Agency's scope of competence, and expressing an opinion on the Agency's regulatory programme.

The DSAC also belongs to numerous workgroups, including the Training Group and the partnership meetings, which consist of informal technical exchanges between the authorities from the Member States of the EASA.

RIISING TO THE INTERNATIONAL CHALLENGE

If the DGAC is to speak with a single voice on the international air safety scene, then the DSAC must conduct the essential preliminary coordination works by closely involving its own departments in its analyses, along with other departments from regulated activities, such as the MALGH for light aviation, the DTA and the DSNA for ATM or the STAC for aerodromes and their environments. In addition to this inter-departmental technical cooperation, the representatives of the French authority, who sit on the various European institutions, regularly meet and exchange information in order to establish a coherent position on a given question, irrespective of the responsible European instance.

This working method helps to identify the most important messages and the possible margins of negotiation. But it is also a means of establishing

a strong French position that the DSAC must convey and promote to its foreign partners in the EASA in Europe, and in the ICAO on the international scene.

The quality of the DSAC's work on the international stage is unanimously appreciated, both by the institutional instances - the European Commission, the EASA and the ICAO - and by its peers - other national authorities - who consider the DSAC to be a reliable and loyal partner.

Its opinions and questions attract attention and are taken into consideration, a fact that allows the DSAC to promote and defend specifically French issues. For example, in 2010, by taking the appropriate persuasive and lobbying actions, the DSAC succeeded in conserving a less restrictive regulatory framework for leisure aircraft.

The DSAC is also a source of new ideas. It initiated the global discussions on the role and respective missions

of the European Commission EASA committee and of the Advisory Group of National Authorities (AGNA), reporting to the Agency's Executive Director. These discussions have spawned the strategic reflection sessions in the EASA committee before voting on any draft regulations proposed by the Agency, and a change in the structure and composition of the AGNA group that better reflects the new fields of competence of the Agency and ensures that the Member States are better represented.

On the international level, the DSAC is actively involved in the ICAO's Airports, Navigation and Air Operations panels and in the special UASSG workgroup (Unmanned Aircraft Systems Study Group).

2010 also saw the close involvement of the DSAC in the ICAO's high-level conference on safety, which was held in March, and in the preparation of the 37th meeting of the Assembly, the organisation's executive body, between 28 September and 8 October 2010.

EXPERTISE IN VERY HIGH DEMAND IN EUROPE AND BEYOND

The DSAC's technical expertise explains why the EASA calls on the division **to execute certain works on its behalf**. This activity, which is exercised by employees from the DSAC or from the Defence Ministry's DGA organisation, requires the DSAC to manage a number of **outsourcing contracts**. Other countries also directly call on the DSAC to benefit from its expertise.

The following operations have been completed for the EASA:

- ✦ input of expertise in the fields of the technical aptitude of pilots and air operations,
- ✦ safety checks of manufacturers and operators,
- ✦ monitoring of foreign organisations in the field of maintenance,
- ✦ and, more recently, participation in the Agency's standardisation audits of authorities in the Member States in the field of air operations (three DSAC employees involved).

The two types of EASA audit

EASA conducts two types of audits of national authorities:

- ➔ *standardisation audits, which assess the working methods of the standardised authority, and check that they comply with community regulations. In 2009, the European Commission extended the role of the EASA to include the standardisation audits of the national authorities of the Member States in the fields of air operations and pilot licences.*
- ➔ *accreditation audits, which assess the working procedures followed when the audited organisation is called on to intervene on behalf of the EASA, for example to certify an aircraft, to monitor a non-European workshop certified by the Agency, or to take part in standardisation audits of the competent authorities in other Member States.*

CONTRIBUTION TO THE EUROPEAN AIR SAFETY PLAN

The DSAC's Safety Assessment and Analysis Mission (MEAS)

called on its experience in the implementation of the French safety plan in order to contribute to the European Aviation Safety Plan. This EASA initiative, which aims to better coordinate the action of European States in order to achieve a uniformly high level of air safety in the region, is part of voluntary process, since there are no laws that oblige Europe to develop an instrument of this kind.

France's commitment to the construction of the European Aviation Safety Plan is further proof of the importance that the DSAC gives to the processes to improve safety by sharing experiences and analysing risks.

INTERNATIONAL SAFA WORKSHOPS

In 2010, the DSAC (NO) took part in two **workshops** in Dubai and Rabat **to promote the SAFA programme** (Safety Assessment of Foreign Aircraft, designed to control the conformity of foreign airlines with the ICAO standards in actual operations) to airlines in the Near and Middle East. These highly valued events are an opportunity for the 30 companies and the 26 national authorities present.



KEY PLAYERS IN SAFETY

Training organisations are now preparing to implement a safety management system, an effort that will be supported by the DSAC.

Making life easier for pilots and for certified doctors is a recurrent concern for the DSAC. Measures taken in 2010 include the multiplication of computerised exam centres, new procedures to extend licences and the growth of services available on the internet.

The DSAC continues to develop its expertise in flight crews. This expertise used to monitor airlines and their training and to make sure that environmental constraints are respected in flight. A strategically important activity for safety that attracts a lot of interest from outside France.

FLIGHT CREWS



1,304
crew checks
in airlines

2
computerised
exam centers
in mainland France
2 overseas

13,193
licence/
qualification
renewals
on the internet
by the examiner

Developing expertise in flight

In July and September 2010, all of the DSAC's activities relating to flight crews were **audited** by the EASA. The results of the audit were satisfactory. This audit was part of a drive to standardise the national authorities of the Member States, that has been assigned to the EASA by the European Commission.



Our missions

To define, implement and manage the safety policy regarding the technical and medical fitness of technical and commercial flight crews, in accordance with international, European and French standards. At the same time, to take part in the development of the State safety programme.

These missions require conformity with the regulatory training requirements to be checked: theoretical and practical exams, aeronautical qualifications and certifications of the medical fitness of flight crews, the operating manuals of airlines and flight simulators. All the activities are covered by the DSAC (FC), which also controls the certification of examiners and doctors.

PREPARATION OF A SAFETY GUIDE FOR TRAINING

In 2010, the DSAC's training, schools and simulators unit started preparing the measures that will be taken to support training organisations as they roll out the safety management system, which will become compulsory in April 2012. One of these measures consists of a safety management system guide.

2010 saw a drop of 15% in the number of new trainee pilots, and a drop of 42% in the number of courses in the safety training certificate required by cabin crews.

Activity related to qualification on flight simulators grew, reflecting the rise in the number of hours of training delivered by this means.

CHANGES TO EXAMINATIONS

After several months of preparation, three new **computerised, theoretical examination centres** will open in 2011 (two in the French West Indies: one in Martinique, one in Guadeloupe) and another one in Toulouse. Judging by the results of the first centre, which opened in Athis-Mons in 2009, this concept is very popular, since it allows the trainees to choose the date on which they take their exam. The overseas centres will also solve the problems caused by the time difference.

2010 saw an increase in the number of registrations for the **English language exam**, which the ICAO demands for all pilots who want to fly outside France, by March 2011 at the latest. It applies to some 12,000 professional or private pilots. Four private centres have been added to the DSAC's examination centres.

MORE INTERNET SERVICES

The services on offer to flight crews were further extended in October 2010, with the possibility for private pilots with a European licence to renew by experience their qualifications for single-engine aeroplanes and motor gliders **themselves on the internet**. This new service supplements **the existing internet renewal procedure** by examiners of the class and type qualifications of pilots with an FCL licence, following a test, which increased by 52% in 2010. These services mean that users no longer have to travel to a DSAC office.

The DSAC also actively contributed to the **migration of the DGAC web site** to the site of its governing Ministry. The section of the site dedicated to professional and private flight crews was reworked for easier access to the information and improved help and guidance for users with their administrative formalities.



Equivalences for the military

A decree published in mid-2010 specified the conditions of issue to military pilots, with certain qualifications and the corresponding experience, of aeroplane and helicopter licences and the associated qualifications (night flying, IR, type qualifications, crew work).

MEDICAL UNIT

The number of files examined by the Medical Council of Civil Aviation for the analysis and granting of concessions requested by flight crews remained stable in 2010. The number of examining doctors certified by the medical centre increased by 5% in 2010, to a total of 1,019. As a consequence, the doctors are **more readily available** in the regions.

New developments of the SICOMED application (the medical council's information system) in 2010 will allow the examining doctors to log into a database so they can manage the medical records of flight crews **more quickly, more easily and in greater security**. The gradual deployment of the login cards started in September 2010 and will continue in 2011.

The very sharp rise in the requests for transfers of medical records from and to the main European aero medical authorities shows how **flight crews have become more mobile**.

AVAILABLE EXPERTISE

The DSAC's flight crew expertise department provides the DSAC with know-how that can be used in the monitoring of airlines and the assessment of training programmes. The department also carries out scheduled tests in flight, on the ground and on simulators. The department's activities also cover the supervision and standardisation of examiners. With **1,304 tests** in 2010 and **299 checks**, the volume of this activity, which is strategically important for safety, remains stable compared with the preceding years.

Working methods for operational checks have been improved to achieve **greater precision** in the assessment of regulatory compliance and to allow the candidates to better understand any gaps and to take the right corrective action.

This department of the DSAC also contributed **to the actions of the ACNUSA** by providing the airlines and their flight crews with a DVD explaining how to control environmental constraints in flight.



DROP IN ATPL LICENCES

In 2010, the number of Airline Transport Pilot's Licences (ATPL) issued for aeroplanes and helicopters dropped sharply compared with 2009, and in particular with regard to the number of aeroplane licences, which slumped by an estimated 49%. On the other hand, the number of Commercial Pilot's Licences for aeroplanes and helicopters increased by about 20%.

On 31 December 2010, the total number of valid aeroplane and helicopter licences (CPL plus ATPL) was 14,440.

Finally, the number of private pilot's licences for aeroplanes and helicopters dropped slightly by about 10% compared with 2009.

TRAINING, SCHOOLS AND SIMULATORS

AEROPLANES

■ Approved schools

Schools	FTO	TRTO	Approved training
On 31/12/2009	34	29	0
Approved in 2010	0	0	0
Closed in 2010	1	2	0
Suspended in 2010	0	0	0
TOTAL ON 31.12.2010	33	27	0

■ Inspections (in 2010)

	Initial	Renewal	Control
Inspections	1	20	13

HELICOPTERS

■ FCL2 approved schools

Schools	Number
On 31/12/2009	21
Approved in 2010	1
Closed in 2010	0
Suspended in 2010	0
TOTAL ON 31.12.2010	22

■ Inspections (in 2010)

	Initial	Renewal	Control
Inspections	1	17	1

CABIN CREW (PNC)

■ CFS approved schools

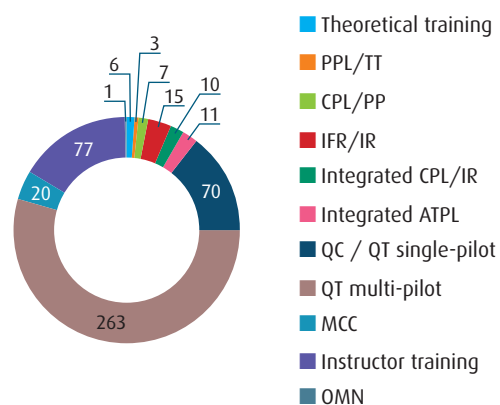
Type of training	On 31/12/2010
Safety Training Certificate (CFS)	20

SIMULATORS

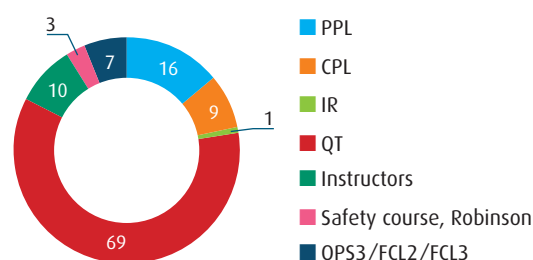
■ Qualification certificates issued

Aeroplane flight simulators (FFS) (of which, 61 outside France)	126
Helicopter flight simulators (FFS)	7
Aeroplane flight trainers (FTD) (of which 2 outside France)	22
Helicopter flight trainers (FTD)	4
Trainers in aeroplane flight and navigation procedures (FNPT) (of which 4 outside France) and 16 helicopters FNPT	78
FSTD quality audits (of which 8 outside France)	17

■ Approved training courses on 31/12/2010



■ Approved FCL2 training courses on 31/12/2010



■ Inspections (in 2010)

	Initial	Renewal	Control
Inspections	3	12	4

■ Training organisations monitored by DSAC/PN/FOR

Organisations for training in the Safety Training Certificate	19
Aeroplane TRTO	28
Aeroplane FTO	16
Helicopter TRTO	5
Helicopter FTO	15
Organisations approved to deliver training in the helicopter type qualification	14

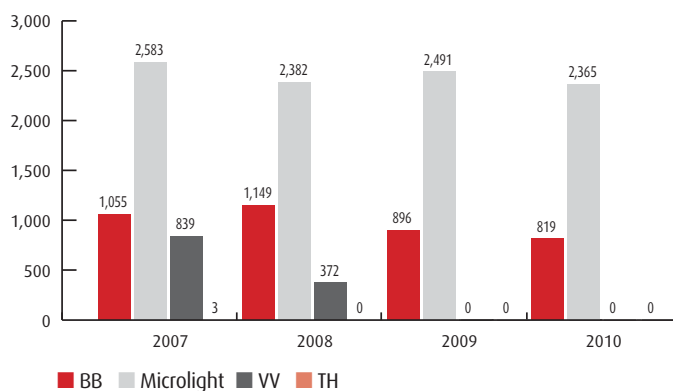
■ Trainee statistics

	2009	2010	Difference
Aeroplane	3,599	3,216	-10.7%
Helicopter	868	713	-17.9%
CFS	3,881	2,235	-42.5%
TOTAL	8,348	6,164	-26.2%

EXAMS

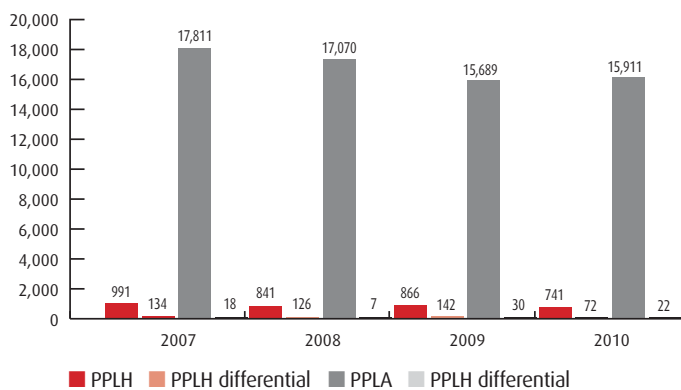
AERONAUTICAL EXAMS FOR PROFESSIONAL FLIGHT CREWS

■ Registrations for non-FCL private theoretical exams



Non-FCL exams	Present 2010	Passes 2010	% 2010
BB	798	548	69 %
Microlight	2,231	1,576	71 %

■ Registrations for FCL private theoretical exams



FCL1 / FCL2 exams	Present 2010	Passes 2010	% 2010
PPL/H (tests)	682	455	67%
PPL/H differential (tests)	63	38	60%
PPL/A (tests)	15,244	12,721	83%
PPL/A differential (tests)	22	14	64%

The PPLA, PPLH exams and the PPLA, PPLH differentials respectively comprise 5 and 2 tests.

** The numbers of registered, present and passes shown above correspond to the tests.



■ Number of passes for FCL and non-FCL private theoretical exams

Exams	2005	2006	2007	2008	2009	2010
PPL/A (exams)	2,769	2,533	2,378	2,339	2,198	2,723
Microlight	1,746	1,753	1,691	1,595	1,612	1,576
BB	699	761	576	694	574	548
Glider pilot (delivered by the FFVW since July 2008)	570	742	643	273		
TH private helicopter pilot	235	2	1	0		
PPLH (exams)	0	48	90	85	92	93
PPL/H differential (exams)	0	83	21	28	32	18
PPL/A differential (exams)	0	1	4	2	7	7

■ Overall results of theoretical exams in 2010

	Registered	Present	Passes	% passes
Aeroplane ATPL (14 tests)*	11,311	10,920	9,137	83.67%
Aeroplane CPL (9 tests)*	152	145	116	80.00%
IR (7 tests)*	900	891	742	83.28%
Helicopter CPL (9 tests)*	1,031	997	784	78.64%
Helicopter ATPL VFR (14 tests)*	32	32	29	90.63%
Helicopter ATPL IFR (14 tests)*	420	418	359	85.89%
Safety Training Certificate	2,860	2,562	1,827	71.31%

*: Total number of candidates at the N tests in each exam

■ Aptitude certificates issued in practical exams

	2008	2009	2010
Aeroplane CPL	364	493	538
Aeroplane IFR/IR	523	589	558
Aeroplane ATPL	240	265	294
MN	1	1	0
Helicopter PP/CPL	75	89	80
Helicopter IR/IFR	85	97	72
Helicopter PL/ATPL	16	19	12
Parachutist	27	34	21
Photographer	-	-	3
CSS* (until 15/07/2008)	1,849	0	-
CFS** (since 16/07/2008)	890	2,639	1,761
TOTAL	4,070	4,226	3,339

*: life-saving certificate - PNC

** : Safety training certificate - PNC (EU/OPS standard)

■ Aptitude in the use of the English language (FCL 1.200)

	Registered	Present	Passes	% of passes
Total 2010	1,277	1,139	624	54.78%
Total 2009	1,349	1,214	659	54.28%
Total 2008	1,466	1,305	637	48.81%

■ English language tests

	failed	level 4	level 5	level 6
Total 2010 IFR	376	1,381	1,512	65
Total 2010 VFR	171	264	205	66
Total 2009 IFR	837	1,695	1,850	76
Total 2009 VFR	112	314	233	95

EXAMINERS COLLEGE IN 2010

Aeroplane

TRE(A)	examiners in type qualifications for multi-pilot aeroplanes and airline pilot licences	933
CRE(A)	examiners in type qualifications for single-pilot aeroplanes	297
FE/CPL(A)	examiners for the professional aeroplane pilot's licence	116
IRE(A)	examiners for aeroplane instrument flight qualification	120
FE/PPL(A)	examiners for the private aeroplane pilot's licence	560
FIE(A)	examiners for aeroplane flight instructors	75

Helicopter

TRE(H)	examiners in type qualifications for multi-pilot helicopters and helicopter line pilot licences	266
FE/CPL(H)	examiners for the professional helicopter pilot's licence	48
IRE(H)	examiners for helicopter instrument flight qualification	45
FE/PPL(H)	examiners for the private helicopter pilot's licence	70
FIE(H)	examiners for helicopter flight instructors	29

LICENCES

■ Aeronautical qualifications issued in 2010

Professional pilot's licences	
Professional aeroplane pilot	1,055 (of which 1,028 CPL-A)
Air Transport Aeroplane Pilots	786 (of which 786 ATPL-A)
Professional helicopter pilots	286 (of which 258 CPL-H)
Air Transport Helicopter Pilots	32 (of which 29 ATPL-H)
Public transport flight mechanic	6 (of which 6 F/EL)
Parachutist	26
Flight photographer	2
Total	2,191
Trainee cards	
Trainee parachutist	21
Trainee flight crew	
Trainee helicopter pilot	98
Trainee flight photographer	2
Trainee aeroplane airline pilot	122
Trainee professional aeroplane pilot	81
Total	324

■ Private pilot's licences

Basic certificate	976
Private aeroplane pilot	4,558 (of which 4,553 PPL-A)
Private helicopter pilot	247 (of which 247 PPL-H)
Microlight pilot	1,967
Gliding	573
Free balloons	57
Total	8,378

■ Technical licences **4**■ Life-saving certificate **2**■ Safety Training Certificate **2,205**

■ Qualification for instrument rating

Aeroplane IFR/IR	681
Helicopter IFR/IR	96

■ Total qualifications issued **13,881**

■ Validated aeronautical qualifications on 31/12/2010

Professional pilot's licences	
Professional aeroplane pilot	5,650 (of which 4415 CPL-A)
Air transport aeroplane Pilots	7,444 (of which 7149 ATPL-A)
Professional helicopter pilots	1,197 (of which 623 CPL-H)
Air transport helicopter Pilots	149 (of which 120 ATPL-H)
Public transport flight mechanic	36 (of which 27 F/EL)
Parachutist	160
Flight photographer	1
Total	14,637
Trainee cards	
Trainee parachutist	44
Trainee flight crew	1
Trainee helicopter pilot	194
Trainee flight photographer	6
Trainee aeroplane airline pilot	351
Trainee professional aeroplane pilot	111
Total	707

■ Private pilot's licences

Basic certificate	3,409
Private aeroplane pilot	27778 (of which 21979 PPL-A)
Private helicopter pilot	1265 (of which 618 PPL-H)
Microlight pilot	62,471
Gliding	1,590
Free balloons	919
Total	97,432

■ Technical licences **161**

■ Life-saving certificate **43,091**

■ Safety Training Certificate **9,829**

■ Total qualifications issued **165,857**

CONVERSION AND VALIDATION OF NON-FRENCH LICENCES

■ Conversions of French licences (into FCL licences)

Type of licence	Number
CPL(A)	1,983
ATPL(A)	3,846
CPL(H)	557
ATPL(H)	71
F/EL	27
PPL(A)	11,525
PPL(H)	355
CFS	61
Total	18,425

■ Validation of foreign licences issued by a member state of the European Economic Space

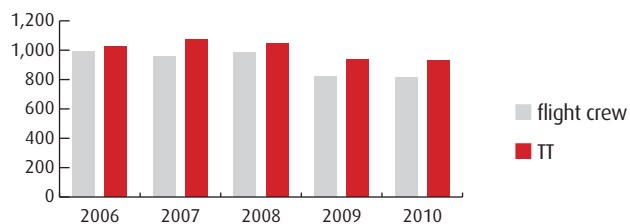
Type of licence	Aeroplane	Helicopter
CPL	139	11
German	3	0
Belgian	64	3
British	45	3
Spanish	7	0
Finnish	1	0
Greek	2	0
Dutch	1	0
Irish	9	0
Italian	2	0
Polish	1	0
Swiss	4	5

Type of licence	Aeroplane	Helicopter
ATPL	205	4
German	10	0
Belgian	104	0
British	51	0
Danish	3	0
Spanish	5	0
Greek	1	0
Dutch	4	0
Irish	17	0
Italian	2	1
Portuguese	1	0
Swiss	6	3
Czech	1	0



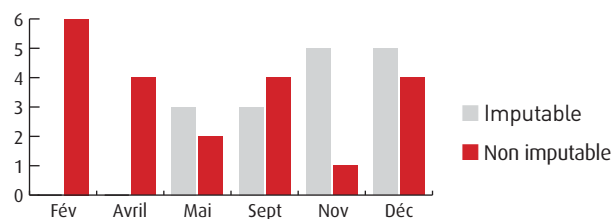
MEDICAL

■ Number of records processed by year by the aero medical centre since 2006

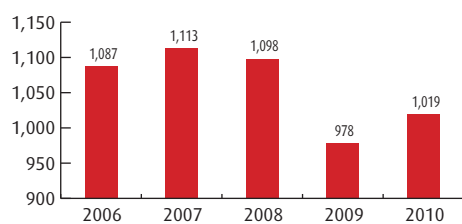


■ Breakdown of the 2010 records by imputability

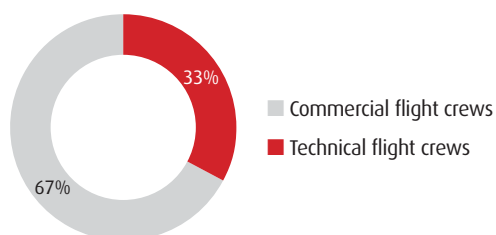
	Technical flight crew	Commercial flight crew	Imputable	Non imputable
February	4	2	0	6
April	2	2	0	4
May	2	3	3	2
September	1	6	3	4
November	6	4	5	1
December	3	1	5	4
TOTAL	18	18	16	21



■ Class examining doctors since 2006



■ Percentage of the 2010 records by imputability





SAFETY EVERYDAY

Airlines still come under continuous and close scrutiny with, in 2010, the emergence of new approaches for French airlines, based increasingly on risk management.

As part of its own specific duties, and in support of the EASA, the DSAC actively supports the initiatives taken by general and leisure aircraft manufacturers. In the field of maintenance, in 2010 the DSAC oversaw the end of a long and difficult period of transition that gradually introduced the Part M Regulation for general aviation.

AIRWORTHINESS AND AIR OPERATIONS



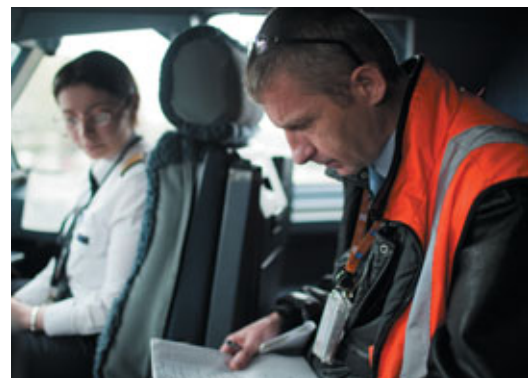
© Bombardier

84
maintenance
accreditations

811
inspections
of French companies

2,690
inspections
of foreign aeroplanes

Reconciling an everyday activity demanding the highest levels of safety, with an environment that is changing quickly



FRENCH SUPERVISION BASED ON RISK ASSESSMENT

Like every year, *Air France* was subjected to **a continuous supervision programme**, comprising around 40 audits and inspections by the DSAC, in mainland France and stopovers abroad, which were supplemented by numerous checks in flight and on the ground.

The crash of the Rio-to-Paris flight AF447 on 1 June 2009 deeply affected the aeronautical community, and Air France in particular, which consequently drew up

Our missions

The certification of light aircraft, the tracking and maintenance of airworthiness (maintenance operations), inspections of French and foreign airlines.

Most of the certification activities of air transport operators are conducted by the regional entities of the DSAC, which manage the certificate issue, renewal and withdrawal files for French airlines and implement the annual supervision plans.

Each operator undergoes a 24-month inspection programme covering every aspect of its operations. This volume depends on the size and the activity of the operator.

a comprehensive action plan.

In addition to its specific supervision actions, the DSAC also, and quite naturally, kept close track of all the initiatives taken by the airline. These initiatives include:

- ✦ the reorganisation of the governance of safety (strengthening of the authority of the responsible executive over the technical divisions, creation of a safety committee that reports to the management board, creation of the "Trajectories" group in the operations division, mixed thinktank committee);
- ✦ strengthening of the safety management system in order to detect any unwanted events and keep track of the indicators on a weekly basis;
- ✦ closer flight/ground cooperation in order to provide the crews with better assistance (the FAR project);
- ✦ the "LOSA" survey of air operations, which consists of a survey under real operating conditions, by a person who does not belong to the crew, of all the incidents, threats and errors emanating from the crew, which is then used for statistical purposes;
- ✦ the external, long-term ISRT (International Safety Review Team), made up of well-known personalities, tasked with an in-depth examination of the way the airline works;
- ✦ the deployment of a crew training programme adapted to the threats and the possible weaknesses revealed during operations.

Most of these actions are being taken in the long term.

The DSAC also continuously supervises all the other French air transport companies: analysis of operational incident reports, verification that every airline's organisation, operational procedures and pilot training meet the standards required by European regulations, which guarantee high safety levels. If these conditions are no longer met, the DSAC can withdraw the accreditation for the transportation of passengers (Air Operator Certificate or AOC). This rarely happens in France, but in 2010 the AOC of Strategic Airlines was not renewed.

Supervising the airlines also involves supporting them in their development or helping them to overcome their difficulties. Several applications for the creation of new airlines for on-demand transport or sanitary transport were examined with a view to issuing a certificate in 2011. Numerous new destinations for the existing airlines were also investigated by the DSAC, resulting in the granting of the expected authorisations (ETOPS, MNPS, etc.). During the numerous crises in 2010 - snow, volcanic ash, strikes - the DSAC worked hard to minimise the disruption to the airlines' operations, in an effort to reduce the impact on passengers, while guaranteeing satisfactory safety levels. Special concessions were granted for the crews' flying times to facilitate the return of aircraft and passengers.



The Nemesis

“A successful accreditation audit of DSAC-NO by the EASA,”

In the unprecedented volcanic ash crisis, the DSAC, manufacturers and airlines jointly defined the acceptable conditions for the resumption of flights, so that traffic was restored more quickly than in the neighbouring countries. But in 2010, the DSAC also observed the winding up of several airlines, due to insurmountable financial problems. These airlines included Blue Line, Air Corporate and Aero Service Executive in particular.

In 2010, **420 audit or continuous supervision inspections were carried out on French operators, supplemented by 811 SANA** (Safety Assessment of National Aircraft) **type random inspections during stopovers**. Each supervision operation identifies operational, control and maintenance anomalies in order to detect the causes and correct them as quickly as possible.

Supervision operations are increasingly adopting a **new approach based on risk assessment**. In this way, they can better target the real safety issues.

CONFORMITY OF FOREIGN OPERATORS WITH ICAO STANDARDS

144 technical questionnaires, 20% more than in 2009, were completed by new foreign airlines that want to serve the French territory, in order to assess their conformity with the ICAO standards. The DSAC investigations produced a negative response for 15 of them.

For the airlines that were authorised, **2,690 SAFA** (Safety Assessment of Foreign Aircraft) **type inspections** were made in 2010 on French airports, by the 40 operational technical inspectors. 677 of these inspections (25%) discovered at least one anomaly requiring corrective action or an operational restriction. Every

Member State of the European Union deploys this programme, which is designed to check the conformity of foreign airlines with the ICAO standards under real operating conditions. Since 2007, this programme has been coordinated by the EASA on behalf of the European Commission.

The SAFA inspections and the audits of the civil aviation authorities can result in an airline being included on the **European blacklist**, if serious or repeated safety shortcomings are detected. The Europe-wide exclusion procedure is then initiated for the European Commission. The blacklist **was updated four times** in 2010.

TECHNOLOGICAL INNOVATIONS

The time spent and the missions completed by the DSAC in 2010 for the EASA confirm its ambition **to support general aviation and leisure aviation manufacturers**. This work covered the certification of series produced aircraft made in France. The European Agency, which is responsible for this activity, relies on the services provided by the DSAC (NO). The main projects in 2010 included the launch of the type certification of the 4-seater APM40 made by Issoire Aviation and the 19-seater Skylander SK105 manufactured by SkyAircraft. The type certificates held by APEX Aircraft, CEAPR and Dyn'Aviation were also renewed.

The EASA regularly checks the quality of service delivered by its external providers. In 2010, the expertise supplied by the Airworthiness and Operations division of the DSAC (DSAC-NO) underwent an **accreditation audit**, which confirmed the conformity of its procedures and its services.

The so-called "Appendix II" products, which are governed by the countries, witnessed a number of **interesting technological innovations** in 2010 that herald the aviation of the future. Green aviation, with the arrival of electric aeroplanes and motor gilders, the development of a high-performance aeroplane using a French SMA engine, the NEMESIS.





The annual DSAC symposium on flight safety

"Poor weather conditions... Decision-support for crews during approach and landing" was the theme of the annual flight safety symposium, organised by the DSAC in Paris on 25 November.

It was the result of the work done by the DSAC with airlines, aerodrome operators, aircraft manufacturers, the French meteorological office and the air navigation services. The accident investigation office (BEA) also took part.

The symposium concentrated on actions to raise the common awareness of risks, on the analysis of the information channels between players in order to improve the transfer of all necessary information, and the analysis of decision-making processes and the associated tools. The conclusions have been written into an action plan, whose implementation is being supervised by the DSAC.

A guide for crews and aircraft operators describing the best practices for approaches and landing in poor weather conditions was also published on the occasion of this symposium.



THE "PART M" REGULATION FOR GENERAL AVIATION

September 2010 was the final deadline for the implementation of the Part M regulation for maintenance applied to general aviation. The DSAC oversaw the end of the period of transition, which included two new developments:

- ✦ **Continuous airworthiness inspections** of aircraft weighing less than 2.7 tonnes have been assigned to private maintenance workshops, which must be DSAC certified.
 - ✦ **Mechanics with a 66 or national licence**, and only these mechanics, can sign off an authorisation to return to service outside the certified system.
- Leisure aviation** represented a large share of the new accreditations issued in 2010. **84 accreditations** for maintenance organisations (for leisure aviation) and **96 accreditations** for airworthiness controls.

At the same time, **656 national licences** (LNMA) were issued to mechanics, as a result of the agreement with the EASA, allowing them to continue to practise within the framework of the community regulations.



THE CRJ 1000 NEXTGEN COMES INTO SERVICE AT BRIT AIR

Following its certification by the EASA, the first CRJ 1000 NextGen, registered F-HMLA, came into commercial service on 22 December 2010 at Brit Air, a subsidiary of Air France based in Brittany. **Along with Spain's Air Nostrum**, Brit Air is the first airline to operate the new aeroplane. By 2013, a total of 14 CRJ 1000 NextGen aircraft will be in operation at Brit Air, replacing the Fokker 100.

The introduction of this aeroplane into Brit Air's fleet required the DSAC to conduct a special analysis of the manufacturer's recommendations for operations and crew training, together with the airline, the OSAC and the OCV.



➔ *The first one-day exchange and training session for air operations inspectors was organised in 2010 as part of the skills maintenance programme. The event will now be held once a year. It brings together people from all over the territory, who never had the opportunity to meet in the past.*

AIRWORTHINESS

REGISTERED FLEET IN FRANCE ON 28/03/2011

Aircraft	12,975
----------	--------

AIRCRAFT WITH A VALID AIRWORTHINESS CERTIFICATE

General aviation	8,867
Public transport	810
Total	9,677

AIRWORTHINESS DOCUMENTS ISSUED ON 01/01/2011

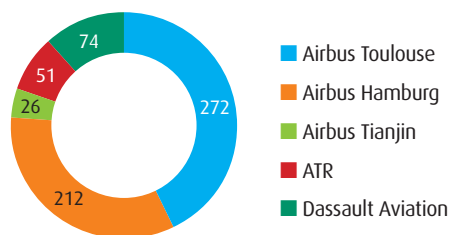
CdN	468
CDNS	12
R-CDN	29
CdN for export (of which 321 accredited)	436
Passes (10,22 issued by the DGAC and 393 by the OSAC)	1,415
CNSK	16
CNRA	32
CNRAC	7
CDNR	6

PRODUCTION

PRODUCTION ORGANISATIONS UNDER FRENCH SUPERVISION ON 23/03/2011

Part 21G	196
Part 21F	6

TRANSPORT AEROPLANES



GENERAL AVIATION

Aérophile SA	4
APEX Industrie	0
Ballons Chaize	0
EADS Socata	38
Issoire Aviation	1
Llopis Balloons	8
Reims Aviation	0

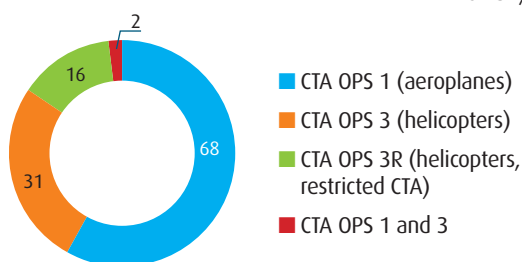
CIVIL HELICOPTERS

Eurocopter	232
Guimbal	12

■ AIRCRAFT OPERATION AND MAINTENANCE

Air transport certificates

117
on 31/12/2010



CTA ISSUES (NEW AIRLINES)

6

OPS 1	3
OPS 3	1
OPS 3R	2

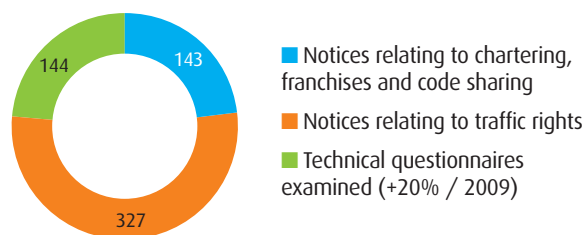
CTA WITHDRAWALS

11

OPS 1	9
OPS 3	2

Technical notices sent to the Air Transport Directorate (DTA)

614
in 2009



CTA supervision acts

420

Support meetings for operators

600

ETOPS authorised airlines

9

Air France, Air Austral, Air Calédonie International, Air Caraïbes Atlantique, Air Tahiti, Airbus Transport International, Corsair, Openskies, XL Airways

SERVICING AND MAINTENANCE

Supervision of the training of service personnel

on 01/01/2011

Schools (PART 147)
of which **7** belong to THE state EDUCATION system

29

Licences (PART 66)
of which **389** attributed and **1487** amended in 2010

88,791

LNMA

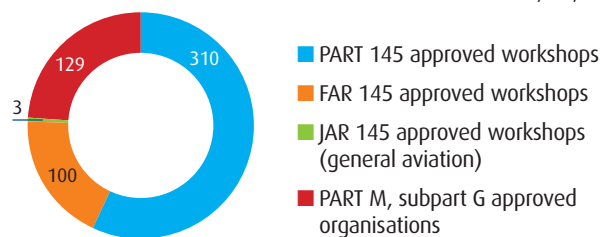
656

LNMA amendments

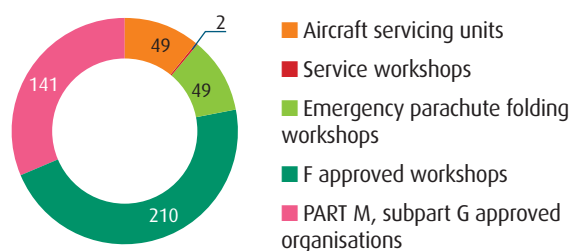
28

Supervision of maintenance workshops PART 145, FAR 145, JAR 145

on 23/03/2011



Supervision of servicing in general aviation



OPERATIONAL TECHNICAL INSPECTIONS

Aircraft operational inspections
on the ground **3,501**

of which, French companies (SANA): 811
of which, foreign companies (SAFA): 2,690

Letters sent to foreign authorities
and companies following
a SAFA inspection **1,409**

New procedure: no distinction between the two types of letter

VALIDATED MICROLIGHT ID CARDS

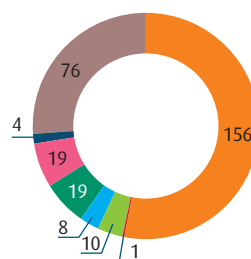
12,588 on 31/12/2010

IMPORTED AIRCRAFT

New **197**

Used **375**

SUPERVISION OF THE TRANSPORTATION OF HAZARDOUS GOODS



- Transportation authorisations
- Preventive avalanche blasting plans
- Approvals of training programmes of foreign airlines*
- Approvals of packaging certificates
- Airline inspections
- Inspections of airport assistance companies
- Joint ASN/DSAC inspections of the transportation of radioactive products
- Processing of incidents/accidents with hazardous goods

*Complete renewal of the training programmes every 2 years, in accordance with the ICAO cycle (2011-2012)





HARMONISATION AND INTEGRATION

In 2010, the DSAC continued its aerodrome certification programme, which will ultimately cover aerodromes totalling more than 10,000 passengers a year. It also supports airport operators in the implementation of the safety management plan. Finally, it launched an initiative that aims to improve the efficiency of its supervision actions.

In the field of air navigation, in 2010 the DSAC renewed the certificates of the DSNA and the French Meteorological Office, and, in cooperation with seven other European countries, renewed the certification of the ESSP, the new service provider tasked with delivering the EGNOS service. As part of the FABEC agreement, it worked with other authorities to harmonise supervision and drew up a procedure to keep track of changes.

2010 also saw the renewal of the continuous supervision cycle of air traffic control training service providers. Highlights included the renewal of ENAC'S certificate and the issue of licences to defence air traffic controllers.

AIRPORTS AND AIR NAVIGATION

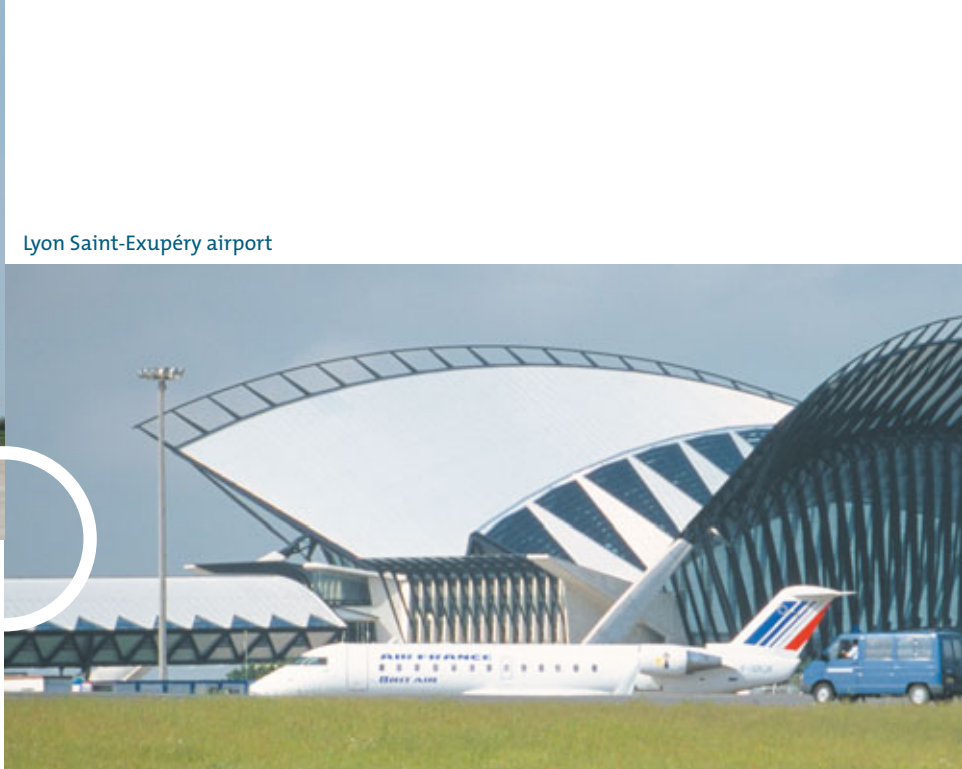
6
airports
certified
in 2010

89 %
of approaches
homologated
instrument approaches





Strasbourg-Entzheim airport



Lyon Saint-Exupéry airport

Airports: moving towards greater European harmonisation

Our missions

*To certify, supervise and support airport operators.
To keep track of changes to instrument flight procedures,
to assess the fire services
and rescue personnel.*

*To certify and supervise the air navigation service providers.
This mission involves three activities: the certification and continuous supervision of air navigation service providers,
the assessment of the aptitude of air traffic control personnel
and the supervision of the interoperability of the air traffic control network.*

In 2010, the DSAC certified the operators of six airports: **Rennes Saint-Jacques, Grenoble Saint-Geoirs, Carcassonne Salvaza, Tarbes Lourdes Pyrénées, Limoges Bellegarde and Figari Sud Corse**. Four other platforms (Nouméa-Magenta, Bergerac-Roumanières, Calvi-Sainte-Catherine and Metz-Nancy-Lorraine) started the certification process. As part of the future European regulations resulting from the extension of the scope of authority of the EASA to aerodromes, the DSAC will be required to continue its certification programme of French airport operators, while extending it to include airports that handle more than 10,000 passengers per year. These actions will continue till the end of 2013, after which the transition phase will begin in order to step into line with the new European reference standard. The new regulations will have a significant impact on the supervision of airport operators. In order to obtain certification, airport operators must have a **safety management system**. The DSAC continues to support operators in the implementation and ramp-up of their safety management system and in studies of the impact on safety, through training and awareness campaigns. In 2010, 10 aerodromes underwent a continuous supervision **audit of their safety management system**. A new version of the safety management system and safety survey guides, including the comments of aerodrome operators, will be published in 2011. The aerodrome **homologation process, which** is mandatory for all airfields and aims to ensure that the infrastructures and the associated operating rules are compliant, also continued. By the end of 2010, **89%** of instrument approaches were homologated.



IMPROVING SUPERVISION METHODS

The DSAC called on an external consultant to make a comparative **study of the costs and the financing** of six European supervision authorities in the field of airports. The conclusions of this survey prompted the DSAC to look into ways of improving the efficiency of its actions, in particular by introducing supervision that is based on the identification of risks. These efforts will continue in 2011.

Flight tests in Avignon in 2010 confirmed and precisely specified the requirements to be respected when installing **photovoltaic panels** in the vicinity of an aerodrome.

The need for **additional runway end safety areas** (RESA) prompted the DSAC to look into the possibility of resorting to alternative solutions, on airfields where space is limited. Work on this issue should be completed in 2011.

AIR NAVIGATION: TOWARDS CLOSER INTEGRATION OF SUPERVISION IN EUROPE

SUPERVISION BY THE DSNA AND THE FRENCH METEOROLOGICAL OFFICE

In December 2010, the DSAC renewed the DSNA's certificate as the provider of air traffic services (ATS), communication, navigation and supervision (CNS) and aeronautical information services (AIS), as well as Météo France's certificate as the meteorological service provider, for a further 6 years.

As part of the continuous supervision of its entities, the DSAC accepted Météo France's impact analysis of the changes and, together with the DSNA, finalised the procedures for the application and supervision of the European regulations on **the interoperability of air navigation equipment**.

CERTIFICATION OF THE EGNOS ESSP AND SUPERVISION OF THE FABEC

In July 2010, the DSAC certified the ESSP (European Satellite Services Provider), which is tasked with operating the EGNOS navigation system (an enhancement of the GPS signal). **The ESSP is a new** communication, navigation and supervision (CNS) service provider that is part of the Single European Sky.

Since it is headquartered in Toulouse, the DSAC was responsible for its certification. In view of the Europe-wide dimension of the project, the DSAC joined forces with **seven other countries from the European Union** to conduct the certification process: the UK, Germany, Belgium, Spain, Italy, Portugal and Switzerland. Since then, the DSAC has entered

a **"cooperation agreement"** with these same seven countries, so that they provide support for the DSAC in the exercise of its continuous supervision duties, until the EASA takes them over in the course of 2012.

As part of the creation of the **FABEC** (Functional Airspace Block Europe Central, in application of the second packet of the Single European Sky regulations), the DSAC worked in 2010 with the other supervision authorities involved in order to **harmonise its supervision** (the NSA task force) and draw up a memorandum of cooperation (MoC). In particular, it took part in the "Training task force", which aims to harmonise the training requirements. It also drew up a procedure **to track common changes** within the FABEC.

Certifying the SSLIA training organisations

The DSAC enters into agreements with organisations that deliver professional training to aerodrome fire services, rescue personnel and aircraft fire fighters, plus initial training for employees specialising in the fight against danger from animals. After being trained in a certified centre, 90 aerodrome fire fighters and 26 rescue personnel were assessed in 2010.

MONITORING THE APTITUDE OF AIR TRAFFIC CONTROL PERSONNEL

Audits completed in the last quarter of 2010 drew the first phase of the supervision *of the DSNA's training providers* to a close. A new supervision cycle to renew their certificates has already started.

The audit of the ENAC as an ATCO (Air Traffic Controller) and ATSEP (Air Traffic Safety Electronics Personnel) training service provider was completed in November 2010 in order to renew its certificate and label (of conformity with the specific Eurocontrol training requirements) for 3 years.

In May 2010, the *linguistic requirements* came into force and are now mentioned on licences. Efforts have been launched to specify the linguistic demands on AFIS personnel in France.

The work done by the DSAC and the DIRCAM to apply the conditions of the control licence to *defence personnel* continued in 2010. These works include the homologation of military training service providers, the approval of training plans and the drawing up of licence control procedures. Thanks to these efforts, on 1 November 2010, some 1,500 military air traffic controllers gained the right to benefit from the European control licence.

Collaboration with the DSAC

In March 2010, the DGAC signed an agreement with the State Aeronautical Safety Directorate (DSAé) to specify the means of monitoring changes made to the organisation of airspace. At the same time, a workgroup was set up to finalise the supervision of temporary changes. The close cooperation resulted in the successful issue of licences to defence personnel.



Ajaccio-Napoléon Bonaparte airport

Paris-Orly airport



LIVE FROM THE AERODROMES

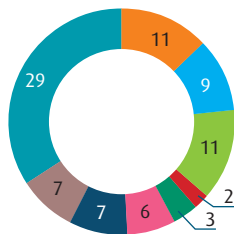
MAJOR INFRASTRUCTURAL WORKS IN CAEN AND DEAUVILLE

Major works were completed in the first quarter of 2010 at the Deauville Saint-Gatien airport: renovation of the runway surface, extension of the aircraft parking aprons, renewal of the beacons, works to obey law on water (construction of a complete recovery network, plus retention and rainwater infiltration tanks). It was the DSAC (West) that inspected the runways in March with a view to obtaining homologation.

In the summer, it was Caen airport's turn for some infrastructural works: renovation of the surface of the main runway, of the beacons and day lights, and construction of tanks in order to bring the site into line with the law on water. Moreover, under the supervision of the DSNA, a new VOR-Doppler was installed, the glide path was moved and the transfer of the localizer was prepared in order to meet the applicable regulations. Once the works were completed, the DSAC also performed the necessary technical checks for the runway to remain homologated.

Number of airports to be certified

PAX: annual commercial passengers in 2010



■ >1,500,000 pax
Certified in 2006
 ■ 1,500,000 > pax > 750,000
Certified on 31 March 2008
 ■ 750,000 > pax > 350,000
 6 certified on 15 June 2006,
 1 to 15 December 2009,
 3 certified on 1 July 2010

■ 350,000 > pax > 300,000
Certified on 14 December 2010
 ■ 300,000 > pax > 250,000
 ■ 250,000 > pax > 150,000
 ■ 150,000 > pax > 100,000
 ■ 100,000 > pax > 70,000
 ■ 70,000 > pax > 10,000

Homologated approaches

ILS precision approaches cat. II and cat. III	28
ILS precision approaches cat. I	139
Other approaches	1,190

Aerodromes open to CAP with restricted use 508

RFFS assessments in 2010

Number of certified training organisations	
SSLIA	1
SPPA	2

SSLIA assessments in 2010

Assessments of fire fighters with initial training	90
Assessment of dispatchers with initial training	26

Certification of air navigation services providers (CNA)

61 AFIS services providers certified on 31/12/10,
 of which **14** renewed and **1** new in 2010
7 certified military service providers on 31/12/10
1 DSNA (renewed on 15/12/10 for 6 years)
 Météo France: **1** (renewed on 01/12/10 for 6 years)
 Others or in progress: EGNOS Service Provider (ESSP)
 certified on 12/07/10

Aptitude of air navigation personnels (PNA)

Control licences issued: about **1,200**
 Trainee control licences issued: about **100**
33 AFIS qualifications issued

Air navigation systems and equipments (SMN)

71 changes subject to monitoring, including:
68 concerning the DSNA,
2 concerning the SEAC/PE,
1 concerning the DAC/NC.
28 changes accepted further to the compilation of the security file,
 including:
25 concerning the DSNA,
2 concerning the SEAC/PE,
1 concerning the DAC/NC.
8 changes examined in documentary review, including:
7 concerning the DSNA,
1 concerning Météo France.



THE PREVENTION OF MALEVOLENT ACTS IS AN ABSOLUTE NECESSITY

In 2010, the DSAC anticipated and supported the application of the new European security regulations with all the players concerned.

The DSAC certified 160 security organisations that take security measures and conducted 149 continuous supervision inspections of the certified operators. It also audited eight airports as part of the operational supervision of the security system.

The certification of security inspectors was also implemented within the DSAC.

Finally, a general information systems security policy specific to the DGAC was adopted at the end of 2010.

SECURITY



160
certifications
awarded

8
airport
security
audits

149
continuous
supervision inspections

Preventing malevolent acts of all kinds

All the links in the air transport chain now include the need for a security policy in all of their activities. At the DSAC, some **100 employees** are dedicated to this activity throughout the territory and in all the units.

THE APPLICATION OF THE NEW EUROPEAN REGULATIONS

The new European regulations applying to security ***came into effect on 29 April 2010***. Throughout the year, the DSAC anticipated and supported the changes brought about by these regulations through a major educational campaign for all the players involved and by adapting all its supervision tools. The most significant changes impact the measures to protect the various parts of airports, the protection of aircraft and the requirements applying to the training of security personnel.

Our missions

To organise and contribute to the supervision of the various companies engaged in air security, on the basis of the European regulations. To interpret the regulations and provide the tools for standardisation, to monitor the security of our information systems.

Faced with these changes, the DSAC also took steps to ensure that the interpretation of the regulations ***was harmonised*** throughout the territory and that the control procedures are properly ***shared*** between all the regional entities of the DSAC.

The certification of security supervision inspectors was officially introduced by an instruction on 25 October 2010 and implemented for all the inspectors in question.

INITIAL CERTIFICATION AND SUPERVISION OF THE PLAYERS

In 2010, the DSAC issued 160 security certifications (initial or renewals) to organisations that take security measures, as an expression of its approval of their security programme. These certifications were issued to 13 aerodrome operators, 8 airlines and 126 freight operators and airline suppliers. They also included 13 certifications of training organisations.



The DSAC checks that these programmes are effectively implemented by making regular inspections. In 2010, ***149 continuous supervision inspections*** were made of certified operators.

In an effort to make sure that the measures are applied effectively and consistently throughout the territory, the number of ***supervision inspections*** made by inspectors based in a different region from the operators increased significantly.

OPERATIONAL SUPERVISION OF THE SYSTEM

The operational supervision of the security system is a mission that supplements certification. In 2010, the DSAC audited eight airports, the European Commission made two security inspections, at Paris Charles de Gaulle and Toulouse, and the European Civil Aviation Conference conducted one security audit at Beauvais.

“*Certified security supervision inspectors*”



Airport audits, which are conducted on the spot and according to a precise programme, ensure that the security rules are obeyed and assess the quality of relations between the various players involved in the field. The DSAC also organises the **control of standardised supervision actions** taken by the other State departments, while coordinating a **test programme** designed to make sure the security agents in the major platforms are sufficiently vigilant.

The mobilisation of all the operators concerned and the entire **DSAC for the two security inspections conducted by the European Commission** in French airports (Paris Charles de Gaulle and Toulouse) produced satisfactory results.

In 2010, the Central Border Police Department and the Air Transport Gendarmerie also made 648 targeted inspections on behalf of the DSAC.

PROTECTING INFORMATION SYSTEMS

The DSAC conducted nine information system safety audits in 2010 on DGAC sites. These systems must also be protected against malevolent acts. This is the reason why the DSAC runs a programme to audit these systems, while making sure that they meet the criteria of the government's information systems safety policy that applies to all the ministries.

In application of the Ministerial general policy for information system safety, **the DGAC's information system safety policy was adopted at the end of 2010**. The DGAC policy tasks the DSAC with the management of safety:

- ✦ ensuring that the DGAC's management and control information systems meet the safety requirements,
- ✦ and checking that the requirements applying to protection of the operational air navigation information systems against malevolent acts are met, in coordination with the airports and air navigation division (DSAC-ANA).

2010 IN FIGURES

More than **648** targeted inspections and more than **4,379** tests to measure the efficiency of the detection of prohibited articles have been completed by the Central Border Police Authority and the Air Transport Gendarmerie on behalf of the DSAC.

The detection of prohibited articles

Performance tests carried out in the main French airports in real operational situations, designed to assess the capacity to detect prohibited articles, have provided the DSAC with a lot of information that will be used to anticipate changes in the nature of these objects and the test scenarios.

The Border Police authorities and the Air Transport Gendarmerie have also made 4,379 tests to measure the performance of the detection of prohibited articles.

Number of civil aviation security audits

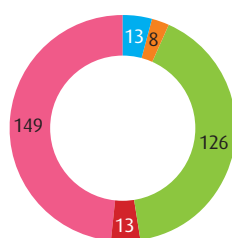
- 8** DSAC airport security audits
- 2** security inspections by the European Commission (Paris CDG and Toulouse)
- 1** security audit by the European Civil Aviation Conference at Beauvais

Information system safety audits of the DGAC sites

9

Other supervision actions

309 security certifications (initial or renewals) and continuous supervision certifications:



- Aerodrome operator accreditations
- Airline accreditations
- Freight operator and airline supplier accreditations
- Certifications of training organisations
- Continuous supervision inspections of certified operators



A TOP PRIORITY FOR THE DSAC

Noise levels around aerodromes are obviously a cause for concern for the local residents. The DSAC has taken a number of actions to reduce noise levels. In 2010, 11 noise exposure plans were approved and nine were revised. Orders to restrict operations were issued to two airports and plans to prevent noise in the surroundings were discussed. Finally, subsidies were provided for flying clubs to co-fund equipment for light aircraft to reduce noise levels.

As far as air pollution is concerned, the DSAC took part in surveys of pollutant emissions due to air transport. It also encourages the initiatives taken by airports and encourages the use of systems to monitor air quality.

The DSAC also actively participated in dozens of environmental consultative commissions organised by local prefects in 2010, as well as in less formal meetings that act as substitutes for the consultative commissions. It continues to provide its expertise for the establishment of environmental charters, which were adopted by two airports in 2010, and are currently being prepared by three others.

Finally, according to the new regulations that came into force in 2010, the ACNUSA (airport pollution authority) now directly examines any shortcomings and applies the sanctions, which are prepared by the DSAC. In 2010, 433 infringements, all investigated by the DSAC, were examined by the ACNUSA. 351 of them resulted in penalties of as much as €20,000.

THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT



AIRPORTS:

11

noise exposure
plans

2

orders
restricting operations

2

new
environmental
charters



Nice airport

Noise and air pollution: manage and encourage dialogue

There are many ways of reducing noise pollution: noise exposure plans, noise prevention plans, operational restrictions, optimised flight paths, subsidies for flying clubs to invest in equipment to reduce noise levels. But it is still essential to establish and nurture dialogue between the users, residents and local authorities. Noise pollution is the most awkward stumbling block when it comes to cohabitation between people who use air transport or fly for pleasure, and the local residents. Dialogue is one of the means of making sure that the most balanced solutions between the opposing expectations of the various parties can be found, understood and implemented.

Our mission

Sustainable development and the environment are two essential issues for the State. Making them a top priority is one of the objectives of the DSAC, which consequently enters the political sphere of the DGAC. In the realm of civil aviation, the two main areas in which the DSAC intervenes are noise and air pollution.

APPROVAL OF NOISE EXPOSURE PLANS

Following the major preparatory efforts managed by the DSAC, **11 noise exposure plans were approved in 2010** for the following aerodromes: Saint-Denis de l'Hôtel, Rennes, Dinard, La Rochelle Ile-de-Ré, Pau Pyrénées, Aubenas Vals-Lanas, l'Alpe d'Huez, La Tour du Pin-Cessieu, Vienne Reventin, Villefranche-Tarare and Ajaccio-Napoléon Bonaparte. Others came up **for revision**, including the plans for Châteauroux, Pamiers, Albi, Cahors, Saint-Pierre d'Oléron, Alès-Cévennes, Mende-Brénoux, Castelnaudary-Villeneuve or Beauvais-Tillé.

Town planning documents that limit new building in zones exposed to noise from air traffic, in order to prevent the population exposed to noise pollution from rising, are approved by the local prefects.

ENVIRONMENTAL OPERATIONAL RESTRICTIONS

In 2010, orders to restrict operations involving the noisiest aircraft were handed out to two airports: Lyon Saint-Exupéry and Nice-Côte d'Azur. At the end of 2010, a **"balanced approach" type survey**, conducted in cooperation with all the interested parties, resulted in the validation of an order outlawing noisy aircraft at Toulouse-Blagnac. This order will come into force in 2011.

A European directive allows for the restriction of operations at certain aerodromes for environmental reasons. France uses this possibility to enhance the environmental acceptability of certain airports. **This type of order provides for measures such as the prohibition of the noisiest aeroplanes at night or a complete curfew at certain times.**



Any failure to abide by these restrictions is reported to the company in question and, subsequently, the matter is referred to the **Airport Pollution Authority** (ACNUSA).

NOISE PREVENTION PLANS IN THE SURROUNDINGS

In 2010, the noise prevention plan for Basel-Mulhouse airport was examined in three-party discussions with Germany and Switzerland. This example shows

Soundproofing aids

Major airports, with a noise prevention plan, offer residents the possibility of benefiting from subsidies to soundproof their homes. Efforts have been made to facilitate the formalities (surveys, information campaigns, etc.).

how ***the DSAC can contribute, at a regional level, to the preparation of these plans*** for the areas around large airports.

The noise prevention plans for Marseille-Provence and Nice-Côte d'Azur were presented to the instances for dialogue with the airports, then handed over to the relevant prefectural departments in readiness for their publication.

Based on the European directive published on 25 June 2002, environmental noise prevention plans aim to assess, prevent and reduce noise pollution, including the noise made by transport, be it by air, rail or road. Established by the local authorities, these plans define the actions to be taken in order to reduce the areas exposed by severe noise pollution, as described in the strategic noise maps.

CONSULTATIVE COMMISSIONS ON THE ENVIRONMENT

The DSAC continues to contribute to the preparation and workings of the consultative commissions on the environment, which bring together local authorities, residents and users. Most airport platforms have a consultative commission on the environment. These commissions establish the dialogue that is essential to achieving a compromise between aerodromes and residents.

Dozens of commissions met in 2010. Examples include the new commission at Paris-Le Bourget, and the Strasbourg-Entzheim commission, which validated the airport's new sustainable development policy.

If an aerodrome does not have a consultative commission, ***meetings can be organised between*** residents and users, which the DSAC also attends.

REDUCING SOURCES OF NOISE FROM LIGHT AVIATION

On small airfields, ***aid is available for light aviation*** in the shape of subsidies for flying clubs to invest in three-blade propellers and silencers for their aircraft, thereby reducing their noise footprint. In 2010, the DSAC allocated a total budget of €34,400, in addition to the aid controlled by the MALGH (light and general aviation and helicopter mission).



ENVIRONMENTAL CHARTERS

In 2010, the Sables d'Olonne and Cannes-Mandelieu adopted an environmental charter, and Marseille-Provence, Cahors-Lalbenque and Pamiers-Les Pujols, to name but a few, are currently working on their charters.

Here again, the DSAC offers its **expertise** for the preparation of these charters or codes of good conduct, which are being adopted by aerodromes in increasing numbers, 14 in all. These charters provide for management committees between users and residents, in which the DSAC is invited to actively partake.

By way of example, Bordeaux-Mérignac has already implemented the third version of its **sustainable development charter**, which is founded on the closest possible dialogue. The charter is innovative on three scores: its implementation is precisely defined, it is controlled by a dedicated committee and the use of the runways is tracked by a watchdog.

ENVIRONMENTAL INFRINGEMENTS

The law n° 2009-1503, dated 8 December 2009, which came into effect on 1 April 2010, disbanded *the national commission for the prevention of pollution (CNPN)*, which investigated any infringements and submitted proposed sanctions to the ACNUSA. This law **transferred the duties of the CNPN to the ACNUSA**. To this end, **seven volunteer associate members** representing the users, residents and the ministry of transport, joined the ACNUSA. Order n° 2010-405 of 27 April 2010, and the General Director's instruction of 28 May 2010 to the divisions, provided more details about the implementation of these new regulations.

The DSAC is responsible for raising charges against airlines that do not abide by the environmental regulations applying to air transport. Its sworn experts investigate cases of infringement, before transferring them to the ACNUSA. In 2010, **433 cases** were examined in plenary sessions of the ACNUSA. 82 were dismissed and **351 resulted in a fine being charged**.

PREVENTION AND LIMITATION OF AIR POLLUTION

Air pollution is another major cause for concern. In 2010, the DSAC took part in a number **of studies into pollutant emissions** caused by air transport, in particular in the Midi-Pyrénées region and in the Greater Paris region, as part of the **SURVOL** survey ordered by the Greater Paris regional council.

In 2010, Toulouse-Blagnac airport drew up its **carbon balance**. One new initiative consists in gradually fitting out the **boarding bridges with a 400Hz** electric supply to power the aircraft's ground systems, thereby limiting the use of the auxiliary power units (APU).

Air quality monitoring stations have also been installed on a number of airports, as part of an agreement with air quality observatories, including the **ORAMIP** in the Midi-Pyrénées region or **AIRPARIF** in Greater Paris. The DSAC encouraged their installation.



OTHER ACTIONS

REVISION OF HELICOPTER FLIGHT PATHS

A number of helicopter flight path systems were reviewed in order to reduce noise pollution, with three measures that came into force in 2010.

- ✦ the ***transit altitudes were raised for flight paths in the Paris region***, significantly reducing noise levels by as much as 3 dB in some places,
- ✦ the ***approach and take-off flight paths at the Issy-les-Moulineaux were changed***, avoiding flights over the densely populated 15th arrondissement of Paris. When taking off facing the South-West, the helicopters now have to turn before they reach the end of the runway. When landing from North-East, the helicopters now follow the same path on the ground as when taking off. A circular appended to the visual landing map of the heliport gave more details of these procedures, and of the special training that pilots must follow before using this heliport,
- ✦ The publication in October 2010 of an ***order restricting helicopter activity over densely populated zones***. This order imposes restrictions on operating conditions, that the DSAC (North) explained to operators then enforced in the Paris region. The main aerodromes affected by these restrictions are Saint-Cyr, Issy-les-Moulineaux, Lognes and Chelles.

THREE IMPORTANT ISSUES IN THE PARIS REGION

The DSAC is also called on to provide expert input for town planning matters that affect air traffic procedures, whenever safety may be called into question. This is the reason why the DSAC (North) had to handle three major developments in 2010 relating to:

- ✦ the ***construction of high-rise towers at La Défense***, whose summits may affect the air traffic system at Roissy and Le Bourget,
- ✦ the launch of the project ***to renovate the Balard military site in the 15th arrondissement***, where the height of the cranes on the building site will require changes in the arrival and departure flight paths at the Paris heliport,
- ✦ several ***real estate development projects on the Saclay plateau*** that impact the radio electric radiation equipment of the Palaiseau radar.

NEW PROCEDURES AT NICE-CÔTE D'AZUR AIRPORT

A new air traffic system, designed in particular to improve the ***flow of air traffic*** around Nice and Cannes airports, known as "Nice V3", was deployed for approaches to Nice on 18 November 2010. The plans for the new system were presented to the airport dialogue committees from Nice and Cannes and at a public information meeting in the Var department. It was also presented to the ACNUSA.

The "RIVIERA" procedure for approaches to Nice-Côte d'Azur from the West, which avoids over flying Cap d'Antibes, changed name in order to comply with ICAO recommendations. This procedure is now called "VOR A".



➡ AN ESSENTIAL ROLE

The continuation of the economic crisis in 2010, combined with a number of climatic incidents (the eruption of the volcano in Iceland, heavy snow in France), and even a strike that affected fuel supplies, had a serious impact on air transport in general. Some air transport and service companies went under, and others were born. The financial difficulties facing certain companies led to internal restructuring in terms of activities, personnel and fleets, a fact that heightened the need to supervise their operations.

Regarding airports, the DSAC carried the DGAC/DTA's airport policy into the field by taking part in discussions and decisions on the future of major airports and on the position of air transport in regional development plans.

The DSAC also supports the development of small airfields in a effort to protect their leisure flying activities.

Finally, 2010 also saw a lot of activity to convert former military bases into civil aerodromes or simply to maintain these platforms, once the military activities had stopped.

air connections

with a public service obligation

air transport
operators
on 31 December 2010



Mayotte



Nantes airport

Airports

APPOINTMENT OF A CONCESSIONAIRE FOR GRAND OUEST NOTRE-DAME-DES-LANDES AIRPORT

The DSAC played an important role in the operations resulting in the selection, at the end of 2010, of the concessionaire tasked with funding, designing, building and operating (for 55 years) the future Grand Ouest Notre-Dame-des-Landes airport platform. The specifications are very demanding in terms of environmental acceptability, limitations on pollution and energy performance.

The concessionaire company is "**Aéroports du Grand Ouest**", which brings together Vinci Concessions, the CCI de Nantes - Saint-Nazaire and ETPO (Entreprise de Travaux publics de l'Ouest). The concession also covers the operation of **Nantes Atlantique** and **Saint-Nazaire Montoir airports**.

Located some 20 kilometres North-West of the city, the future Notre-Dame-des-Landes airport will replace Nantes Atlantique airport in 2017. Minimum capacity when the airport opens will be 4 million passengers per year, with a potential of 9 million.

SELECTION OF THE CONCESSIONAIRE FOR MAYOTTE

The development of air services to Mayotte is one of the key issues in its **new status as a department**, against a backdrop of strong demographic growth. Both of these factors **demand the development of the airport infrastructures**.

This process saw two major developments in 2010: the appointment of the concessionaire for the operation of Dzaoudzi-Pamandzi airport and the start of the preliminary studies and procedures for the construction of a long runway capable of directly servicing mainland France.

Following an analysis by the DSAC, the company **SNC Lavalin** will be responsible for designing, funding and maintaining the new airport, on the one hand, and for the maintenance and operation of all the buildings and facilities within the perimeter of the aerodrome, on the other.

In the session on 2 June 2010, the National Public Debate Commission (CNDP), which was mandated by the DGAC on this occasion, decided to organise a **public debate** on the project to build a long runway, with the creation of a Special Public Debate Commission (CPDP).

Our mission

Economic regulation is one of the DSAC's governing missions in the field, on the behalf of the Air Transport Directorate (DTA). This activity consists in ensuring that air transport is developed in a balanced economic framework, from the perspective of both the airlines and the airports.

Toulouse-Blagnac airport



TOULOUSE-FRANCAZAL: AN EXAMPLE OF AERONAUTICAL REQUALIFICATION

The DSAC was involved in the promotion of a plan to convert the Toulouse-Francazal airport platform, which came into effect early in January 2011. In order to keep the existing runway open for **business aviation and industrial support**, this requalification process became a reality by coordinating the technical studies and procedures for the temporary occupation of the public domain, by homologating the runway, by preparing the interministerial decree authorising public air traffic and by preparing a call for tender to appoint a temporary operator.

BRIVE-SOULLAC AERODROME OPENS

Brive-Souillac airport *opened* on 15 June 2010. It has one main 2,100m runway, suited to medium-haul airliners, and a secondary grass runway. Ultimately, 150,000 passengers per year are expected.

The DSAC supported the local authorities in countless missions to offer advice and expert input, by preparing the different regulatory administrative procedures and by accomplishing all the missions required for the homologation of the aerodrome and the certification of the air navigation service providers.

An **environmental charter** was signed by the air transport professionals and users, the local authorities and organisations for the protection of the environment in February 2010.

A NEW AIRPORT COMPANY IN SOUTH-EAST FRANCE

In 2010 the DSAC started working with the Marseille-Provence Chamber of Commerce and Industry on the development of the existing concession, in readiness for the creation of an airport company that brings together **Marseille-Provence and Aix-Les Milles aerodromes and the Marignane-Berre seaport**.

Marseille-Provence airport





DEVELOPMENT OF NÎMES-ALÈS- CAMARGUE-CÉVENNES AIRPORT

The scheduled departure of the French fleet air arm from Nîmes-Garons airport on 2 July 2011, kept the DSAC busy throughout 2010 in order to make way for the takeover of the infrastructure by the syndicate for the development of Nîmes-Alès-Camargue-Cévennes airport. With technical support from DDTM 13, the DSAC ordered an analysis of the economic viability of the aerodrome. The study was financed by the DGAC and conducted by IENAIR, which helped to persuade the local representatives to support a takeover of the facilities.

The DSAC also supervised *the security* survey of the takeover of the Nîmes-Garons airport by the DSNA.

SPECIAL ATTENTION AT TOULON-HYÈRES

In view of its unusual situation, in 2010, Toulon-Hyères received some special attention from the DSAC, in conjunction with the DTA and the Var prefecture. *Discussions were started* with the local authorities on the possibility of their becoming the awarding authority, if possible as early as 2011. Discussions were also held with the current operator to provide help in the transition period, before the *call for tender procedure* in 2013, which will appoint the *new operator*.

STRASBOURG: SO EUROPEAN

There is an air transport dimension to the planning contract between the State and the Alsace regional council. Through the Ministry of European Affairs, the State makes a financial contribution to the connection with Strasbourg, which has a public service obligation. These lines were renewed in the spring for 3 years. The connections are with Amsterdam, Copenhagen, Prague and Madrid. However, the connection with Copenhagen needs a *new solution* for a long-term service, since Denmark will take up the presidency of the Council of the European Union in the first quarter of 2012.

NEWS FROM THE NORTH-EAST

The DSAC and the SNIA are offering food for thought for the local authorities on the possible *conversion* of the Reims-Champagne platform inherited from the military. This long-term affair, looks way beyond the horizon of 2010. The same is true of the air bases at Colmar-Meyenheim and Metz-Frescaty

At Dijon-Longvic, the Renaissance project, which aims to *revive commercial traffic* at this mixed aerodrome, achieved some clearly visible results in 2010: reinforcement of the runway, with a joint DGAC-Air Force homologation visit, and the opening of two routes, operated by Eastern Airways, to Bordeaux and Toulouse.

The Chamblay aerodrome in Lorraine is frequently in the news. Since it was re-opened to public air traffic, this former NATO base *has started offering new opportunities* to general aviation users. The DSAC is also closely following the Skylander aeroplane project, developed on this aerodrome by GECI International.





Lyon Saint-Exupéry airport

Air transport: the companies

TWO UNUSUAL AFFAIRS

The DSAC (south) has been engaged in some specific operations, such as the authorisation granted to SAFIRE (Météo France) for ***the dropping of dropsondes***, or the authorisation for the Spanish company INAER for the first-ever ***tree-pruning activity in France by helicopter***.

COMBAT AGAINST ILLEGAL TRANSPORT

In 2010, the DSAC (Indian Ocean) set up a workgroup as part of its action plan to combat illegal public transport. The goal of this workgroup is to investigate any cases of suspected illegal public transport and to take the appropriate action, whenever necessary.

FRENCH WEST INDIES- FRENCH GUIANA

In 2010, the ***Grand Santi*** aerodrome started operations and a route was opened between Cayenne and Grand Santi, via Maripasoula and Saint-Laurent du Maroni in Guiana. The Saint Barth Commuter company also acquired a Cessna Caravan C208 for the Northern islands.

The DSAC sits on ***the steering committee of the Southern islands of Guadeloupe***, chaired by the Prefect, which aims to promote the ***development of air transport*** in the Îles des Saintes, Marie-Galante and La Désirade, plus the improvement of infrastructures.

Grand Santi aerodrome (Guiana)





IMPROVING AIR SAFETY

With the introduction of the "safety improvement loops", at local then central levels, the French state safety programme came into effect in 2010. At the same time, the ECCAIRS database was enriched with 43,600 new safety reports, sent to the DSAC by the French civil aviation operators.

A new, enhanced version of the risk portfolio in commercial transport was drawn up by the DSAC in 2010 as part of the French state safety programme.

The DSAC also made an active contribution to the deployment of the EASP - (European Aviation Safety Programme), which is an EASA initiative.

STATE SAFETY PROGRAMME



43,600
safety
reports
received in 2010



A continuous **safety** improvement loop

The French aviation safety programme took shape in 2010. The implementation had already made a decisive step forward in 2009 with the approval and publication of a strategic action plan for commercial air transport. In the course of the following year, most of the DSAC's regional entities finished setting up their own local continuous safety improvement loops, and started experimenting with this new concept. It is based in particular on events **reported by the operators and their safety management systems.**

Safety reviews and aviation safety steering committees have now become part of the regular activities of the DSAC/IR.

After being analysed locally, events thought to be of a general interest are sent by the DSAC/IR to DSAC headquarters, constituting the first feedback from the continuous improvement loops.

Our missions

Through the safety management coordination office, the DSAC is tasked with implementing the State Safety Programme, which aims at improving air safety.

The State Safety Programme coordinates three of the State's missions: regulation, operators oversight and safety promotion. The safety management coordination office brings together analysis tools, proposes action plans and drives their implementation.

RESTRUCTURING OF THE RISK PORTFOLIO IN COMMERCIAL TRANSPORT

A new version of the risk portfolio in commercial transport, which accompanies the strategic action plan for the commercial aviation part, was proposed by the DSAC and adopted in 2010.

Published in 2009, the initial version was based essentially on the opinions of experts. The experience acquired since then, plus the work done in cooperation with the civil aviation operators concerned, has prompted the DGAC to revise the initial map.

Some **undesirable events** have been removed from the list, while others have been added, and others have been defined more precisely, requalified or grouped together. Moreover, a description of each undesirable event is now proposed to better identify its meaning. Once adopted, hardcopy versions of the new map were distributed amongst the operators. It is also available on the ministry's web site.



THE DSAC SAFETY REVIEWS

The safety events deemed to be the most significant in the French database regularly come under the scrutiny of the DSAC safety reviews for analysis and processing. The result may lead to new actions being added to the State Safety Plan.

➔ *"Helping for crews in their decision-making processes when faced with poor weather conditions" is one of the risk-reduction targets in the French aviation safety plan. Therefore, the DSAC chose quite obviously this theme for its 2010 safety symposium.*

THE DSAC INVOLVED IN THE DEVELOPMENT OF THE EASP

On the strength of its experience of the subject, the DSAC played an active role in the implementation of the European Aviation Safety Programme, launched at the initiative of the EASA. In particular, the DSAC contributed to the development of the action plan underpinning the EASP and to the authoring of the accompanying manual. The EASP strives to achieve better coordination of the actions of the European Member States in the field of air safety, in order to increase their efficiency.

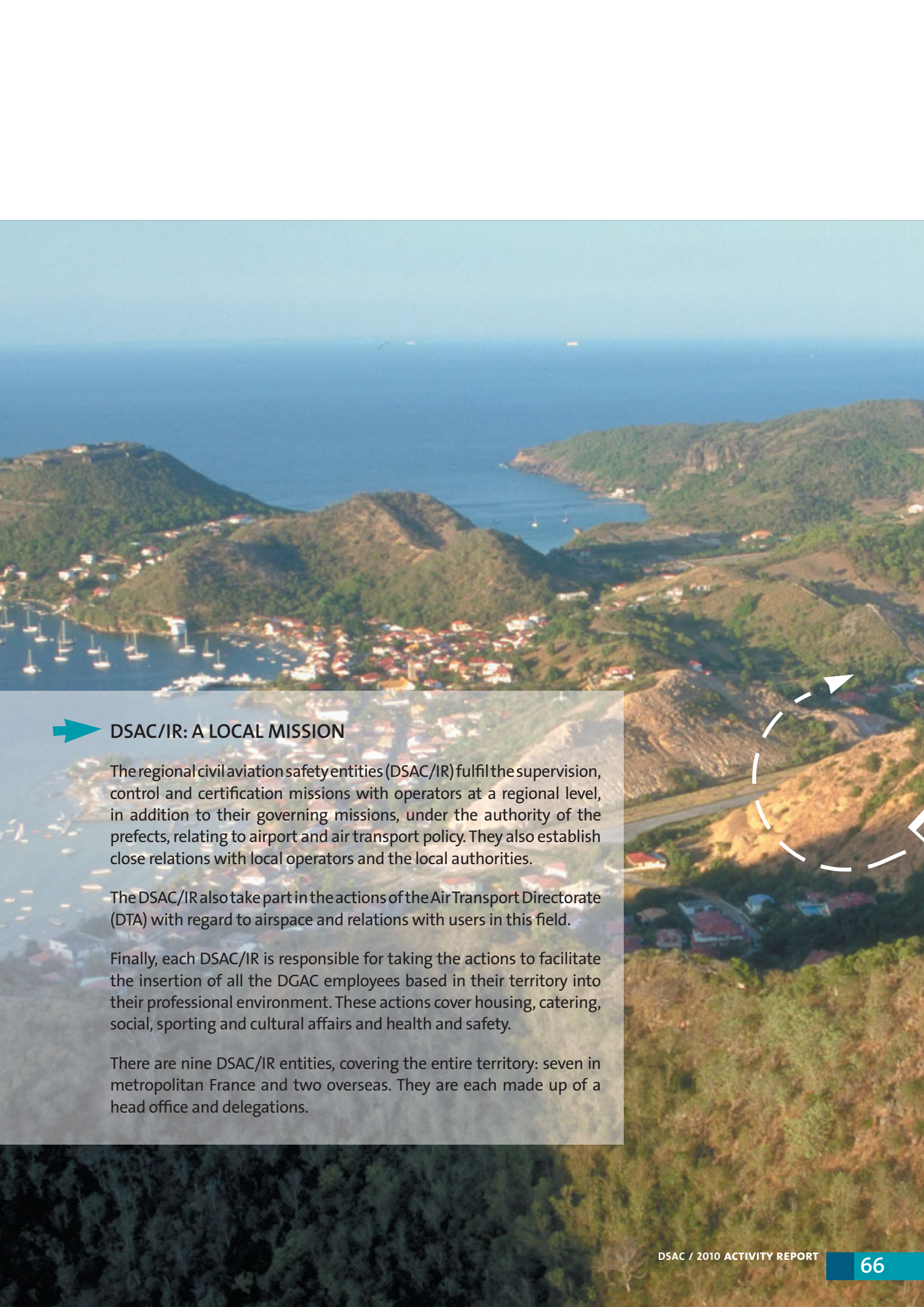
The ECCAIRS DATA BASE

European regulations require civil aviation operators to report any safety events to their national authority. In 2010, the DSAC received more than 43,600 safety reports, almost 10% up on 2009, which were sent by airlines, airport operators, air navigation service providers, ground handlers and maintenance organizations. This input is then recorded in the ECCAIRS France database. Since it came on stream in 2000, the database has received some 225,000 reports.

The high volumes of data have resulted in the proposal of conversion tools between the incident databases of large operators and the ECCAIRS France database. In this way the data can be sent directly. Several operators have chosen this simple option, while others have preferred to adopt the ECCAIRS software package to store, manage and send their incidents.

In accordance with regulation 1321/2007 of the European Commission, the DSAC sends its domestic data to a central European repository. This procedure is governed by a protocol that guarantees the confidentiality of the data, which must only be used to improve safety and not to apply sanctions.





➔ DSAC/IR: A LOCAL MISSION

The regional civil aviation safety entities (DSAC/IR) fulfil the supervision, control and certification missions with operators at a regional level, in addition to their governing missions, under the authority of the prefects, relating to airport and air transport policy. They also establish close relations with local operators and the local authorities.

The DSAC/IR also take part in the actions of the Air Transport Directorate (DTA) with regard to airspace and relations with users in this field.

Finally, each DSAC/IR is responsible for taking the actions to facilitate the insertion of all the DGAC employees based in their territory into their professional environment. These actions cover housing, catering, social, sporting and cultural affairs and health and safety.

There are nine DSAC/IR entities, covering the entire territory: seven in metropolitan France and two overseas. They are each made up of a head office and delegations.

THE DSAC / IR



9
DSAC/IR
spread throughout
French territory

7
in metropolitan
France

2
overseas

a total of
1,040
employees



Pointe-à-Pitre - Le Raizet airport



**FRENCH WEST INDIES-FRENCH
GUIANA DSAC**

Director: **Pierre Dubois**

Headquarters: **Fort-de-France**

"Change through exchanges, without losing our way or our character"

The mission of the players in air transport seems very simple to me: to comfortably transport passengers, or goods, from one place to another. To this end, aircraft manufacturers, airlines, airport operators, regional authorities, defence organisations, which also use the airspace, and the State departments in charge of transport all need to cooperate. Apart from the aircraft manufacturers, all the links in this chain are represented in French West Indies-Guiana, and their operations are controlled by the State, in application of European or national directives relating to the complete air transport chain.



By contributing to the vitality of the three programme regions in the Caribbean zone, air transport is essential due to the local geography and justifies the presence of the DGAC in order to offer passengers platforms that service our departments under the safe and regular conditions that they are entitled to expect. In addition to playing our governing role, the regional entities federate the institutions that talk to one another, but operate in parallel. Applying the same safety and security standards to airports that are hundreds or thousands of kilometres apart impacts their internal organisation and leads them to exchange solutions and concepts, and not just passengers.

Air transport also affects the tourist industry, where a range of close-fitting offers need to be found. Setting up the

terminals that all the travel companies are hoping for, via which passengers find onboard the cruise ship, the very luggage that they handed over a few hours earlier to the airline that flew them to one of our airports in the French West Indies, is no trivial matter. Similarly, the Amazon Park will develop all its potential wealth, only if the internal and external connections in Guiana are reliable and attractive. The Saint-Martin and Saint-Barthélemy platforms, whose activity cannot be compared with those of national airports, are essential in making these islands less isolated and developing their tourist industries.

Developing an activity whose rules are defined on a worldwide scale could lead us to suppose that they will necessarily result in the loss of the identity of these regions, whose

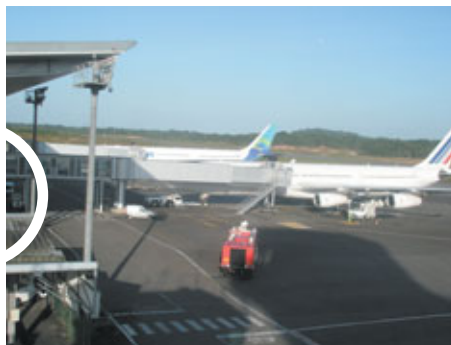
culture and history are so special. The information on the activity in this report demonstrates the economic importance of these "countries", which are enthusiastically turning towards international markets. Our compatriots in French West Indies - Guiana have chosen to become integrated, but without losing their own wealth, without diluting the diversity and mixture of cultures, and by federating the different backgrounds and histories, sometimes, cruel, of the European Community. As Édouard Glissant said, "we can change through exchanges, without losing our way or our character"

Around 100 employees work at the French West Indies - Guiana DSAC, and they are proud to contribute to the economic and human development of these programme zones.

2010 in brief

- ➔ In August, hurricane Earl causes serious damage on St-Martin and St-Barthélemy, but less damage on Guadeloupe.
- ➔ January, the call for tender is released for the delegation of the management of Saint-Martin Grand Case airport. The company Saint Barth Commuter acquires a Cessna Caravan C 280 in the Northern islands.
- ➔ Guiana: Grand Santi aerodrome starts operations and a route is opened between Cayenne and Grand Santi via Maripasoula and Saint-Laurent du Maroni.
- ➔ Guadeloupe: Saintes aerodrome is closed to aircraft due to the deterioration of the runway; rationalisation of the security system at Pointe-à-Pitre airport, with the reclassification of the sensitive zones, creation of passenger routes to facilitate flows, improved security of access; withdrawal of the CTA of the last taxi-aircraft company; closure of Pointe-à-Pitre aerodrome due to the fallout from the eruption of the volcano on Montserrat.
- ➔ Martinique: the concession agreement for Martinique Aimé Césaire airport is extended until 31 December 2012; the CCIM commits to taking steps relating to the switch to an airport company in 2011, resulting in a change of the airport operator on the deadline on 1 January 2013.

Cayenne-Rochambeau airport



AERODROMES

12 commercial aerodromes
of which **7** aerodromes open to CAP
9 Aerodromes certified for restricted use
of which **5** commercial aerodromes
15 Aerodromes for private use
2 Microlight platforms
2 Heliports
230 Helisurfaces
1 Microlight sea surface (Guadeloupe)
1 Model aeroplanes (Martinique), **2** (GNE)

ENVIRONMENT

2 Noise prevention plans in progress (GUA and MAR) et **3** noise prevention plan approved, but obsolete

SAFETY

Air navigation

Participation in **1** AFIS audit off DSAC territory (GUA for Castres)

5 SSLIA inspections
3 SPPA inspections

Airports

3 certified aerodrome operators (no new certificates in 2010)

1 runway homologation (Marie Galante)
1 SGS audit

15 inspections of conditions relating to homologation and operational procedures of aerodromes

3 existing approvals of a PSA by ministerial order, obsolete, and **1** more recent (St-François)

SECURITY

2 Security programme approvals for aerodrome operators in 2010

2 Security audits

6 Meetings of the local security committee

13 Meetings of the operational security committee

21 Accredited employees

12 Known loaders

4 Known establishments

1 Security commission

TRANSPORT PUBLIC SUPERVISION

7 Air transport companies, start of 2010:
8 companies holding a CTA, end of 2010:
7 companies holding a CTA (**2** withdrawals and one new) of which:

- **6** aeroplanes
- **1** helicopter

14 Audits in 2010

Technical inspections

- **124** SAFA
- **90** SANA

GENERAL AVIATION

Air operations companies: **13** (GNE), **12** (GUA),
11 MAP deposited for **4** organisations only in MAR
Certified maintenance units: **1** GNE, **1** MAR, **2** GUA
Missions to flying clubs: **4** supervision actions
(**2** in GUA, of which one microlight, **2** in MAR)

Air events:

- **3** Small in MAR, **5** in GNE, **1** in GUA,
- **3** Medium in GNE, **1** in MAR

434 Aeronautical qualifications issued, **35** in GNE,
60 in MAR, **339** in GUA

4 Infringement cases

Accidents:

- Aeroplanes: **1** in GNE, **1** in MAR, **3** in GUA,
- Helicopters: **1** in Guiana, **1** in Martinique
- Microlights: **1** in GUA, **1** in MAR

Number of dead: **1** (Guiana)

Number of injured: **7** (Guadeloupe)

ECONOMIC REGULATION

14 stopover assistant certification files

Guadeloupe: **10** files: (**4** validations and **6** renewals)

Martinique: **2** files for 1^{re}-validation

Guiana: **2** files for renewal

7 OSP lines

4 in progress in Guiana (Maripasoula, Saül, St-Laurent, Gd Santi), **3** Transatlantique

4 air transport operating licences

1 licence withdrawn in **971**: Tropic Airlines

1 licence withdrawn in **973**: Yankee Lima Helicopters

RESOURCES

Headcount: **109**

AE budget: **€1,291,000**

CP budget: **€1,283,000**



Megève altiport



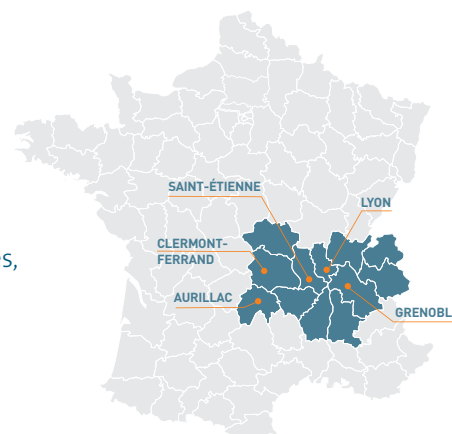
CENTRE-EAST DSAC

Director: **Michel Hupays**

Headquarters: **Lyon Saint-Exupéry**

A return to growth

2010 saw a return to growth: record-breaking traffic at Lyon Saint-Exupéry, new routes in Saint-Etienne, ramp-up of low-cost airlines, etc. But it was also the year that saw the most difficulties: heavy snow, volcanic ash, strikes, shortages of fuel, etc.



All these events provided us with an opportunity to improve our preparations for the management of crisis situations, and to anticipate them better, especially when it is a matter of foul weather. This improvement starts by providing the players concerned with better information. Thanks to Météo France, the staff at Lyon airport now share weather information that is specially adapted to the need to alert and to anticipate. This collaborative effort will continue, along the lines of the model that already exists at Paris-CDG, in order to permanently refine the weather forecasts they receive.

The operator has also invested in the means for managing crises: snow-clearing equipment, employees on call, a special room for passenger information and an plan to renovate and extend the war room.

Finally, the coordination between the main aerodromes in the region, which takes the form of a formal protocol of the operators in Chambéry, Grenoble and Lyon, has been improved in order to take better account of the interactions between the platforms (flight delays and diversions) and to provide acceptable conditions for diverted passengers before the crisis even starts.

While the mountains in the Centre-East are the cause of some difficult climatic conditions, they have also prompted a growth in helicopter and light aviation activities, and especially in gliding and free flight. With six altiports, 46 altilsurfaces, 73 helistations and 80 helisurfaces, which are all permanent, the Rhône-Alpes region is particularly well equipped to welcome helicopters and light aircraft of all types.

This high level of activity, and the good figures of the regional airports, must not make us forget the financial difficulties facing small operators, who still suffered from the effects of the financial crisis in 2010. Two air transport companies went out of business, and in-depth restructuring took place in other companies, resulting in increased supervision by our teams.

But there is much more to the activity of all our departments than these few actions suggest, and in particular the important local role played by the Auvergne delegation. The 90-odd employees at the DSAC Centre-East, who fulfil their governing mission for the State, as well as their supervision and resource management duties, apply the same thoroughness to every field of activity in which we intervene.

Lyon Saint-Exupéry airport



2010 in brief

- ➔ *11 days of heavy snow and diversions en masse from Paris (between 18 and 20 December) disrupted the traffic at the airports in Rhône-Alpes and Auvergne.*
- ➔ *Lyon Saint-Exupéry airport reached almost 8 million passengers in the year, up 3.4% over 2009. Low-cost traffic accounts for 20% of the activity. Construction work started on a new simplified service terminal.*
- ➔ *Saint-Etienne airport handled 64,000 passengers in 2010, achieving very high growth in the last 3 years. More than 100,000 are expected in 2011.*
- ➔ *The control policy of foreign companies that have been alerted resulted in twice as many random inspections than planned.*
- ➔ *The hourly landing rate facing the North in poor visibility at Saint Exupéry increased from 20 to 24, thanks to the new stop bars on the taxiways between the two runways.*
- ➔ *Building work started on the new maintenance centre for the Regional airline at Clermont-Ferrand Auvergne. Due to be completed at the end of 2011, it will be able to receive five Embraer 170 or 190 type aircraft and will employ 400 people. It represents an investment of €17 million, and is funded in part by the mixed syndicate that operates the airport.*
- ➔ *The new offices of the Air Transport Gendarmerie were inaugurated in November 2010 in Chambéry.*

AERODROMES

36 Aerodromes open to CAP of which **10** are commercial aerodromes
21 Aerodromes certified for restricted use
47 Aerodromes for private use
114 Microlight platforms, of which 4 are sea ports
75 Helistations
97 Helisurfaces (approved by prefectural order)
1 Sea port
6 Altiports (part of the aerodromes certified for restricted use)
32 Alti-surfaces
20 Permanent balloon platforms
 Model planes: **96** zones, of which **47** off aerodromes, **28** on non-controlled aerodromes, **3** on controlled aerodromes, **18** in the CTR.

ENVIRONMENT

29 Total approved noise prevention plans (**20** meet the new standards, including the French part of Geneva, and **9** meet the older standards).
4 noise prevention plans approved in 2010 and **11** under examination at the end of 2010, of which **3** on aerodromes that do not currently have a noise prevention plan.
1 PGS (Lyon Saint-Exupéry)
1 meeting of the consultative committee for residents aid in 2010 (Lyon Saint-Exupéry)
1 order for restricted operations (Lyon Saint-Exupéry)
7 meetings of the consultative commissions on the environment in 2010.
10 environmental charters or codes of good conduct in total, of which **2** were extended in 2010

SAFETY

Air navigation

4 AFIS audits in 2010 out of **8** certified AFIS service providers in DSAC-CE
 Participation in **2** AFIS audits off DSAC -CE territory
4 AFIS local qualification certificates issued in 2010
17 AFIS certificates renewed in 2010
2 CCRAGALS meetings

Airports

3 certified aerodrome operators in total (including 1 in 2010: Grenoble Isère)
7 runway homologations in 2010
2 SGS audits in 2010 (Lyon and Grenoble)
16 inspections of conditions relating to homologation and operational procedures of aerodromes: 7 on homologated fields and **9** on aerodromes used in day vision only
3 conformity checks with the TAC-helicopter helistations order
10 SSLIA audits
5 PPA audits (animal risk prevention)
5 energy-beaconing audits
30 aerodromes with an aeronautical equipment plan by ministerial order in total (of which **6** are being revised). **5** are under construction. No PSA approved in 2010.

SECURITY

2 Security audits in 2010 (Clermont-Ferrand Auvergne and Lyon Saint-Exupéry)
5 Meetings of the local security committee in 2010
21 Meetings of the operational security committee in 2010, **19** agents certified in management, operating **64** agencies (of which 20 in DSAC-CE)
14 Known loaders
4 Known establishments (also known as certified suppliers)
4 meetings of the security commissions in 2010
5 training organisations

TRANSPORT PUBLIC SUPERVISION

25 Air transport companies (of which **1** mixed aeroplanes/helicopters)
 - **9** aeroplanes
 - **9** helicopters
 - **8** balloons
42 Audits in 2010
Technical inspections in 2010:
331 SAFA
107 SANA

GENERAL AVIATION

91 air operations companies
16 Certified service units, of which **0** certified in 2010 (3 withdrawals)
 Missions to flying clubs: **18** supervision actions in 2010: 4 FTO inspections, 4 IULM inspections, 10 visits to declared organisations
Air events in 2010:
 - **206** small
 - **11** medium
 - **4** large
Aeronautical qualifications issued in 2010:
122 microlight ID sheets
197 station licences
525 licences and **444** conversions of French licences into European licences
33 Infringement cases
 Accidents:
 - **21** aeroplanes
 - **3** Helicopters
 - **12** microlights
 - **4** gliders
 Number of dead: **17**
 Number of injured: **7**

ECONOMIC REGULATION

77 companies holding stopover assistant certificates, of which **27** issued or renewed in 2010.
Number of OSP lines:
3 In progress, of which **2** subsidised (Aurillac and Le Puy)
1 air transport operating licence
24 total air transport operating licences (**1** re-examination and **2** withdrawals in 2010)

RESOURCES

Headcount: **90**
 AE budget: **€1,025,000**
 CP budget: **€1,646,000**, of which **€568,000** for the construction of the new DSAC-CE headquarters



Lille-Lesquin airport



NORTH DSAC

Director: **Patrick Cipriani**

Headquarters: **Athis-Mons**

Supervise, but support and adapt too

My memories of 2010, with all its crises that impacted air traffic, will be marked by the following points, which are symptomatic of the DSAC-N's supervision and regulation activity that is so special, in view of the dimensions of the operators concerned.

To supervise is, first and foremost, to guarantee given levels of safety and security. In 2010, we continued to homologate runways in a number of aerodromes, including Le Bourget, entered active discussions with numerous operators, including Aéroports de Paris, to determine together the means of resolving identified instances of non-conformity, carefully examined the situation of airlines that did not achieve satisfactory results in audits, and even went so far as to take a very unusual measure: the withdrawal of an air transport certificate from an airline that posed a problem. We also continued our operational inspections of foreign airlines (one third of all the inspections in France), examined the compatibility of building projects, from small developments to the impressive new high-rise towers at La Défense, with aeroplane and helicopter flight paths and drew up new incoming and outgoing flight paths for the heliport at Issy-les-Moulineaux. We were also audited by the European Commission on the control of pilot licences and the workings of Paris-CDG. The findings of this audit highlighted the immense strides forward that have been in just a few years.

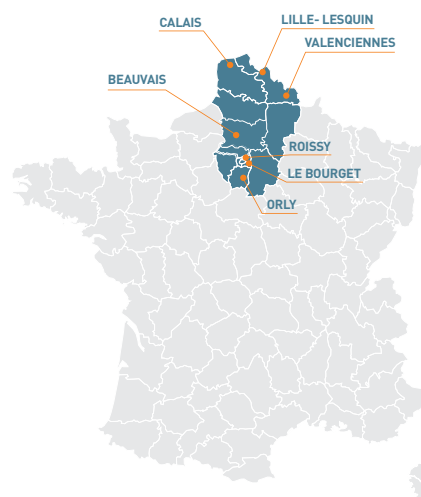
But to supervise is also to support and to react. To know how to adapt to circumstances in order to help operators to find solutions. By way of example, numerous exceptional authorisations were granted to airlines to allow them to return their aeroplanes and passengers in the various crises that marked the year. It is also the ability to support companies in times of change. An air transport certificate was issued to a newly created airline that specialises in medevac flights, while two other companies fell foul of the crisis. New rules governing ground movements were introduced at Paris-CDG. The numerous building projects within the perimeter of the airport underwent thorough safety investigations before being authorised. Special analyses were conducted of ground operations incidents, both at Paris-CDG and Paris-Orly, resulting in changes to the local regulations and continuous actions to raise the awareness of stopover assistants, airport operators and airlines. Studies were also launched to improve the flight paths available for light aviation in the Paris region.

Finally, we continued to work on finding the best possible compromise with regard

to the noise pollution caused by aircraft, which has now become a precondition for the very existence of air traffic activity. The highly sensitive situation of the general aviation airfields West of Paris gave rise to numerous studies and discussions.

All this work actively prepares us for 2011, which will see the introduction of a formal safety management system by airlines that do not yet have one, the renewal of the certifications of Paris-CDG and Paris-Orly, a noise exposure plan at Beauvais and new environmental measures at the Toussus-le-Noble aerodrome.

I would like to sincerely thank every single employee at the DSAC-N for all these results, for all the less visible, yet equally important work done by the support functions, without whom nothing would be possible, and to express my complete faith in their ability to rise to the challenges that await us in 2011.



2010 in brief

➔ **Airports:** increase in traffic at every airport. Beauvais broke the 20,000 movement barrier of aeroplanes weighing more than 20t and opened a new terminal. The runways at Le Bourget (QFU22), Beauvais (ILS of QFU12), Orly (QFU 02/20), Le Touquet, Valenciennes and Roissy (for the A380) were homologated.

➔ **Security:** European Union and ECAC audits of CDG in February and Beauvais in December. Preparation and issue of additional accreditations, according to the new European regulations, to new categories of players, such as "onboard supplies provider" and "known airport supplier", introduction of security measures adapted to the special traffic at Le Bourget, support with the implementation of security measures on general aviation aerodromes.

➔ **Urban planning:** three major projects: the construction of two high-rise towers at La Défense, the project to renovate the Balard military site in Paris and several real estate projects on Saclay plateau.

➔ **Safety:** gradual deployment of the ECCAIRS event notification tool by operators, organisation of some 20 safety forums for stopover assistance providers at the airports and distribution of a CD-ROM about best practices.

➔ **Environment:** revision of arrangements for helicopters in the Paris region, participation in 11 consultative committee meetings on the environment and in several charter control committees, installation of silencers on eight aeroplanes thanks to the subsidies awarded to flying clubs, investigation of 341 environmental infringement cases on behalf of the ACNUSA.



Orly airport

AERODROMES

(excluding Paris Le Bourget, CDG and Orly)

Aerodromes open to CAP: **39**
 Aerodromes certified for restricted use: **9**
 Aerodromes for private use: **22**
 Microlight platforms: **70**
 Helistations - Helisurfaces: **153**
 Permanent balloon platforms: **3**
 Model plane fields: **114**

ENVIRONMENT

17 noise prevention plans in progress
6 environmental charters signed
1 meeting of the consultative committee for residents aid
1 order for restricted operations.
28 meetings of the consultative committee for the environment
341 environmental infringements (ACNUSA files)

SAFETY

Air navigation
5 AFIS audits
2 - 26 CCRAGALS meetings
 Participation in **3** AFIS audits off DSAC territory

Airports
4 certified aerodrome operators
68 runway homologations
4 SGS audits
26 inspections of conditions relating to homologation and operational procedures of aerodromes

SECURITY

1 security programme approval for aerodrome operators
1 security audit
28 meetings of the local/operational security committee
35 accredited agents
14 known loaders
32 certified suppliers
25 security commissions
12 training organisations
7 airlines

TRANSPORT PUBLIC SUPERVISION

44 air transport companies, of which:

- aeroplanes: **23**
- helicopters: **11**
- balloons: **10**

Audits in 2010: **106**

1,032 technical inspections, of which:

- **881** SAFA
- **151** SANA

GENERAL AVIATION

Air operations companies: **100**
 Certified maintenance units: **45**
 Missions to flying clubs: **117** supervision actions
182 Air events, of which:
 - Small: **176**
 - Medium: **3**
 - Large: **3**
 Aeronautical qualifications issued: **11,593**
 Infringement cases: **83**

Accidents: **43**
 Number of dead: **13**
 Number of injured: **11**

ECONOMIC REGULATION

677 stopover assistant certification files
19 air transport operating licences:
 - aeroplanes: **10**
 - helicopters: **9**

RESOURCES

Headcount: **171**
 AE budget: **€1,700,000**
 CP budget: **€1,700,000**



Beauvais-Tillé airport

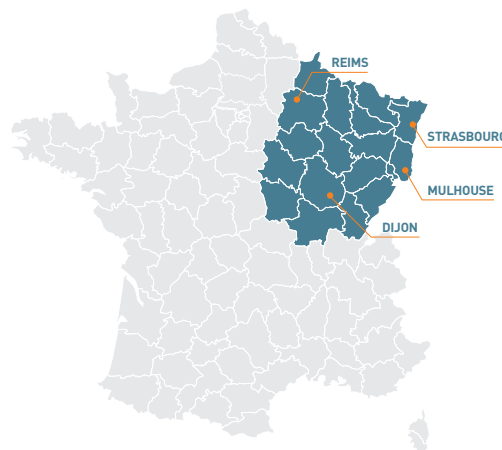


Basel-Mulhouse airport

**NORTH-EAST DSAC**Director: **Gérard Lefèvre**Headquarters: **Strasbourg-Entzheim**

Coordinated development of airport platforms

In the field of air transport, 2010 was marked by the excellent state of health of the Euroairport at Basel-Mulhouse, where passenger traffic was up by 7% and freight grew by 26%. This performance illustrates the power and vitality of the low-cost activity, which now accounts for almost 50% of the airport's traffic, with two airlines based at the airport and more than 50 destinations. The biggest low-cost airline is obviously EasyJet, which now bases six aircraft at Basel-Mulhouse and has created almost 200 jobs.



Results on the other platforms are less sparkling, apart from Châlons-Vatry, where the operator has reviewed the development strategy and has attracted routes operated by RYAN AIR. This airline started flying to Oslo and Stockholm on 30 June 2010. More routes are planned for 2011.

Concerns related to the environment and sustainable development remained in the foreground in 2010. The following four examples clearly illustrate the importance of transparency and dialogue with the residents living near our airport platforms.

- ✦ The revision of the environmental charter at Strasbourg-Entzheim, and its probable implementation by the new airport operator in 2011.
- ✦ The finalisation of an environmental charter at Colmar-Houssen.
- ✦ The statistical and technical monitoring as North-facing approaches at Basel-Mulhouse, as part of a Franco-Swiss agreement, under which we work hand in hand with our peers at the OFAC.

✦ The consultation of the general public with a view to approving the noise prevention plan for Basel-Mulhouse airport, in accordance with recent changes to the French environmental code. This is one of the very first of its kind in France.

THE AIRPORT PLATFORMS SAW SOME MAJOR DEVELOPMENTS IN 2010.

In Strasbourg, the project to create an airport company was finalised and will see the light of day in 2011. This is the sixth application of the 2005 airports law that has radically restructured the sector. 2010 also saw the signature of a contract between the local authorities and the Ministry of Foreign and European Affairs for the creation of connections between Strasbourg and Amsterdam, Copenhagen, Prague and Madrid, as part of the airport's public service obligations. The preparation of this contract involved intensive cooperation between the local and regional authorities, the Air Transport Directorate and the DSAC-NE.

We also paid close attention to the scheduled closure of certain Air Force bases, and in particular BA112 Reims and BA 102 Dijon, which are part of the restructuring of the Ministry of Defence.

We supported the development of the former NATO base at Chambley, which now offers new prospects for users of general aviation. The regional authorities in Lorraine made some significant investments. This is a good example of how a local authority can become involved in our activity!

Finally, we were actively involved in the relocation of the users of the aerodromes at Arbois, Romilly-sur-Seine Thionville-Yutz, where the local authorities decided to close down the aerodromes.

Strasbourg-Entzheim airport



2010 in brief

- ➔ *Basel-Mulhouse Euroairport handled 4,129,000 passengers (+7 %) and 107,000 tonnes of freight (+26 %) in a total of 77,150 movements (+3 %). Inauguration of AMAC's second hangar. Completion of a complex of 11 new dwellings for the air transport gendarmerie.*
- ➔ *Progress of the Renaissance project at Dijon-Longvic: reinforcement of the runway and opening of two routes to Bordeaux and Toulouse.*
- ➔ *Development of the former NATO base at Chamblay, with two goals: use by general aviation and the project to build the new Skylander French aeroplane.*
- ➔ *Discussions on the conversion of the former military bases at Reims-Champagne, Colmar-Meyenheim and Metz-Frescaty.*
- ➔ *Introduction of a new supervision activity: certification of STAP/PCL service providers (automatic transmission of parameters – remote control of traffic guidance)*
- ➔ *Renewal for 3 years of four routes, supported by the State, from Strasbourg to Amsterdam, Copenhagen, Prague and Madrid.*

AERODROMES

Aerodromes open to CAP: **31**
 of which **21** are commercial aerodromes
 Aerodromes certified for restricted use: **20**
 Aerodromes for private use: **57**
 Microlight platforms: **142**
 Helistations: **47**
 Sea ports: **1**
 Mountain landing strips: **1**
 Permanent balloon platforms: **20**
 Model plane fields: **118**

ENVIRONMENT

3 noise prevention plans in progress
1 environmental charter signed
4 meetings of the consultative committee for residents aid
4 meetings of the consultative committee for the environment

SAFETY

Airports

2 certified aerodrome operators
2 runway homologations
2 SGS audits
25 inspections of conditions relating to homologation and operational procedures of aerodromes

SECURITY

29 Security audits
3 Meetings of the local security committee
14 Meetings of the operational security committee
11 accredited agents
8 known loaders
1 accredited supplier
6 security commissions

TRANSPORT PUBLIC SUPERVISION

16 air transport companies, of which:
 - aeroplanes: **6**
 - helicopters: **4**
 - balloons: **6**
 Audits in 2010: **6**
171 technical inspections, of which:
 - **131** SAFA
 - **40** SANA

GENERAL AVIATION

Air operations companies: **104**
 Missions to flying clubs: **16** supervision actions
232 Air events:
 - Small: **212**
 - Medium: **16**
 - Large: **4**
 Aeronautical qualifications issued: **964**
 Accidents: **35**
 - Aeroplanes: **17**
 - Microlights: **17**
 - Gliders: **1**
 Number of dead: **8**
 Number of injured: **6**

ECONOMIC REGULATION

28 stopover assistant certification files
Number of OSP lines
 Opened: **4**
 Closed: **5**
9 air transport operating licences

RESOURCES

Headcount: **98**
 AE budget: **€2,343,000**
 CP budget: **€2,887,000**

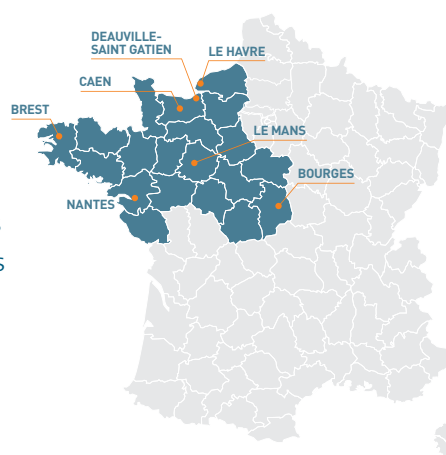


Deauville airport

**WEST DSAC**Director: **Yves Garrigues**Headquarters: **Brest-Bretagne - GUIPAVAS**

A strong recovery of air traffic

One of the special features of the West DSAC is its size, since it covers almost one quarter of mainland France (five regions, 20 departments and 78 aerodromes). It is exactly the same as the West Defence Zone. The staff at the West DSAC regularly criss-crosses this vast area (e.g. 670 km from Brest to Châteauroux) and our four territorial delegations play a valuable role in establishing close relations with our contacts.



In 2010, the West DSAC, and other departments of the DGAC, played an important role in the operations, coordinated by the DTA, resulting in the selection by the Minister of the concessionaire tasked with funding, designing, building and operating the future Grand Ouest Notre-Dame-des-Landes airport platform.

In April 2010, our teams were in constant contact with the aerodrome operators, the airlines based on West DSAC's territory (in particular Brit Air and Régional) and the State authorities in order to control the air transport crisis caused by the ash from the Eyjafjöll volcano in Iceland. Despite this incident, and the difficult weather conditions in the winter, certain airports in the West DSAC's territory saw a sharp increase in traffic in 2010 e.g. +14% at Nantes).

In October 2010, a summit was held in Deauville between the French President, the President of the Russian Federation and the German Chancellor. Under the supervision of the Prefect of Lower Normandy, the West DSAC and the West SNA were tasked with preparing the aeronautical dimension of this event, which had to be tracked and controlled in real time.

On 22 December 2010, Brit Air, based in Morlaix, Finistère, registered the first CRJ 1000 NextGen aeroplane in the world, bringing to a close a major investigation and analysis by the teams from the DSAC West, which supported the airline, with help from the DSAC, OSAC and OCV head offices.

2010, like every other year recently, saw a high number of wind turbine projects in our zone. These projects are submitted to us so that they can be better integrated with the constraints imposed by air traffic safety considerations on our aerodromes.

While these highlights from 2010 will remain in our minds for some time, they do not reflect all the work done by the people at the West DSAC in all of our fields of activity, which range from our governing duties, to supervision and the management of our human and financial resources.

Brest airport



2010 in brief

➔ *Introduction of the first Bombardier CRJ 1000 NextGen into the fleet at Brit Air, which became the first airline to operate this reputedly "green" aeroplane. 14 aeroplanes of this type will eventually replace the airline's Fokker 100 models, cutting fuel consumption by an estimated 20%.*

➔ *Major infrastructure works at Deauville-Saint Gatien and Caen, covering in particular the runways, lighting systems and operations to come into line with the law on water (construction of tanks). Installation of a new VOR-Doppler at Caen, which now meets the applicable regulations.*

➔ *Organisation of the G3 summit at Deauville, an event that mobilised all the departments, which were in charge of the aeronautical aspects: airspace, flight accreditation, traffic management, aircraft parking, etc. The Prefect sent a letter of thanks to the West DSAC.*

➔ *Significant rise in traffic at Nantes-Atlantique and Brest-Bretagne, which respectively broke through the 3 million passenger barrier for the former (+14.3%) and 900,000 for the latter (+3.1%).*

➔ *Selection of the concessionaire tasked with funding, designing, building and operating (for 55 years) the future Grand Ouest Notre-Dame-des-Landes airport platform: a group that brings together Vinci Concessions, CCI Nantes - Saint-Nazaire and ETPO.*

AERODROMES

Aerodromes open to CAP: **65**
of which **22** are commercial aerodromes
Aerodromes certified for restricted use: **13**
Aerodromes for private use: **80**
Microlight platforms: **190**
Helistations - Helisurfaces: **79**
Permanent balloon platforms: **49**
Model plane fields: **180**

ENVIRONMENT

8 noise prevention plans in progress **3** approved
9 meetings of the consultative committee for residents aid
7 meetings of the consultative committee for the environment
1 code of good conduct signed.

SAFETY

Air navigation
6 AFIS audits
2 CCRAGALS meetings
Participation in **6** AFIS audits off DSAC territory
Airports
3 certified aerodrome operators
2 runway homologations
6 SGS audits
30 inspections of conditions relating to homologation and operational procedures of aerodromes
4 COCOECO

SECURITY

2 security programme approvals for aerodrome operators
1 security audit
6 Meetings of the local security committee
5 Meetings of the operational security committee
78 accredited agents
20 known loaders
5 Known establishments
6 security commissions

TRANSPORT PUBLIC SUPERVISION

49 air transport companies, of which:
- aeroplanes: **7**
- helicopters: **7**
- balloons: **35**
Audits in 2010: **44**
233 technical inspections, of which:
- **160** SAFA
- **73** SANA

GENERAL AVIATION

Air operations companies: **151**
Certified maintenance units: OSAC data
Missions to flying clubs: **60** supervision actions
349 Air events:
- Small: **309**
- Medium: **32**
- Large: **8**
Aeronautical qualifications issued: **1 183**
Infringement cases: **15**
Accidents: **43**
- Aeroplanes: **20**
- Helicopters: **2**
- Microlights: **21**
Number of dead: **8**
Number of injured: **17**

ECONOMIC REGULATION

22 stopover assistant certification files
Number of OSP lines
- Closed: **2**
- In progress: **3**
3 air transport operating licences

RESOURCES

Headcount: **130**
AE budget: **€2,460,456**
CP budget: **€2,920,467**

G3 summit in Deauville





Dzaoudzi-Pamandzi airport (Mayotte)



INDIAN OCEAN DSAC

Director: **Christian MARTY**

Headquarters: **Saint-Denis de la Réunion**

Growth of air transport in the zone

The staff at the Indian Ocean DSAC were kept very busy throughout 2010 by the growth in air transport in our zone, and its impact on the three main airports.



Notwithstanding its mission to supervise the operators, I believe that the DSAC-OI has a duty to act as a catalyst for the actions taken by aeronautical players on La Réunion and Mayotte, who make long-term investments in air transport in the region. Major adaptations of the traffic aprons and the terminals are required at Saint-Denis Gillot to prepare for the arrival of a unique 818-seater version of the A380 at the start of 2014. The Prefect of La Réunion asked for a special management committee to be set up, bringing together all the partners affected by these developments. We chair this committee in close coordination with the airport operator.

Commercial traffic at Saint-Denis Gillot airport rose significantly in 2010, increasing by 12.6% compared with 2009. The La Réunion CCI, which operates the airport, expressed its wish to start the process to create an airport operator company for Saint-Denis Gillot. Together with the DTA, we are supporting this process, which should be completed by June 2011. Air Austral continued to modernise its fleet, with the introduction of two new Boeing 737-800 aeroplanes

and one additional Boeing 777-300ER. The DSAC-OI inspectors showed the necessary reactivity by taking the appropriate supervision measures.

We also stepped up the supervision of the "first flight" activity, which mainly takes place in microlights (more than 9,000 flights per year), in view of the numbers of tourists who visit La Réunion. The Prefect of La Réunion tasked us with a joint mission with the Sub-Prefect of Saint-Paul on safety in the various general aviation activities. This mission will continue in 2011.

Without ever losing sight of these priorities, every member of the division, at head office and in the Mayotte delegation, was mobilised by the development of Mayotte aerodrome. The teams, and in particular those in the territorial delegation, worked closely with the DTA on the project to hand over the operation of Dzaoudzi-Pamandzi airport to SNC LAVALIN. We will continue to be involved in the processes to homologate and certify the aerodrome.

The effectiveness of our actions is also enhanced through regional cooperation. Two missions were accomplished in Madagascar and Comoros in response to a request from the civil aviation authorities in these States, and the DSAC-OI security inspectors, together with the Saint-Denis Gillot airport operator, delivered training to a group of civil aviation students from Comoros. As exchanges in the Indian Ocean zone continue to grow strongly, air transport has become a crucial factor for the economic development of La Réunion and Mayotte.

In 2011, the DSAC-OI will continue to provide effective support in terms of the safety of users and the sustainable development of facilities that accompany this trend. It will also continue to coordinate the various operators and service providers.

Saint-Denis Gillot airport



2010 in brief

- ➔ *Saint-Denis Gillot de La Réunion: sharp rise in traffic, which will soon reach 2 million passengers per year. Launch of the process to create an airport operations company. Start of infrastructure works and the extension of the terminal buildings in order to receive code F aeroplanes, including the A380, from 2014.*
- ➔ *Introduction by Air Austral, the main operator at Saint-Denis Gillot, of two B737-800 aeroplanes and an additional B777-300ER.*
- ➔ *Meeting with light aviation operators on La Réunion to improve flight safety and creation of a workgroup to clamp down on illegal public transport.*
- ➔ *Dzaoudzi-Pamandzi airport, Mayotte: completion of works required to homologate the airport and meet security standards. Selection of the SNC Lavalin group as the future concessionaire. Creation of a special public debate commission on the project to build a long runway.*
- ➔ *Development of the local cycle of the State Safety Programme, with the organisation, in February, of a workshop focusing on the processing of safety events, followed by safety reviews in June and November.*

AERODROMES

- 3** Aerodromes open to CAP of which **3** are commercial aerodromes
- 2** Aerodromes certified for restricted use
- 1** Aerodrome for private use
- 3** Microlight platforms
- 4** Helistations
- 1** Mountain landing strip
- 2** Model plane fields

ENVIRONMENT

- 1** noise prevention plan in progress **1** approved
- 1** meeting of the consultative committee for the environment

SAFETY

Airports

- 1** certified aerodrome operator
- 1** SGS audit
- 1** inspection of conditions relating to homologation and operational procedures of aerodromes

SECURITY

- 2** security programme approvals for aerodrome operators
- 2** Meetings of the local security committee
- 6** accredited agents, plus one application in progress
- 16** Known loaders
- 2** Known suppliers
- 2** security commissions

TRANSPORT PUBLIC SUPERVISION

- 4** air transport companies, of which:
 - **1** aeroplanes
 - **3** helicopters
- 10** Audits in 2010

Technical inspections in 2010:

- **79** SAFA
- **35** SANA

GENERAL AVIATION

- 15** air operations companies
- 1** certified servicing unit
- Missions to flying clubs: **4** supervision actions
- Air events: **6** Small
- 77** Aeronautical qualifications issued
- 5** Infringement cases
- Accidents:
 - **2** Helicopters
 - **1** microlights
- Number of dead: **5**
- Number of injured: **3**

ECONOMIC REGULATION

- 13** stopover assistant certification files
- Number of OSP lines:**
- 3** air transport operating licences (local)

RESOURCES

- Headcount: **63**
- AE budget: **€2,754,000**
- CP budget: **€1,349,000**



Toulouse-Blagnac airport



SOUTH DSAC

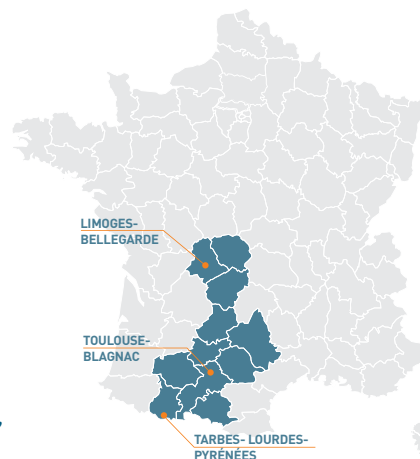
Director: **Georges Desclaux**

Headquarters: **Toulouse-Blagnac**

A very active year

2010 saw the deployment of a major supervision and inspection programme that included:

- the certification of the Tarbes-Lourdes-Pyrénées and Limoges airports,
- in the field of air operations, the commissioning of a B737 at Air Méditerranée, the introduction of new business aeroplanes at Aérovision and a major documentary effort for Airbus Transport International,
- in terms of security, the implementation of the new European regulatory reference standard,
- specific operations, such as the authorisation granted to SAFIRE for the use of dropsondes,
- the supervision of air events, such as Air Expo (ENAC) and the Airbus Family Day, which welcomed 150,000 visitors.



In 2010, our duties also covered consulting and support for the conservation and development of air activities, and in particular:

- The opening of the new airport at Brive-Souillac.
- The conversion to air traffic activities of the Toulouse-Francazal aerodrome, which has been open to CAP since 3 January 2011, and is still used by the military. This project, which focuses on business aviation and support for industrial activities, represents a significant step forward in consolidating the competitive performance of the region in the field of aeronautics.
- On the environmental front, the implementation of new restrictions on night operations at Toulouse-Blagnac.

The performance of the South DSAC was also assessed in three specific audits:

- By the European Commission at Toulouse-Blagnac, with a focus

on the assessment of the application of European security regulations, in collaboration with the GTA, the DCPAF, the customs authorities, ATB (Toulouse-Blagnac airport) and Airbus.

- The renewal of our ISO 9001 certification after three years of operation, a fact that demonstrates how the concept of quality is firmly rooted in our everyday professional activities.
- A domestic audit of the security of our information systems, which highlighted the performance of the IT security management system, developed in close cooperation with the South SNA.

2011 should see the arrival of new tools to improve the performance of our working procedures, including the SIF (a computerised system for the financial governance of the DGAC), and the deployment of Océane in our examinations centre, which will offer

computerised training sessions and more flexible management of registration requests.

Europe's influence will also be felt in our plan of future actions:

- Through the continued development of our regulatory reference standard, driven by the EASA, which includes the implementation of regulations applying to air operations and licences.
- Through the definition of a compulsory qualification for agents working in supervision.
- Through the development of our aviation safety plan.

Finally, the South DSAC will continue its local actions with all the players in general aviation and airport operators, and in particular by offering support for their plans for the future development of their platforms.

2010 in brief

➔ Airports

Conversion of Toulouse-Francazal, with the continued operation of the existing runway.
Opening of Brive-Souillac, with its 2,100 m main runway and an environmental charter; Certification of the Tarbes-Lourdes-Pyrénées and Limoges-Bellegarde airports.
Discussions on the development of Rodez.
European inspection of Toulouse-Blagnac. Adoption of measures to protect local residents.

➔ Operators

Investigation of the security programmes of Brussels Airlines and the operators at Rodez-Marcillac and Castres-Mazamet.
Update of the prefectural orders of the Brive-Souillac, Castres-Mazamet, Limoges-Bellegarde, Tarbes-Lourdes-Pyrénées and Toulouse-Blagnac aerodromes and the aerodrome security programmes at Castres-Mazamet and Toulouse-Blagnac.
Introduction of a Boeing 737 at Air Méditerranée and a Falcon 20 at Aérovision.
Consulting services for the flying clubs at Tarbes-Laloubère and Rodez, with a view to improving safety.
Authorisation of dropsonde activity for SAFIRE (Météo France) and tree pruning by helicopter for ENAER.

➔ Internal operations

Renewal of the ISO 9001 certification.
Domestic audit of information systems security.
Shared purchasing with other regional DGAC departments.
Opening of the "Les Frères Voisin" social centre.

Tarbes airport



AERODROMES

Number

32 Aerodromes open to CAP, of which **7** commercial aerodromes
7 Aerodromes certified for restricted use
98 Aerodromes for private use
105 Microlight platforms
19 SMUH helistations (private)
20 Helisurfaces
4 Sea ports
1 Mountain platform
18 mountain landing strips
6 Permanent balloon platforms
77 Model plane fields

ENVIRONMENT

7 noise prevention plans in progress
17 approved
1 environmental charter signed in 2010 (Brive-Souillac), **4** in total.
0 PGS in 2010, **1** in total
2 meetings of the consultative committee for residents aid
In 2010: preparation of a new order to restrict operations at Toulouse-Blagnac.
5 meetings of the consultative committee for the environment
0 codes of good conduct signed in 2010, **1** in total

SAFETY

Air navigation

5 AFIS audits
2 CCRAGALS meetings
92 airspace modification files
Participation in **3** AFIS audits off DSAC territory,
1 national air navigation audit and the European audit of the ESSP (EGNOS)

Airports

3 certified aerodrome operators (**2** certifications declared in 2010)
2 runway homologations
1 SGS audit and **1** airport security audit outside South DSAC
23 inspections of conditions relating to homologation and operational procedures of aerodromes
No PSA approvals by ministerial order

SECURITY

5 Security programme approvals for aerodrome operators in 2010
2 Security audits (**1** at Tarbes and **1** inspection by the European Commission at Toulouse-Blagnac)
5 local security committee meetings (**2** at Blagnac, **1** at Rodez, **1** at Limoges, **1** at Brive-Souillac)
17 operational security committee meetings (**13** at Blagnac, **1** at Rodez, **3** at Tarbes)
8 accredited agent companies representing **50** establishments + **31** branches certified as accredited agents in the DSAC's territory
9 Known loaders
1 accredited supplier (new accreditation since 2010)
6 security commissions (1 per commercial aerodrome)

TRANSPORT PUBLIC SUPERVISION

10 air transport companies, of which:

- **4** aeroplanes
- **1** helicopters
- **5** balloons

19 Audits in 2010

Technical inspections

- **200** SAFA
- **60** SANA

GENERAL AVIATION

64 air operations companies
16 certified servicing units
Missions to flying clubs: **4** supervision actions

Air events:

- **73** small
- **13** medium
- **7** large

688 Aeronautical qualifications issued

Accidents:

- **29** aeroplanes
- **20** microlights
- **5** gliders

Number of dead: **1**

Number of injured: **11**

ECONOMIC REGULATION

69 valid certifications in 2010

Number of OSP lines

In progress: **6**, of which **5** subsidised routes (i.e., +**1** in 2010 and **2** renewals)

9 air transport operating licences issued by South DSAC

RESOURCES

Headcount: **107**

AE budget: **€1,775,400**

CP budget: **€1,814,000**



Nice airport



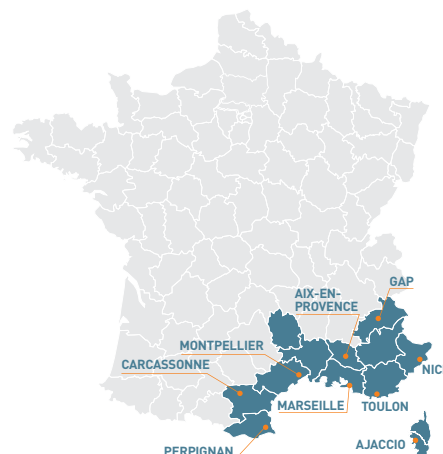
SOUTH-EAST DSAC

Director: **Bernard CHAFFANGE**

Headquarters: **Aix-en-Provence**

Strong airport activity

In 2010, airport activity was very strong in the DSAC-SE territory, despite the crisis in air transport due to the economic climate, the eruption of an obscure Icelandic volcano and a number of strikes.



As the representative of the State on the supervisory committees

of the two companies that operate the Côte d'Azur and Montpellier airports, I was faced with a number of complex affairs: the arrival of the tram line at Nice airport, which had a profound effect on the situation and the DPA, while offering excellent prospects for this airport, the issue of aviation fuel supplies, which appears to have found a solution after 20 years of vain efforts, and the second environmental charter at Cannes-Mandelieu, which represents a great step forwards in relations between the airport and local residents. The staff at Nice and Aix were kept busy by all of these affairs. And at Montpellier, we have to sort out the incentives and marketing aids for low-cost airlines.

Major works were also conducted to prepare for the future in civil aviation of the smaller military bases at Nîmes-Garons and Toulon-Hyères, which also host a fleet air arm base. The BAN will leave Nîmes on 1 July 2011, so the mixed syndicate that manages the civil

part of the site needed the technical and regulatory means to take on additional responsibilities. At Toulon, the change was even more radical, since we had to persuade the local authorities to become involved by adopting the role of awarding authority.

Marseille-Provence saw a number of complex, yet interesting affairs: it was no mean feat to convince the CCI to opt for the rapid creation of an airport company, which would also take over Aix-les-Milles airport, currently governed directly by the State. But I think that we have almost succeeded. At the same time, the localities of Vitrolles and l'Estaque hit the headlines. After the demonstrations in public meetings and visits to the site, and even dropping in to meet the local residents at tea time, I can say that I now know the local geography off by heart. But here again, we are making progress.

Like on the Saint-Tropez peninsular, where the helicopters and the local residents do not get on very well - even if it is the residents that use

the helicopters - we succeeded in calming things down very well.

The teams dedicated to supervision were kept very busy too, in every one of their fields of activity, from airports and security, to operators. The same is true of the management specialists, especially with the preparation and implementation of the financial governance information system. Congratulations to all of them.

And in conclusion? 2011 looks the same, with two major events on the Riviera: the royal wedding in Monaco, and the G20 and B20 in Cannes. The same, but without me... On 1 July 2011, I will be succeeded by Philippe Guivarc'h. I have already told him that he will have an opportunity to work with a team that is as competent as it is motivated, willing and friendly.

I would like to thank them all for the four and a half years that we have spent together, and I wish them all the best for the future!

Bastia Poretta airport



Ajaccio-Napoléon Bonaparte airport

2010 in brief

➔ *Marseille: a quest for solutions that satisfy the local residents, while meeting international air navigation standards for new routes. Preparations for the creation of an airport operator that covers the Marseille-Provence and Aix-Les Milles airports and the Marignane-Berre sea port.*

➔ *Deployment of a compulsory system for the helisurface and helistation routes on the St-Tropez peninsula. Publication of a ministerial order to limit the conditions of use of the Grimaud helistation.*

➔ *Following a vote in favour by local politicians, takeover of the infrastructure by the mixed syndicate for the development of the former fleet arm base at Nîmes-Alès-Camargue-Cévennes.*

➔ *Dialogue to decide whether the local authorities will become the awarding authority for the Toulon-Hyères aerodrome. Dialogue with the current operator to help them during the period of transition preceding the call for tender in 2013 that will select the future operator.*

➔ *Inquiry into the measures to support the "Plaine du Var" operation at Nice airport, covering the capacity of the platform, the traffic plan and the restructuring of the impacted areas and buildings. Analysis of a major project to create a new fuel depot in the Southern zone of the airport.*

AERODROMES

Aerodromes open to CAP: **37**
 - of which, commercial aerodromes: **17**
 Aerodromes certified for restricted use: **20**
 Aerodromes for private use: **22**
 Microlight platforms: **75**
 Helistations: **52**
 Helisurfaces: **55**
 Sea ports: **1**
 Sea landing strips: **13**
 Mountain landing strips: **32**
 Permanent balloon platforms: **3**
 Model plane fields: **49**

ENVIRONMENT

6 noise prevention plans in progress **1** approved
1 PGS
4 meetings of the consultative committee for residents aid
2 orders for restricted operations in 2010 (Nice and the Grimaud helistation)
9 meetings of the consultative committee for the environment (two meetings in 2010 for Nice and Marseille)

SAFETY

Air navigation
 AFIS audits: **5**
 CCRAGALS meetings: **2**
 Participation in **2** AFIS audits off DSAC territory
Airports
8 certified aerodrome operators
3 runway homologations
3 SGS audits
51 inspections of conditions relating to homologation and operational procedures of aerodromes
 PSA approvals by ministerial order: **0**

SECURITY

Security programme approvals for aerodrome operators: **2**
 Security audits: **2**
 Meetings of the local security committee: **14**
 Meetings of the operational security committee: **63**
 Accredited agents: **19**
 Known loaders: **9**
 Certified suppliers: **7**
 Security commissions: **9**

TRANSPORT PUBLIC SUPERVISION

18 air transport companies, of which:
 - Aeroplanes: **6**
 - Helicopters: **8**
 - Balloons: **4**
 Audits in 2010: **60**
649 technical inspections, of which:
 - SAFA: **503**
 - SANA: **146**

GENERAL AVIATION

Air operations companies: **121**
 Certified maintenance units: **32**
 Missions to flying clubs: **45** supervision actions
 Air events: **210**
 - Small: **203**
 - Medium: **2**
 - Large: **5**
 Aeronautical qualifications issued: **8378**
 Accidents:
 - Aeroplanes: **10**
 - Helicopters: **6**
 - Microlights: **6**
 - Gliders: **5**
 Number of dead: **22**
 Number of injured: **16**

ECONOMIC REGULATION

Stopover assistant certification files: **84**
 Air transport operating licences: **2** issued, **1** withdrawn, **5** reviews

RESOURCES

Headcount: **160**
 AE budget: **€4,470 K**
 CP budget: **€4,395 K**

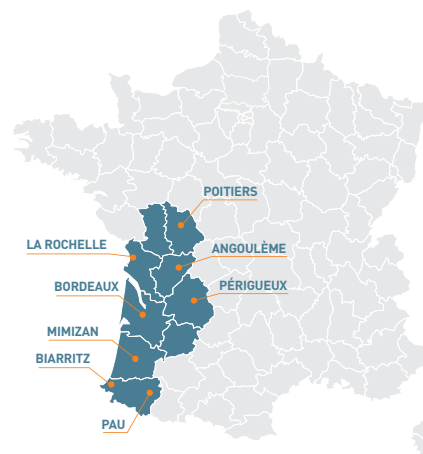


Bordeaux-Mérignac airport

**SOUTH-WEST DSAC**Director: *Alice-Anne Médard*Headquarters: *Bordeaux-Mérignac*

Initiatives and strong growth

The territory of the DSAC-SO stretches from the Poitou marshlands to the Pyrenees, covering a rich and diverse region. Our mission is to contribute to the safety of air travel, while pursuing a policy of sustainable development in total transparency and establishing close dialogue with our partners.



The sustainable development charter at Bordeaux-Mérignac airport, built on close dialogue, is the perfect demonstration. The members of the consultative commission on the environment and the representatives from NGOs and local authorities worked hand in hand, in the spirit of the Grenelle environmental round table. The charter contains 32 actions that aim to reduce noise pollution, to improve air quality, water discharges and waste management, to save energy and cut greenhouse gas emissions and to contribute to the economy, employment and the integration of the airport into the city.

AN AIRPORT THAT CONTINUES TO GROW AND TO CHANGE.

Bordeaux-Mérignac has opted for growth through low-cost operations. This policy has resulted in the construction of the Billi, or "Bordeaux Illico", terminal, which was inaugurated by the Secretary of State for Transport on 10 June 2010. This terminal offers simplified services and has already boosted low-cost traffic by 21% to 780,000 passengers. The airport handled a total of 3,660,000 passengers, up 10% on 2009. The airports in South-

West France have connections with more than 100 domestic and international destinations, and saw their volume of passengers rise by 5% to 6 million.

The DSAC-SO is also active in ***cross-border relations*** and took part in the 5th joint Franco-Spanish commission on the Fontarbie airport, which was held in Bayonne on 28 June 2010, under the presidency, for the French part, of the Prefect of the Pyrénées-Atlantiques department. France and Spain have decided to organise regular exchanges between the local offices in Biarritz and Fontarbie in order to measure the number of flights over the locality of Hendaye. France demands that the agreement of 18 June 1992 be strictly respected and is paying close attention to the protection of the interests of the residents living on the flight path. In addition to the major affairs handled by the DSAC-SO, its staff is also involved in a number of national or regional workgroups. Two local illustrations are the efforts to simplify the airspace in the South-West, while preparing for the merger between the Pau and Biarritz delegations. The goal of the first

workgroup was to ***simplify the airspace in the South-West for VFR users***, and it succeeded in taking a number of concrete measures, thanks to the involvement of all the players, including the military. The second workgroup made preparations for the arrival, in 2011, of the "***South Aquitaine***" delegation following the merger of the existing delegations in Biarritz and Pau.

The DSAC-SO also retrieved the management ***of the air training of all the DGAC*** employees on 1 January 2011. It started making preparations for these new duties in 2010. It also supported the creation of the first drone test centre in France and the organisation of the first international drone trade fair, which took place in Bordeaux in September 2010. Finally, the DSAC/SO is supporting the development of a major project that aims to bring seaplanes back to the historical site at Biscarosse.

Thanks to the motivation and the energy of our teams, 2010 was a vintage year, with the 100th anniversary of aviation at Bordeaux-Mérignac, the growth of traffic and a number of major local and national affairs!

Bordeaux-Mérignac airport



La Rochelle airport



2010 in brief

- ➔ *Strong recovery in passenger traffic (+5.04%) at the aerodromes in the South-West and a 14% rise in international traffic, thanks mainly to the good results achieved by Bordeaux-Mérignac (+10%) and La Rochelle-Île de Ré (+14%).*
- ➔ *Meeting of the fifth joint Franco-Spanish commission on Fontarabie airport in Bayonne in June 2010, which addressed a number of issues regarding the management of the airport.*
- ➔ *Opening of the "Billi" (Bordeaux Milla) simplified services terminal, the first new low-cost terminal in France. This type of traffic accounts for 80% of international growth at Bordeaux airport.*
- ➔ *The third sustainable development charter at Bordeaux-Mérignac, which was the fruit of close dialogue, includes three innovations, two of which will allow the progress of the actions in the charter to be tracked closely, in response to demands made by local representatives and residents.*

AERODROMES

Aerodromes open to CAP: **43**
 of which **9** are commercial aerodromes
 Aerodromes certified for restricted use: **8**
 Aerodromes for private use: **60**
 Microlight platforms: **128**
 Helistations - Helisurfaces: **64**
 Sea ports- Sea landing strips: **1**
 Permanent balloon platforms: **8**
 Model plane fields: **56**

ENVIRONMENT

4 noise prevention plans in progress and approved
3 environmental charters signed
1 PGS
2 meetings of the consultative committee for residents aid
1 order for restricted operations.
5 meetings of the consultative committee for the environment

SAFETY

Air navigation

3 AFIS audits
2 CCRAGALS meetings
 Participation in **4** AFIS audits off DSAC territory

Airports

3 certified aerodrome operators
51 runway homologations
5 SGS audits (SGS monitoring at Biarritz and Pau, 3 external audits at Perpignan, Limoges and CDG)
241 inspections of conditions relating to homologation and operational procedures of aerodromes

SECURITY

1 security programme approval for aerodrome operators
1 security audit
2 Meetings of the local security committee
6 Meetings of the operational security committee
61 accredited agents
6 known loaders
3 known establishments, replaced by certified suppliers

TRANSPORT PUBLIC SUPERVISION

14 air transport companies, of which:
 - aeroplanes: **1**
 - helicopters: **6** (2 OPS 3 / 4 OPS 3R)
 - balloons: **7**
 Audits in 2010: **10**
270 technical inspections, of which:
 - **207** SAFA
 - **63** SANA

GENERAL AVIATION

Air operations companies: **73**
 Certified maintenance units: replaced by PART M accreditations
 Missions to flying clubs: **20** supervision actions
 Air events:
 - Small: **168**
 - Medium: **14**
 - Large: **12**
 Aeronautical qualifications issued: **456**
 Infringement cases: **29**
 Accidents: **26**
 - Aeroplanes: **15**
 - Helicopters: **2**
 - Microlights: **7**
 - Gliders: **1**
 Number of dead: **2**
 Number of injured: **13**

ECONOMIC REGULATION

79 stopover assistant certification files, of which
22 renewed in 2010
Number of OSP lines
3 in progress

RESOURCES

Headcount: **113**
 AE budget: **€2,318,000**
 CP budget: **€2,515,000**

GLOSSARY

ACNUSA

Airport pollution control authority

AGNA

Advisory Group of National Authorities

ATCO

Air Traffic Controller

ATPL

JAR FCL Airline Transport Pilot License

ATSEP

Air Traffic Safety Electronics Personnel

BOP

Budget opérationnel de programme
(operational programme budget)

CAG

Circulation aérienne générale
(general air traffic)

CCE

Commission consultative de
l'environnement (consultative commission
on the environment)

CDN

Certificat de navigabilité (airworthiness
certificate)

CMA

Continuous Monitoring Approach

CNPN

Commission nationale de prévention
des nuisances (national commission
for the prevention of pollution)

CNRA

Certificat de navigabilité restreint
d'aéronef (restricted airworthiness
certificate)

CNRAC

Certificat de navigabilité restreint
d'aéronef de collection (restricted
airworthiness certificate for vintage
aircraft)

CNSK

Certificat de navigabilité spécial d'aéronef
en kit (special airworthiness certificate
for kit aircraft)

CP

Crédits de paiement (payment credits)

CPL

FCL Commercial Pilot Licence

CRE

Class Rating Examiner

CSS

Certificat sécurité-sauvetage
(safety-rescue certificate)

CTA

Certificat de transporteur aérien
(air transport certificate)

CTP

Comité technique paritaire
(joint technical committee)

DAC*

Direction de l'Aviation civile (DGAC)
(civil aviation authority)

DCPAF

Direction centrale de la police aux
frontières (central border police authority)

DCS*

Direction du Contrôle de la sécurité
(safety control authority)

DGA

Délégation générale pour l'armement
(ministère de la Défense) (general
ordinance delegation - Ministry
of Defence)

DIRCAM

Direction de la circulation aérienne
militaire (military air traffic authority)

DSAC

Direction de la sécurité de l'Aviation civile
(civil aviation safety directorate)

DSAC/IR

Direction de la sécurité de l'Aviation
civile/Interrégionale (civil aviation safety
directorate/regional entity)

DSNA

Direction des services de la Navigation
aérienne (air navigation services
directorate)

DTA

Direction du transport aérien
(air transport directorate)

EASA

European Aviation Safety Agency

EASAC

European Aviation Safety Advisory
Committee

EASP

European Aviation Safety Programme

ECAC

European Civil Aviation Conference

ECCAIRS

European Coordination Centre for Accident
and Incident Reporting Systems

EGNOS

European Geostationary Navigation
Overlay System

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

*The former DCS and the former DAC became the DSAC on 1 January 2009.

FCL

Flight Crew Licensing

FNPT

Flight and Navigation Procedure Trainer (Simulator)

FSTD

Flight Simulation Training Devices

FTD

Flight Training Device

FTO

Flight Training Organisation

GSAC

Groupeement pour la sécurité de l'aviation civile (civil aviation safety group)

GTA

Gendarmerie des transports aériens (air transport gendarmerie)

ICAO

International Civil Aviation Organization

ICNA

Ingénieur du contrôle de la navigation aérienne (DGAC) (air navigation control engineer)

IEEAC

Ingénieur des études et de l'exploitation de l'aviation civile (DGAC) (engineer in civil aviation research and operations)

IEF

Ingénieur des études et des fabrications (DGA) (research and manufacturing engineer)

IESSA

Ingénieur électronicien des systèmes de la sécurité aérienne (DGAC) (air safety systems electronic engineer)

ILS

Instrument Landing System

IR

Instrument Rating

JAR

Joint Aviation Requirements

LFI

Loi de finances initiale (initial financial law)

MEAS

Mission d'évaluation et d'amélioration de la sécurité (mission for the assessment and improvement of safety)

MNPS

Minimum Navigation Performance Specification

OCV

Organisme du contrôle en vol (in-flight control organisation)

OPS

Operations

OSAC

Organisme pour la sécurité de l'aviation civile (civil aviation safety organisation)

OSP

Obligation de service public (public service obligation)

PN

Personnel navigant (flight crews)

PP

Licence de pilote professionnel (F) (professional pilot licence)

PPBE

Plan de prévention du bruit dans l'environnement (environmental noise prevention plan)

PPL

Private Pilot License (FCL)

PSE

Programme de sécurité de l'État (state safety programme)

QT

Qualification de type (type qualification)

SAFA

Safety Assessment of Foreign Aircraft

SANA

Safety Assessment of National Aircraft

SCN

Service à compétence nationale (national authority)

SGS

Système de gestion de la sécurité (safety management system)

SPPA

Service de prévention du péril animalier (department for the prevention of risks from animals)

SSLIA

Service de sauvetage et de lutte contre l'incendie des aéronefs (aircraft rescue and fire fighting department)

TRE

Type Rating Examiner

TRTO

Type Rating Training Organisation

TSEEAC

Technicien supérieur des études et de l'exploitation de l'aviation civile (DGAC) (engineer in civil aviation research and operations)

TT

Licence de pilote privé (F) (private pilot licence)

UAF

Union des Aéroports Français (union of French airports)

ULM

Ultra-léger motorisé (microlight)

VFR

Visual Flight Rules

Director of Publication: Florence Rousse, Director of Civil Aviation Safety

Coordination: Yannick Robert, Technical Adviser, Communication and Public Relations

Authors: Régis Noyé / Yannick Robert

Production: KAZOAR 33 (0)01 53 06 32 22

Photo credits: STAC / Jocelyne Alvarez, Lionel Bichot, Michel Bonini, Sylvain Cambon, Vincent Colin, Marie-Ange Froissart, Christophe Giraud, Xavier Lambours, Laurent Mignaux, Gilbert Neel, Alexandre Paringaux, Véronique Paul, Guilhem Piat, Julian Renard, Michel Ricaud, Jean-Claude Romano, Jean-Luc Thirion, Marc Vetter, Gabrielle Voinot DSAC / Yannick Robert, Nicolas Rommé

Printed by: FABREGUE

Ressources, territoires, habitats et logement
Énergies et climat Développement durable
Prévention des risques Infrastructures, transports et mer

**Présent
pour
l'avenir**



DSAC

50, rue Henry Farman
75720 Paris cedex 15 FRANCE
Tel.: 33 (0)1 58 09 43 21
Fax: 33 (0)1 58 09 43 38