

**Civil Aviation  
Safety Directorate**  
NATIONAL OVERSIGHT AUTHORITY

# ANNUAL Report

2012



Ministère de l'Écologie, du Développement durable et de l'Énergie

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FOREWORD



For DSAC, 2012 was first of all a year which encapsulated, in a certain fashion, its unity and its commitment to the service of users, through its obtaining of the ISO 9001 quality certificate on 5 June 2012.

A great deal of work went into carrying this procedure through to its conclusion, and making it a part of everyday operations. It should, and we hope will, lead to visible and lasting results.

The establishment of a licensing mechanism and explicit qualifications for each of our officers called upon to carry out controls, inspections or audits in companies, or with private individuals, for safety and security checks, is part and parcel of the same procedure.

At the same time, 2012 saw a continuation of, and even a growth in, European regulatory activities in these two areas. Suffice it to say that most countries - and companies too - have found it hard to keep up, nevertheless the European Commission and the European Aviation Safety Agency are not yet fully leveraging the impact of these new regulations.

There is one area, however, in which Member States succeeded, in 2012, in promoting a new vision, thanks in particular to the significant participation of France: the field of general aviation. There is still a long way to go, and already changes have been made in order to take into account the objectives of simplification and flexibility in national practices (handling the requirements applicable to flights of initiation, aerial work activities, for example, or taking into account the experience of flying clubs in France).

In a more and more squeezed manpower, 2012 was also marked by the formalisation and reinforcement of agreements struck between the DSAC and its usual partners: for example, a service contract was signed between the DSAC and the OCV (Organisme du Contrôle en Vol - French Flight Control Organisation) for carrying out inspections of airline companies with a view to optimising the use of DGAC resources. A major agreement was also signed with the ENAC (Ecole Nationale de l'Aviation Civile - National School of Civil Aviation), which provides in conjunction with the DSAC, and on its behalf, the certification of security officers in airports, as imposed by EU legislation. Likewise, local agreements have been signed between companies of the Air Transport Gendarmerie and the regional entities of the DSAC in order to jointly determine objectives and exchange information. Lastly, in the field of air navigation and in the context of the European Single Sky programme, initial joint actions have been implemented by the national oversight authorities of service providers in the Functional Airspace Block of Europe Central (FABEC).

These collaborative efforts are doubtless likely to be extended, and it is in the same spirit that a 'European aviation safety system' should be progressively constructed.

Florence ROUSSE  
DSAC Director

# ORGANISATION CHART

as of 2 April 2013



## Creation of a class of ultralight helicopters (class 6 microlights)

2012 saw the creation of a new "ultralight helicopter" class-6 microlight, produced after a long test phase under the aegis of the DGAC and with the support of the FFPLUM (French microlight federation). Two government orders and a directive dated 21 February 2012 (published on 29 February 2012) established the regulatory modifications required for the introduction, under existing national microlight regulations (and in accordance with the provisions of appendix 2 of regulation EC 216/2008) for this specific class of ultralight helicopters. These texts mark the culmination of a process embarked upon several years ago, in permanent consultation with our partners in the federations and organisations concerned, following on from a period of testing that has enabled the integration of this demanding aircraft class within microlight regulations to be validated.

## Cooperation with EASA

In partnership with the General Delegation for Armament (DGA), the DSAC, via the French National Aviation Administration (FNAA), an entity created for the purpose, signed in April 2012 a service contract with the European Aviation Safety Agency in the areas of product certification, approval and oversight of organisations, approval of operational aspects and ATM/NSA systems.

## Aircrew Regulations

Scheduled for application as from 8 April 2012, the rules for implementation of the European

Commission concerning aircrews were enshrined in the publication on 5 April 2012 of regulation 290/2012 in the Official Journal of the European Union.

The application regulations provide for a transition, or "opt out" period, which France has decided to utilise. In compliance with this rule, aircrew regulations shall be applied in France as from 8 April 2013.

The new elements relate to the creation of new European licences for recreational pilots, balloon pilots, glider pilots and dirigible pilots; the creation of additional qualifications (mountain flights, test flights, etc.); the introduction of regulatory requirements applicable to authorities and organisations (pilot training, aeromedical centres, etc.); the introduction of provisions concerning the qualifications of cabin crews and associated certificates.



## Unmanned Aircraft systems (UAS)

On 11 April 2012 an official order was published relating to the design of unmanned civil aircraft, the conditions of their use and the capabilities required of the persons using them.

This order was drawn up in parallel with a specific airspace order. Both were subject to mass consultation with users. These orders have enabled France to become one of the first countries to authorise a certain number of aerial work operations using UAS in the case of simple predefined scenarios, and carried out at altitudes of below 150 m, and in particular aerial observation operations.

Between April and December 2012, around 120 operators received DSAC authorisation.

## Thrill flights

An amendment to the order of 24 July 1991 relating to the use of civil aircraft for general aviation enabled the definition of new conditions for circular flights, carried

out for leisure purposes, designed to procure thrill sensations for passengers by means of "thrill flight" aerobatics.

## Oversight inspector licence: recognition for a profession

In order to reinforce the skills of its officers assigned to its surveillance missions, the DSAC has established an explicit and standardised mechanism for the verification and recognition of the skills required for its personnel, responsible for producing safety and security reports on aviation operators. This mechanism translates into the issuing of a national licence. An order of 28 March 2012 determines the methods for the issuing of the licence, the provisions of which came into effect on 1 May 2012.

## ISO 9001 certification. The culmination of a flawless process and the acquisition of a new maturity

On 5 June 2012, the DSAC obtained its ISO 9001:2008 certificate.

This certificate acknowledges the quality of service of all the services that the DSAC provides to its clients and confirms the performance of its internal management system.

This certification also helps underpin French civil aviation along with the audits carried out by the European Aviation Safety Agency (EASA) and the European Commission.

## Operational technical control meeting

The 16th annual operational technical control meeting took place in Paris from 5-7 June 2012.

This meeting, involving all concerned

entities of the DSAC, the DAC New Caledonia and the SEAC French Polynesia, ran the rule over the operational technical control activity for 2011, and on the state of progress of the implementation of the European SAFA (Safety Assessment of Foreign Aircraft) programme.

## Inauguration of the new head office of the DSAC-CE



In the presence of numerous personalities from the region (elected officials, government representatives, airport managers, airline companies, associations, aeronautical federations, etc.) and personnel, Jean-François Carencio, Prefect of the Rhône-Alpes region and Florence Rousseau, DSAC director, inaugurated the new head office of DSAC Centre-East on Tuesday, 19 June 2012. The design of this new building, which also hosts the Lyon office of the SNIA (national aeronautical engineering service) and the company of the Air Transport Gendarmerie (GTA), complies in particular with the objectives for environmental quality and energy performance, thereby confirming the commitment of the DGAC in matters of eco-responsibility and sustainable development.

## Electronic licences for air traffic controllers

Since June 2012, French air traffic controller licence in France is in electronic format for all civil and military controllers. This format concerns exclusively the living data on the licence, i.e.: information on the licence relating to additions, extensions and renewals.

## IR OPS - New European operations regulations

On 25 October 2012, the European Commission published new regulations determining the technical requirements and administrative procedures applicable to aviation regulations. These regulations constitute the first stage of a three-stages process and which, following the third and last stage, will cover all aspects of aviation operations. Since IR-OPS authorises Member States to postpone its applicability until 28 October 2014 at the latest, France has chosen to avail itself of this possibility.

## ICAO high-level conference on aviation security

Around 700 participants representing 132 Member States and over 20 international and regional organisations and industrial associations came together in Montreal on 12-14 September 2012 at the ICAO high-level conference on aviation security. Each recognised the importance of cooperation and coordination for all stakeholders and at all levels in order to produce lasting aviation security.

## Meeting of the civil aviation directors of the East-Caribbean region

From 2-5 October 2012 the 24th meeting of the civil aviation directors of the East-Caribbean region took place in Martinique. This annual meeting, run under the aegis of the regional office of ICAO and organised by France, was chaired by Jean-Michel Boivin, civil aviation safety director for French West India & Guiana. This conference received many delegations from the Caribbean region and the United States, as well as representatives of airline companies,

## SOME HIGHLIGHTS

airports and air traffic control service providers associations, with the active participation of the French DSNA (air navigation services department). The objective of this meeting was, in particular, to coordinate all actions required for guaranteeing a high degree of safety, to promote sustainable development and to reinforce technical cooperation between the various States and the Antilles.

## Annual safety symposium

Around 200 participants assembled on 14 December 2012 at the DGAC to discuss the topic: "Helicopter safety - The pragmatic approach of operators." Contributors from various spheres (civil and military operators, BEA [Bureau of Enquiry and Analysis for Civil Aviation Safety], manufacturers and equipment suppliers, UFH [French Helicopter Union]) shared their experiences and suggested lines for improvement in matters of safety through proposing, in particular, technical solutions, as well as safety management tools. The need for better sharing of information between helicopter users was underlined by the participants.





01

## STATE SAFETY PROGRAMME

**According to the ICAO definition, the State Safety Programme is an integrated set of regulations and activities aimed at improving safety. To this end, the Authority acts on three levers: regulation, oversight and safety promotion. Within the DSAC, it is the Safety Management Coordination Office (MEAS - Mission Evaluation et Amélioration de la Sécurité) which coordinates the implementation of the French SSP.**

### SSP for recreational activities

Although the ICAO has clearly requested States to put in place an SSP in the field of commercial air transport, the international organisation seems to have afforded the States a certain latitude in extending this type of mechanism to recreational aviation. France has therefore chosen to add a "recreational aviation" component to its SSP, previously restricted to commercial aviation, but has decided to call on the initiative and responsibility of the users and their representative organisations. Subsequent to a safety symposium

on light and sporting aviation in late 2009, and following on from several contact meetings, held in 2011, between the federations and the DSAC, all the federations and several associations validated five structural lines of development in matters of safety in 2012. These lines of development, which constitute the framework of the "recreational aviation" SSP, have the prime objective of reducing significantly the fatal accidents in this sector, of which there are 40 or so every year. It is therefore planned to (1) support the safety actions initiated by those involved in recreational aviation; (2) reassess initial and recurrent training methods; (3) develop and

encourage operational feedback; (4) facilitate user access to aeronautical and meteorological information and work on enhancing the understanding and the simplification of the airspace; (5) assess the relevance of regulatory and oversight safety related actions and improve them as appropriate. To summarise, while placing the emphasis on the concerted development and the sharing of a safety culture suited to all recreational aviation activities, the SSP/Recreational Aviation defines the concrete lines of development designed to reduce the number of fatal accidents over the years to come.



### CRASH OF FLIGHT AF447: follow up safety recommendations

The coordination of the safety recommendations follow-up is one of the tasks carried out by the Safety management coordination office (MEAS). As such, MEAS was kept particularly busy following the publication, in mid-2012, of the final investigation report of the BEA relating to the crash of flight AF447. This report indeed contains over 40 safety recommendations, some of which concern the DGAC, either directly, or else indirectly for those addressed to ICAO or EASA. What should be noted in particular in this regard are the coordination actions with the operators at national level, on subjects such as the startle effect or the operation of flights with augmented crews. Regarding this particular report, we should underline that the DGAC is tracking the progress of the processing of all the recommendations, including those which were not specifically addressed to DGAC. All the preliminary responses of the DGAC may be found here: [http://www.developpement-durable.gouv.fr/IMG/pdf/b2012\\_009.pdf](http://www.developpement-durable.gouv.fr/IMG/pdf/b2012_009.pdf)

### Towards Annex 19 of the Chicago Convention

For several years, and with the objective of further improving the safety level of air transport worldwide, in particular in regions registering a high accident rate, ICAO promotes the implementation of "safety management" principles using "safety management systems" (SMS) for the service providers, and the State Safety Programme for the administrations in charge of aviation safety. Currently, these principles are scattered over several documents, in particular Annexes 1, 6, 8, 11, 13 and 14 of the Chicago Convention and the Safety Management Manual (Doc. 9859). To provide a little more consistency for these principles, which are relatively new in the sector, ICAO deemed it judicious to compile them in one and the same Annex, 19 in the sequence. This document, which will be the first new annex adopted in almost 30 years, will include provisions relating to SSPs, SMSs and the duties of the States with regard to gathering, analysing, protecting and exchanging safety data. The Safety Management Coordination Office (MEAS), with its considerable experience in these various fields, is actively contributing to the required assessment, summarising and drafting work, due to culminate with the first edition of Annex 19, as adopted on 25 February 2013, and coming into force in November 2013.

### ECCAIRS

The ECCAIRS tool is the secure database containing all safety event reports notified to the DGAC by French civil aviation operators. In 2012, around 48,000 reports of this type were recorded in the database (130 per day), marking a slight increase compared to 2011.

Over half of these events were notified by navigation service providers, and around one quarter by the airlines.

The rest were communicated by aerodrome operators (around 10%), ground handling operators and maintenance organisations. In addition to these 48,000 reports there are those that are fed into the database by BEA, totalling approximately 300 and relating to accidents and serious incidents.

### "Helicopter safety" symposium

The 7<sup>th</sup> annual symposium on aviation safety organised by the DSAC took place in 2012. Its theme was safety in helicopter operation. Faced, through the very nature of their activity, with specific dangers, the operators of these machines, who were largely represented, were able to give their vision of safety and share their concerns, in particular with regard to the implementation of safety management systems, a requirement which they have to implement in the same way as aeroplane operators. For these operators, generally small in scale, and between whom, as a consequence, information circulates with greater difficulty than in the more concentrated sectors, the questions that were raised show their desire to build operational and efficient SMSs that go beyond simple regulatory compliance. The desire enhance cooperation on safety matters was also expressed by the operators who attended, with the French helicopter union (UHF) pronouncing itself in favour of the implementation of a shared operational feedback system.



### LVP (Low Visibility Procedures)

In 2012, safety data analyses led the DSAC to look into the risks induced - paradoxically - by the procedures implemented at aerodromes for enabling aircraft to land and take off safely when the horizontal visibility is limited. At aerodromes equipped with ILS in particular, the low visibility procedure ask to ensure that the sensitive areas are kept clear of any traffic which may create interference with the guidance signal.

Several events in France and abroad have in fact shown that this condition has not always been respected with, as a consequence, a wide-body aircraft veering off the runway on landing in the most serious case. The analysis of incidents of this type suggests that this is essentially a matter of deviations, generally linked to traffic pressure, which may be explained by the generalisation of LVP procedures and which, as experienced by controllers and pilots, have not led to any serious incidents such as the one analysed by the German investigation bureau ([http://www.bfu-web.de/EN/Publications/Investigation%20Report/2011/FactualReport\\_11\\_EX010\\_B777\\_Munic.pdf?\\_\\_blob=publicationFile](http://www.bfu-web.de/EN/Publications/Investigation%20Report/2011/FactualReport_11_EX010_B777_Munic.pdf?__blob=publicationFile)). A presentation of this event was given in the SSP safety review which led to actions raising awareness of pilots and air traffic controllers on the issue.





# 02

## RESOURCE MANAGEMENT

**How best to assign human, IT and budgetary resources in an ever more constrained context? For many years the DSAC, as part of the General Directorate of Civil Aviation, has had to contend with a constant reduction in manpower and budgetary resources. For several years air traffic, due to the effects of economic downturns and external events (crises in the countries of the Maghreb, the Icelandic volcano), has experienced difficulties and has found it difficult to rediscover the growth trend that it had experienced over many years. Even if technical inspection fees do not particularly correlate to traffic levels, globally the ancillary budget for civil aviation, by way of air navigation fees and the civil aviation tax, is resulting in fewer revenues, requiring recourse to borrowing in order to achieve an equilibrium. Budgetary and manpower allocations for the services of the DGAC, including the DSAC, have now been falling for several years. DSAC activities, which are mainly based on direct services on the part of officers, need to see skills being maintained at a high level and the provision of satisfactory operational resources (IT tools and means of travel).**

In this context of cutbacks, the DSAC has succeeded in launching projects which constitute essential tools for managing and addressing needs in terms of skills requirements and surveillance activity improvements:

- surveillance licence for its officers with responsibilities in the direct inspection of aviation safety and security;
- business information system.

### Surveillance licence: tool recognising the skills of the French national oversight authority

The quality procedures and standardisation audits have demonstrated the utility of understanding our requirements in terms of skills, and in being capable of tracking more clearly the training undergone by officers

in order to justify the maintenance of their skills levels for exercising the surveillance of safety, security and the environment. It is therefore on the basis of this observation and in the framework of work carried out with the staff representative organisations of the DSAC that Patrick Cipriani, director of DSAC-North, chaired a working group in 2011-2012 assigned with establishing a surveillance licence. This work, the quality of which was recognised by all the partners, culminated in the creation of a surveillance licence whose principle and texts were adopted at the technical committee meeting of 2 February 2012 following a unanimous vote from the staff representatives. The surveillance licence is national and is intended to demonstrate, in particular in the framework of international and European audits, how the French oversight authority goes about

ensuring the skills of its officers responsible for surveillance. It constitutes an explicit and standardised framework for the verification and recognition of the skills required for exercising surveillance tasks. The surveillance licence is not linked to a specific body of civil servants and is therefore not statutory; it is a professional qualification. It applies to all DGAC officers, including contract workers, and is therefore not limited to DSAC officers alone. The technical fields covered by the licence are as follows:

- flight crews,
- aerodromes,



- air navigation,
  - air operations and airworthiness,
  - safety,
  - the security of the IT systems.
- The first licences were issued in May 2012.

### Improving and harmonising the monitoring of surveillance activities: a permanent objective that can be supported by a business information system.

Each technical area has developed or acquired specific tools for monitoring surveillance activities. Very rapidly, since its creation in 2009 and the launch of its quality procedures, it became apparent that the DSAC would benefit from having a business information system common to all safety domains. It is with this purpose in mind that a dedicated team was formed in late 2011, so that a true DSAC IT systems policy could be launched.

Despite the tight budgetary context, it was decided to make this business tool a priority in terms of facilities. A call for tenders, with the support of the IT systems management and the general secretariat, was put out in 2012 and culminated in a contract being awarded on 27 July 2012 to EMPIC for the progressive implementation of this tool as from 2013, according to a schedule taking account of the obsolescence of the tools currently in place (SIGEBEL, SICOMED, etc.) or, for other areas, the total absence of any tools. This tool is designed to cover all areas of safety surveillance. 2013 should see the implementation of the simulators module, followed by the aerodrome and medical modules. The training organisation module

is also due to be implemented three months after the implementation of the simulator module. Ultimately, almost €4.6 million could be devoted to the project, due for progressive rollout by 2015.

### Managing human resources in a context of continued manpower reductions

Like all Government departments, the DGAC saw a significant reduction in its staff numbers in 2012; for the DSAC, 2012 marked a drop in its headcount from 1262 to 1247. It is worth noting that when it was created in January 2009, staff numbers at the DSAC totalled 1336; this means that its management has had to cope with a 7% reduction in its headcount in its four years of existence.

It is therefore by way of job ceilings localized per DSAC/IR or per technical department at central level, that job posts will be made available and prioritised, in order to ensure the most efficient allocation of the human resources that the DSAC needs. Nevertheless, with a job vacancy fill rate in the order of 50%, it should be underlined just how difficult it is for the DSAC to keep up the numbers and skills levels of the human resources that it needs.

To maintain a high skill level, what is important in addition to the number of officers is the training that is available to them. To this end, special efforts are made in this area, which remains a priority for the management. Despite the difficult budgetary context, it has been possible to provide a high level of training in 2012, reflected in the following figures:

- 67% of DSAC officers receiving training in 2012
- 4.63 days of training on average per officer
- 263 officers (1096 training days) taking English courses.



### Revenues at a practically constant level and a particularly tight budget: characteristics of the 2012 budgetary context of the DSAC.

Established in 2006, the technical inspection fees are meant to finance the safety and security surveillance activities. They target multiple users (airline companies, aerodrome managers, holders of aircrew licences, exam candidates, etc.) and draw on a decree of December 2005 for their creation and an order of December 2005, also, for their calculation formulas and tariffs. On account of the difficult situation facing civil aviation in recent years, and the contributory capacities of certain users, it has been decided for the last three financial years not to modify the tariffs for these fees nor to create new ones. We have therefore observed a certain stability in revenues from these fees, since the definitive income from these products on 31 December 2012 amounted to €42.62 million, representing a conversion rate of 96.39% compared to the initial forecasts, which were estimated at €44.22 million, €13.22 million of which were linked to the oversight of the air navigation service provider. By way of comparison, €40.45 million were invoiced in fees in 2011.

Concerning the payment credits of the DSAC, for which it is responsible with regard to the operational budget of the "oversight and certification" programme, the initial allocation was significantly lower than in previous years: €19.5 million in AE (commitment authorisation) and €19 million in CP (payment credits), whereas in previous years the allocations were in the order of €24-€25 million. To manage this under-allocation it was decided, after application of a precautionary freeze of almost €500k, to allocate supplementary credits to the DSAC budget, following a Financial Act Amendment. In all, the DSAC will have had at its disposal for its operations in 2012 €23.9 million in AE and €24.4 million in CP.

## FEES 2012

Fee	Forecast for 2012	Invoiced as of 21/12/2012
Aircraft operator fees	11,550,000	10,833,037
Aerodrome operator safety and security fees	11,030,000	10,956,071
Carrier air security fees	3,050,000	2,350,956
Aircrew training organisation fees	350,000	434,320
Exam fees	1,920,000	1,585,507
Civil aviation personnel fees	1,100,000	827,293
Training programme fees	110,000	49,326
Synthetic flight trainer qualification fees	630,000	1,283,124
Aircraft rescue and fire-fighting fees	100,000	19,700
Safety equipment fees	710,000	560,034
Fitness for flight fees	150,000	145,683
EASA fees	300,000	353,221
Inspection fees	-	5,360
Overflight fees to oversight authority	10,920,000	10,920,000
Navigation fees to oversight authority	2,300,000	2,300,000
Total	44,220,000	42,623,632

## DSAC PERSONNEL as of 01/01/2012

Dept	ADAAC	ADM	ASAAC	ASO	ATTAAC	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPF	OE	PN	TSEEAC	Total
DSAC	54	2	20		18	31	4	1	50	3		15	3	9	45	255
DSAC/AG	31		10	1	2	2	1		10	3		2	21	1	22	106
DSAC/CE	10		4	1	4	4			8	1	1	2	16	3	35	89
DSAC/N	33		9	1	4	14	2	2	15		2	4	10	4	75	175
DSAC/NE	18		5	2	4	5			6			1	9	2	43	95
DSAC/O	20		8	1	4	7		6	15	1		1	18	4	45	130
DSAC/OI	10		3	1	2	3		1	5				9		16	50
DSAC/S	22		5	1	4	1	1		11	1		1	17	3	32	99
DSAC/SE	23	1	14	3	8	8	3	3	24		3	3	9	3	52	157
DSAC/SO	17	1	9	1	2	5	3	3	9	1	2		18	3	32	106
Total	238	4	87	12	52	80	14	16	153	10	8	29	130	32	397	1262

## DSAC PERSONNEL as of 01/01/2013

Dept	ADAAC	INL	ASAAC	ASO	ATTAAC	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPF	OE	PN	TSEEAC	Total
DSAC	51	2	21		23	30	3	1	48	2		19	4	9	50	263
DSAC/AG	30		10	1	2	2	1		9	2		3	21	2	20	103
DSAC/CE	9		4	1	5	4			9		1	2	15	3	36	89
DSAC/N	32		9	1	4	14	2	1	14		1	4	7	7	77	173
DSAC/NE	17		5	2	4	4			5		1	1	7	1	44	91
DSAC/O	19		9	1	4	7		7	14	1		1	16	4	43	126
DSAC/OI	10		4		2	3		1	6				11	0	16	53
DSAC/S	20		6	1	4	1	1		11	1	1	1	17	3	32	99
DSAC/SE	22	1	13	3	7	8	3	1	21	1	2	2	8	3	54	149
DSAC/SO	16		9	1	2	5	3	3	8	1	2	1	16	3	31	101
Total	226	3	90	11	57	78	13	14	145	8	8	34	122	35	403	1247

## SURVEILLANCE LICENCES, END OF 2012

At the end of 2012, surveillance licences were held by 673 officers, including 597 from the DSAC. The holder of a licence may be qualified in several domains; hence, at the end of 2012, these 673 licences incorporated 1396 qualifications.

### Qualification per corps

CORPS	QUALIFICATIONS			
	ISSP/CTE	ISSP S / AUD CTE P / RSC CORR	REF/RMA	TOTAL
DEPUTIES	18	13	3	34
ASSISTANTS	10	5	2	17
ATTACHES	7	1	2	10
TSEEAC	303	431	93	827
IEEAC	87	96	79	262
IESSA	8	19	1	28
ICNA	9	11	8	28
IPEF	4	3	3	10
PN	7	26	3	36
AC	16	31	19	66
WORKERS	5	4	0	9
OTHERS	25	33	11	69
TOTAL	499	673	224	1396

ISSP: inspector  
CTE: technical operations inspector  
ISSP S: senior inspector  
AUD: auditor  
CTE P: principal technical operations inspector  
RSC: company surveillance manager  
CORR: safety studies correspondent  
REF: security officer  
RMA: audit manager

### Qualifications per domain

	DSAC/ANA		DSAC/NO		DSAC/PN	DSAC/SUR		TOTAL
	AERODROME	AIR NAVIGATION	AIRWORTHINESS	AIR OPERATIONS	AIRCROWS	SECURITY	IT SYSTEM SECURITY	
ISSP/CTE	165	68		58	127	77		495
ISSP S/ CTE P/AUD /EVAL/PCM/ RSC/ CORR	363	115	12	166	97	15	1	769
RMA/EXP/ REF	25	15	7	36	37	10	2	132
Total	553	198	19	260	261	102	3	1396

## BUDGET

### Financial resources at the disposal of the DSAC in 2012

	AE (Commitment authorisations)	CP (Payment credits)
Common transactions	€22.5M	€23.0M
Capital transactions	€1.4M	€1.4M
Total	€23.9M <sup>(1)</sup>	€24.4M <sup>(2)</sup>

<sup>(1)</sup> LFI : 23.5 / Freeze: - 0.5 / Carryover: 0 / Income allocation: + 0.9 = 23.9

<sup>(2)</sup> LFI : 23.0 / Freeze: - 0.5 / Carryover: +1 / Income allocation: + 0.9 = 24.4

03

## SAFETY REGULATIONS & INTERNATIONAL ACTIONS

**The French civil aviation safety directorate (DSAC) plays a key role in matters of safety regulations. Its regulatory missions on the national, European and international scale make it, alongside its partners, a key player in the construction of aviation regulations. Within the DSAC, the "ERS" technical department, with its mandate for European cooperation and regulations on safety, pursues sustained regulatory activity, either in association with that of the European Aviation Safety Agency and of the ICAO, by influencing the drafting of European and international regulatory texts and ensuring their adaptation and transposition into national regulations, or else independently in areas of national remit.**

### Aircraft and aviation operations

#### At the ICAO

Activities in 2012 were marked by major amendments to the operational rules for aircraft (Annex 6). Modifications were first of all made to the requirements relating to flight recorders for all aircraft. For aircraft used in commercial transport, it should be noted that by 1 January 2018 at the latest, all aeroplanes of a maximum certificated take-off mass of over 27,000 kg or more must be equipped with an underwater locating device with an operating autonomy of at least 30 days. As far as helicopters are concerned, any turbine-engined machine weighing over 2250 kg, for which the application for type certification was submitted on or after 1 January 2018, must be equipped with lightweight

recorders.

Other amendments have been made, exclusively affecting aeroplanes used in commercial transport with, firstly, new requirements being published relating to Extended Diversion Time Operations (EDTO). These are based on lessons learned from Extended-range Twin-engine Operation Performance Standards (ETOPS), and are the culmination of several years of work. Secondly, new provisions relating to the use of fuel have come into force. Certain measures had remained unchanged for several decades. The changes introduced improve safety and offer operators, for their fuel planning and the selection of alternate aerodromes, the possibility of an approach based on performance. It will enable reduced costs and a reduced impact on the environment, while guaranteeing a high level of safety. Furthermore, the Unmanned Aircraft Systems Study Group (UASSG) of ICAO is pursuing, at a

rate of two meetings per year, the development of requirements aiming ultimately to integrate unmanned aircraft into non-segregated airspace. The objective is to produce a manual detailing this future regulatory framework prior to the conference on unmanned aircraft that the ICAO is organising in October 2014.

#### In Europe

As far as airworthiness is concerned, 2012 saw the publication of Commission Regulation (EU) No. 748/2012, of 3 August 2012, laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations, repealing Regulation (EC) No. 1702/2003. For air operations, 2012 saw the publication of Commission

Regulation (EU) No. 965/2012, of 5 October 2012, laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No. 216/2008 of the European Parliament and of the Council. This constitutes the first regulatory component of the "IR-OPS" mechanism. This component includes the regulatory requirements applicable to authorities and organisations, along with the specific rules for commercial air transport operations with aeroplanes and helicopters. This regulation applies from 28 October 2012. Since the possibility was available to it, France decided not to apply the provisions of this regulation until 28 October 2014 at the latest. In early 2013, France notified the European Commission and the EASA of the derogations that it had adopted.

The following components of the IR-OPS were the subject of four opinions in 2012: opinion 01/2012, defining the conditions applicable to non-commercial operations; opinion 02/2012, defining the conditions applicable to aerial work; opinion 03/2012, defining the applicable rules to commercial air transport operations with hot-air balloons and sailplanes, and for circular flights; and, lastly, opinion 04/2012, defining flight and duty time limitations and rest requirements for commercial air transport with aeroplanes. These subjects are part of the discussions taking place on the EASA committee, on which the DSAC defends French interests.

#### In France

For national application, 15 official orders were published in 2012. The following publications should be noted in particular:

- Amendment of the Order of 4 April 1996 relating to air shows, in order to define a specific framework for public events featuring model aircraft only;
- Integration of flight and duty time limitations and rest requirements in the Order of 28 June 2011 relating to the technical operating conditions for aeroplanes operated by a commercial air transport company in St Pierre and Miquelon, French Polynesia, New Caledonia and Wallis-and-Futuna ("Sub section Q of OPS-1T");
- Extension to the Overseas Collectivities of numerous regulatory texts dealing with aircraft and air operations;
- Amendment of the Order of 24 July 1991 relating to the conditions of use of civil aircraft for general aviation in order to define the new conditions for circular flights, for leisure purposes, designed to procure thrill sensations for passengers by means of aerobatic manoeuvres ("thrill flights");
- Order of 11 April 2012 relating to the design of unmanned civil aircraft, the conditions of their use and the skills required of the persons using them

## KEY FIGURES

- 10** responses to letters from the ICAO to the various States
- 14** annotated reports on "Notices of Proposed Amendment" of the EASA
- 16** answers to "Comment Response Documents" of the EASA
- 50** regulatory texts produced



## Aerodrome safety

### At the ICAO

The DSAC has actively contributed to the development of standards and recommended practices by the ICAO in matters of aerodrome safety: Annex 14 - Volume I - Aerodrome design and operations and Volume II - Heliports. This work is part of the second phase of the ICAO Aerodromes Panel, activities on which the DSAC participates.

### In Europe

The European aerodromes safety regulation project, headed up by the European Aviation Safety Agency (EASA), gave rise in April 2012 to the publication of an initial proposal for the implementing rules relating to the design and operations of aerodromes (NPA 2011-20), in application of amended regulation (EC) No. 216/2008. The DSAC has had the opportunity to provide numerous comments on this particularly dense project, running to approximately 700 pages. The EASA published a new version of its proposal at the end of November 2012 ("CRD to NPA 2011-20"). Discussions on the project will be pursued in 2013 with a view to adopting this regulation prior to 31 December 2013.

### In France

With regard to the safeguarding of aerodromes surroundings, decree No. 2012-1495 of 27 December 2012, relating to constructions or installations necessary for carrying out works in an area subject to aviation easements, was published in the Official Journal.

This decree offers a new possibility of dispensations for constructions or installations required for carrying out works (worksites cranes, mainly) which are not compliant with aviation easements. These constructions may now be authorised for a limited duration, conditional upon a technical safety assessment. The provisions of this decree have been made applicable in New Caledonia, French Polynesia and the Wallis and Futuna islands. Furthermore, orders determining or revising technical standards have been issued in the following domains:

- the establishment of aviation easements,
- the refuelling of heliports.

With regard to the certification of aerodromes, the traffic threshold beyond which the possession of an aerodrome certificate is mandatory has been lowered for the aerodromes of metropolitan France and the French overseas departments (DOMs), to 10,000 passengers per year. For French overseas collectivities (COMs), this threshold remains set at 30,000 passengers, and should be lowered to 10,000 passengers in 2013. Furthermore, the transfer of responsibilities from the State to New Caledonia in matters of aerodrome regulations (except for the international aerodrome of Noumea - La Tontouta), under the terms of Organic Law No. 99-209 of 19 March 1999 (amended) relating to New Caledonia, was set to come into effect on 1 January 2013 by the "loi du pays" (local legislation) No. 2009-11 of 28 December 2009. So that New Caledonia has on this date a regulatory framework that is as consistent as possible with the framework applicable in metropolitan France, articles D.132-6, D.132-6-1 and D.132-8 to D.132-12 of the Civil Aviation Code have been extended to include

New Caledonia, along with several orders concerning, in particular, the landing and take-off of different types of aircraft outside of aerodromes, along with refuelling at aerodromes.

In the field of Rescue and Fire-Fighting (RFF), four orders were published in 2012. Three orders extend the technical specifications for foaming agents, vehicles and protective clothing to include the French overseas collectivities.

One order modifies the composition of the national commission for aerodrome safety equipment (CNMSA - Commission nationale des matériels de sécurité aéroportuaire).

Lastly, concerning the protection of workers operating on the electrical circuits for runway lighting at aerodromes, significant work was carried out in 2012 by the DSAC in order to guarantee consistency between the protection requirements for workers in these activities and the aviation safety requirements specific to electrical power supply systems for runway lighting. A draft decree amendment to decree No. 88-1056 (amended) relating to the protection of workers operating on electric power installations, along with a draft order detailing dispensation from certain provisions of this decree, have also been drawn up and officially passed on to the ministry in change of labour.

## Civil aviation personnel

### At the ICAO

Activity in 2012 was marked by the response of France to a questionnaire from the ICAO on the upper age limit for pilots. The questionnaire aimed, on the one hand, to run the rule over the current regulations in force in the States and, on the other, to discover the position of these States with regard to a possible proposal to amend the provisions of Annex 1, enabling a multi-pilot crew to work together if both pilots are in the 60 to 65 age range.

### In Europe

With regard to flight crews, 2012 was marked by the publication of Commission Regulation (EU) No. 290/2012 of 30 March 2012 amending Regulation (EU) No. 1178/2011, determining the technical requirements and administrative procedures applicable to flight crews in civil aviation, in accordance with Regulation (EC) No. 216/2008 of the European Parliament and Council.

This constitutes the second regulatory component of the "Aircrew" mechanism. This second component includes:

- regulatory requirements applicable to authorities and organisations (pilot training organisations, organisations operating flight training simulators, aeromedical centres);
- provisions concerning the qualifications of cabin crews involved in commercial operations.

Both of these texts came into force on 8 April 2012.

Since the possibility was available to it, France opted for deferred application for the legislation, as from 8 April 2013. In the process, France notified the European

Commission and the EASA of the dispensation measures that it had adopted.

With regard to air traffic service personnel, 2012 was marked by the launch by the EASA of a consultation process for a future regulation project of the Commission concerning licences and medical certification for air traffic controllers.

### In France

Nationally, 2012 saw the publication of the Order of 5 April 2012 relating to the application of Commission Regulation 1178/2011 of 3 November 2011.

The regulatory activity was also manifested in the publication of various orders vital for the implementation of EU regulations and modifying the main national regulations governing licences for aircrew.

2012 was also marked by:

- the introduction of an ultralight helicopter class (class 6);
- the introduction into the code of transport of a legislative provision aimed at providing a legal framework for the use of technical documentation written in English;
- the extension to the Overseas collectivities of legislative texts relating to civil aviation aircrew;
- submission to the DGAC of the report from the working group on the control of the use of alcohol, drugs and medicines among personnel involved in air transport safety;
- the conclusion of the study on the effects of the age of aircrews, in accordance with the commitment made by the Minister for Transport with regard to the union organisations for aircrews, in the framework of the implementation of the increase in the working age limit of flight crew members and the

members of the cabin crew (Act No. 2008-1330 of 17 December 2008, on Social Security financing for 2009).



# 04 FLIGHT CREWS

## 2012 was marked by the transition of aircrew training organisations to ATO approval in accordance with the new European aircrew regulations.

For all aeroplane and helicopter training, and following on from the initiative launched in 2011 by the DSAC/PN, the FTO and TRTO training organisations have put in place the resources needed for the transition to ATO approval, and several of them have obtained this approval in advance of the deadline of 8 April 2014 for organisations providing training leading to professional licences. Concerning as this does declared organisations (essentially flying clubs), the way in which the transition is conducted has also been the subject of many work meetings between the DSAC and the light aviation federations and associations.

## Activities

In terms of activity, a reduction has been observed in the numbers of trainee technical aircrews and commercial aircrews. This is accompanied by a reduction in the total number of training organisations, since the creation of several companies proposing integrated airline pilot (ATP: air

transport pilot) training and access to flight simulators does not compensate for the significant drop in activity of several major players.

## Medical domain

The numbers of examination centres and certified doctors have remained stable. Since late 2012, like the other fields of activity subject to developments imposed by the new Aircrew regulations, the medical division of the DSAC/PN has conducted several information campaigns aimed at medical examiners. The significant increase in requests for the transfer of medical files to and from the main aeromedical authorities continues to apply. This reflects the geographical mobility of aircrews, as observed over the past 4 years.

## Aircrew assessment

In 2012, the assessment activities conducted for the purpose of airline company oversight, and the evaluation of training programs could be broken down into 1880 operating manual inspections and 242 inspections in flight or on the simulator. These figures testify to an increase in activity over the previous year, linked to a growth in the numbers of pilot inspectors responsible for these activities.

## Aircrew licences

The number of professional and private aeroplane and helicopter licences issued in 2012 fell significantly; this observation may however be offset by the fact that the figures for previous years included conversions of national licences (generating double the figure for equivalent qualifications: the first being the national qualification, the second being the "FCL" qualification obtained by conversion of the previous qualification). Most licences have been converted by now. Furthermore, the number of licences valid on 31 December 2012 has remained steady, or even grown.

The number of operations carried out over the Internet, such as qualification extensions and payment online, has increased. Significant efforts have been made by agents responsible for licence management, in order to prepare for the establishment of European Aircrew regulations, due to come into force on 8 April 2013. To this end, specific actions have been carried out involving the upgrading of the IT system, the drafting of procedures, officer training initiatives and the provision of information for users on the web site.

## TRAINING, FLIGHT SCHOOLS AND SIMULATORS

### Aeroplanes

#### Approved schools

Schools	FTO	TRTO	ATO
As of 31/12/2011	34	29	0
Approved in 2012	3	1	0
Transformed into an ATO in 2012	4	4	8
Suspended in 2012	0	0	0
Total as of 31/12/2012	33	26	8

#### Inspections carried out (in 2012)

Schools	Initial	Renewal	Follow-up
Inspections carried out	2	15	14

### Helicopters

#### FCL2 approved schools

Schools	FCL2 approved	ATO
As of 31/12/2011	21	0
Approved in 2012	3	0
Transformed into an ATO in 2012	1	1
Cessation of activity in 2012	1	0
Suspended in 2012	0	0
Total as of 31/12/2012	22	1

#### Inspections carried out (in 2012)

Schools	Initial	Renewal	Monitoring
Inspections carried out	3	9	6

### Cabin crews

#### Certified CFS school

Type of training	Total as of 31/12/2012
CFS	16

#### Inspections carried out (in 2012)

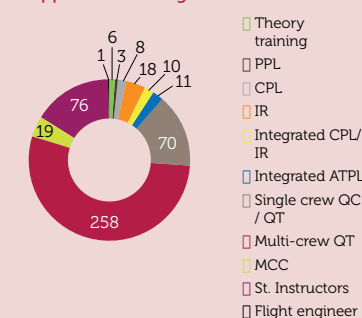
Schools	Initials	Renewal	Monitoring
Inspections carried out	1	10	4

### Simulators

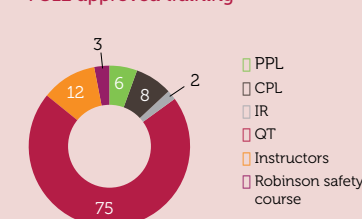
#### Qualification certificates issued

Aeroplane flight simulators (FFS) (incl. 22 abroad)	119
Helicopter flight simulators (FFS)	8
Aeroplane flight trainers (FTD) (incl. 3 abroad)	23
Helicopter flight trainers (FTD) (incl. 2 abroad)	8
Aeroplane flight and navigation procedure trainers (FNPT) (incl. 2 abroad) & 14 helicopter FNPTs	85
FSTD Quality Audits carried out (incl. 9 abroad)	53

#### Approved training



#### FCL2 approved training



### Trainee statistics

	2011	2012	Variation
Aeroplane	3013	3056	1.4%
Helicopter	606	544	-10.2%
CFS	2368	1980	-16.4%
Total	5987	5580	-6.8%

## EXAMS

### Aeronautical exams for private flight crews

Private non-FCL theory exams							
Non-FCL exams	Applied for exams			Present	Passed	%	
	2009	2010	2011	2012	2012	2012	2012
BB	896	819	790	771	749	565	75%
Microlight	2,491	2,365	2,471	2,678	2,575	1,897	74%

Private FCL theory exams							
FCL1 / FCL2 exams	Applied for tests			Present	Passed	%	
	2009	2010	2011	2012	2012	2012	2012
PPL/H	866	741	1,037	970	901	648	72%
PPL/A	15,689	15,911	14,617	17,281	16,534	13,830	84%

Number of candidates passing private FCL and non-FCL theory exams				
Exams	2009	2010	2011	2012
PPL/A	2,198	2,723	2,357	2,715
Microlight	1,612	1,576	1,689	1,897
BB	574	548	543	565
Glider pilot	-	-	-	-
PPLH	92	93	153	128

F/N - IRAT exams				
Total applications	Applied	Present	Passed	% passed
F/N - IRAT (private)	257	257	200	77.82%

### Aeronautical exams for professional flight crews

F/N - IRAT exams				
Total applications	Applied	Present	Passed	% passed
ATPLA	8,383	8,220	7,214	87.76%
ATPLH / IFR	456	455	416	91.43%
ATPLH / VFR	33	33	26	78.79%
CPL Aeroplane	187	187	132	70.59%
CPL Helicopter	1,658	1,613	1,265	78.43%
IR professional	897	849	673	79.27%
CFS	2,680	2,373	1,768	74.50%
All candidates combined	14,294	13,730	11,494	83.71%

## LICENCES

### Issuing of aeronautical qualifications in 2012

Professional pilot licences	
Professional aeroplane pilot	550 (incl. 550 CPL-A)
Airline pilot (aeroplane)	255 (incl. 255 ATPL-A)
Professional helicopter pilot	144 (incl. 144 CPL-A)
Airline pilot (helicopter)	20 (incl. 20 ATPL-A)
Public transport flight engineer	3 (incl. 3 F/EL)
Parachutist	25
Flight crew photographer	0
CFS and CSS (PNC)	1,789
Total	2,786

Private pilot licences	
Basic licence	927
Private aeroplane pilot PPL(A)	1,702
Private helicopter pilot PPL(A)	119
Microlight pilot	2,137
Glider pilot	502
Balloon pilot	52
Total	5,439

Instrument flight qualifications	
IR aeroplane	649
IR helicopter	61

### Aeronautical qualifications valid on 31/12/2012

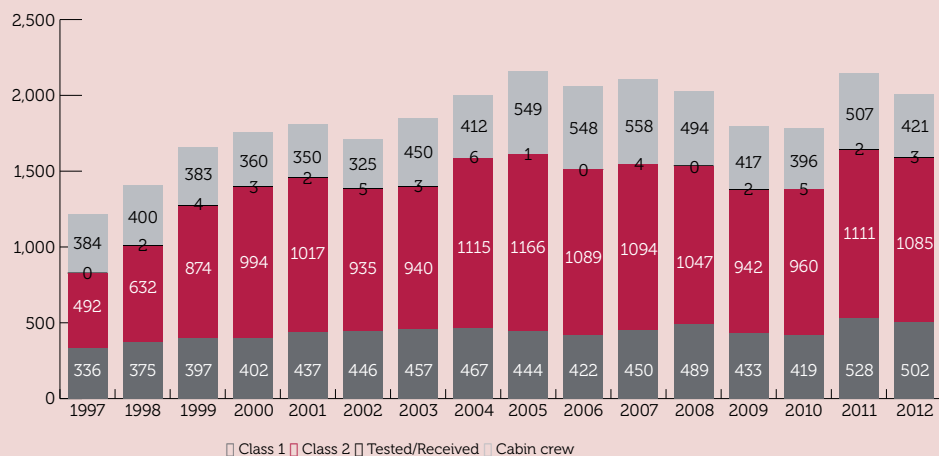
Professional pilot licences	
Professional aeroplane pilot	5,885
Airline pilot (aeroplane)	7,628
Professional helicopter pilot	1,345
Airline pilot (helicopter)	183
Public transport flight engineer	33
Parachutist	190
Flight crew photographer	1
CFS and CSS (PNC)	56,642
Total	71,907

Private pilot licences	
Basic licence	3,096
Private aeroplane pilot PPL(A)	27,249
Private helicopter pilot PPL(A)	1,336
Microlight pilot	66,836
Glider pilot	2,590
Balloon pilot	979
Total	102,086

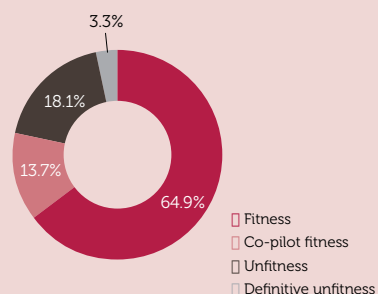


## MEDICAL

### Fitness files presented to the Medical Council since 1997



### Distribution of files submitted to the Medical Council in 2012 per type of decision



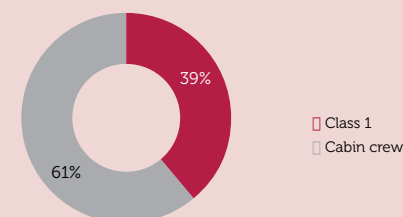
### Number of medical examiners certified as of 1 January of each year



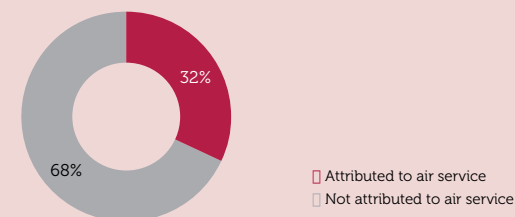
### Attributed distribution of files processed in 2012

	Class 1	Cabin crew	Attributed to air service	Not attributed to air service
Total	12	19	10	21

### Attributed distribution of files processed in 2012 per function



### Attributed distribution of files processed in 2012 per result



## PEPN

### Pilot inspectors of the PEPN

Number of assessments	1,550
Number of inspections (in flight and on simulator)	242
Number of hours on simulator	716 h
Number of flying hours	200 h
Participation in meetings	2576 h



05

## AIRWORTHINESS & AIR OPERATIONS

### Development of surveillance methods for operations

In 2012, the Airworthiness & Air Operations department conducted in-depth studies in conjunction with the DSAC/IR in order to make the surveillance of air operators more homogeneous and better integrated.

Standard surveillance programs, per category of company, have been developed, enabling standardisation of the oversight actions of the DSAC.

These standard programs are designed to consolidate audits so as to lighten the workload for operators and better identify systemic deviations. For the bigger companies, the pooling of surveillance, by cross-matching auditors, will be progressively implemented as from 2013. The structures for coordinating the surveillance activity for air operations have also been modified, by means of bimonthly deviation follow-up and planning meetings.

### Air France oversight

In 2012, the DSAC carried out 24 oversight audit missions for Air France and supervised the processing of over 100 inspections in flight and on simulator carried out by in-flight inspectors. The DSAC also continued its support for the main projects undertaken by the company, including a substantial revamping of its operations manual and a change of cartographic service

provider, along with the upgrading of flight preparation and assistance (FAR project).

The training and periodic inspections of flight crews have been subject to a transition, with a view to the deployment, in 2013, of the ATQP (alternative training qualification programme, provided for in the regulations and based on feedback from experience, for replacing a standard programme with a programme that is better suited to the needs of each pilot).

### Initiatives of the DSAC following publication of the BEA report on flight AF 447

The final report of the BEA on the crash of flight AF 447 Rio-Paris was published on 5 July 2012. Several of the recommendations contained in this report deal with procedures and crew training. The DSAC/NO organised three working groups with the air transport industry on the following themes:

- preventing loss of control in flight;
- standing in for the captain;
- behaviour when faced with unexpected situations.

These working groups defined a set of best practices aimed at guarding against the risks identified by the BEA.

### Effective date of SMSes coming into force

The national requirement, rendering mandatory as from 1 January 2012 a safety management system (SMS), has come into force. In 2011 and in early 2012 the services of the DSAC examined, by means of specific actions, the documents produced by the operators for describing their systems. As from 2012, the effective surveillance of the SMS operation of operators has been integrated in the DSAC audits, of which it constitutes an essential component. It should be noted that the SMS requirement extends to European level, for application by October 2014 at the latest.

### Single-engined aircraft operation in IMC

The DSAC published, in December 2012, a directive relating to public transport operations involving single-engined turbine aircraft in IMC conditions or at night (SE-IMC). SE-IMC operations are prohibited by the EU-OPS regulations, and this directive constitutes a safety equivalent for operators asking for dispensations from the DGAC. One operator (Saint Barth Commuter), based in the Antilles, has already been authorised to carry out this type of operation using a C208 Caravan. Other applications are currently being examined.

### French contribution to the SAFA programme

The European SAFA (Safety Assessment of Foreign Aircraft) programme, a programme of ramp inspections for foreign airline companies in airports of the Member States of the European Union, has been managed since 2007 by the EASA (European Aviation Safety Agency). The programme is based, on several regulations: two European directives, in conjunction with an EU regulation (prioritisation of ramp inspections), along with detailed implementation guides produced by the Agency (qualification criteria for SAFA inspectors and detailed inspection procedures). After two years of work, EASA published in August 2012 version 2 of its inspections guide, applicable as from 1 September.

This new version changes the working methods of ramp inspectors (CTEs): instruction only to record as deviations defects that are potentially outside the limits (which presupposes excellent knowledge of the limits generally applicable by CTEs and/or the provision in real time of information about these limits), instructions to consolidate deviations according to their nature and their cause, and specific processing of the defects observed for elements that are not checked as part of the pre-flight checks to be carried out by the company. An in-service training session dedicated to this new version of the EASA guide was run in December 2012.

France is the number one contributor State to the SAFA programme. Over 20% of European inspections are carried out at French airports.

### SANA Working Group

The ramp inspections of French aircraft, also called SANA (Safety Assessment of National Aircraft) inspections, are an integral part of the ongoing surveillance of French operators with a public transport activity. They are related to the SAFA inspections.

2012 was marked by a renewed impetus for these SANA inspections, which were addressed, from November 2011 to September 2012, by a working group involving both the CTEs who carry out the ramp inspections and the inspectors responsible for the surveillance of French companies (IOPS). Essentially the task consisted in revamping the inspections follow-up process so that the information recorded on this occasion would be better exploited in the ongoing surveillance of French companies. The work of the 20 members of the working group culminated in the updating of the inspection and follow-up procedures. It was manifested in concrete terms by the overhauling of the aircraft inspection instructions (aeroplanes and helicopters), the introduction of a quality process to guarantee better understanding on the part of the companies of the observed deviations concerning them, simplified access to the inspection data for the IOPS and a far more rigorous follow-up of inspections. Furthermore, these new procedures are aligned as closely as possible with those already existing in the framework of the SAFA programme, in order to anticipate the imminent arrival of the SACA (Safety Assessment of Community Aircraft) programme. This will focus on the airline companies of the Member States of the EU, so that they can be inspected against the European reference framework to which they are subject.

### Airworthiness surveillance

In 2012, the OSAC (Organisme pour la Sécurité de l'Aviation Civile - French civil aviation safety organisation), an organisation certified by the DSAC in October 2010 (and which succeeded the GSAC) reached cruising speed. Major developments affecting the internal organisation of the company, arranged in divisions, came into force. The DSAC worked, in conjunction with the OSAC, on adapting the surveillance procedures of this organisation, in particular by means of a new approval control manual. The new surveillance methods will come into force in 2013.

The OSAC has undertaken to change its information system, abandoning "Pégase" in favour of a system designed specifically for aviation safety inspections by the Austrian company, EMPIC. It constitutes a major change, affecting in particular the exchanges between the departments of the DSAC and the OSAC. This project mobilised the organisation in 2012.

The transfer should become effective in the first half of 2013.

### Aerial work by civil drones

The use of remote-controlled aircraft for carrying out specific activities, more commonly called "aerial work", constitutes an industrial challenge for the years to come, and opens up perspectives for new applications for this new family of aircraft. In order to maintain this impetus, the DGAC considered that the regulatory situation needed to evolve in order to provide a framework for these "aerial work" activities, taking into account all the new safety questions that they pose and clarifying the responsibilities of each party concerned.



Initially, a directive was issued on 15 April 2010 relating to the conditions of use of unmanned civil aircraft used for aerial operations, in order to provide a temporary answer to the questions from operators envisaging these types of activities, and to clarify the difference between a recreational model aircraft and a remote-controlled aircraft used for commercial operations. Subsequently, a working party made up of professionals from the sector examined the different aspects of the "aerial work" activity in order to define simple rules for managing activities involving the use of small drones, without compromising the safety of overflown third parties or other users of the airspace, to detail the applicable rules for ensuring a sustainable context for development and to authorise test flights.

This culminated in the publication of the Order of 11 April 2012 relating to the design of unmanned civil aircraft, the conditions of their use and the capabilities required of the persons using them. By way of this order, the DGAC chose a new aircraft classification in order clearly to separate model aircraft (categories A and B) from remote-controlled aircraft used for "aerial work" (categories C to G); three types of activity scenarios dubbed "simple" (S1 to S3) and a more complex implementation scenario (S4), which should encourage creativity and the development of the activity but which require more significant technical justifications. It is important to underline that this order of 11 April 2012 is complemented by another order, also of 11 April 2012, relating to the use of airspace by these devices. It defines the notions of flight "in sight" and "out of sight" of the pilot, introduces the definitions of

a populated area and proximity to a landing or take-off zone, and the conditions enabling flight in general air traffic. Since the issuing of these two orders, many files have been sent to the DGAC for study. Just as the DGAC had foreseen, the fields of use of these "new" aircraft are extremely varied, ranging from mapping or taking photos to scientific research, pollution monitoring, forest fire watch and film-making. This significant impetus provides excellent feedback, which the DGAC will be analysing in 2013 in order to consider lines of development for the evolution of these orders.

## French general aviation production

2012 was above all marked by the entry into receivership of SkyAircraft, a subsidiary of GECI International based at Chambley-en-Lorraine, and which develops the Skylander SK-105, a twin turboprop capable of transporting 19 passengers or 2.7 tonnes of freight, and operating in extreme environments, using short and improvised runways. Dyn'Aviation and Dyn'aéro, companies based in Dijon and responsible for the production of kit aircraft and microlights of the MCR range along with CAP10 and CAP20 aerobatic aircraft, also went into liquidation, but were taken over by AUPA Dyn'Aéro. At Dijon-Darois, on the other hand, congratulations are in order for the production relaunch of the legendary DR400, the production of which had been shut down since the entry into liquidation of APEX Aircraft et Industries on 16 September 2008. The new DR400s are manufactured by a company created in 2011, "Robin New

Aircraft", in industrial collaboration with CEAPR, a company possessing type-certificates for this type of aircraft.

## Cooperation with EASA

The DSAC has struck up a partnership with the French Defence Procurement Agency (DGA), associated with the French Ministry of Defence, thereby creating the French National Aviation Administration (FNAA). This entity, with the help of the OSAC as subcontractor, has made it possible to present a highly comprehensive offering in order to reply to a request for proposals from the EASA for the outsourcing of certain certification tasks in all the areas proposed: product certification, the approval and surveillance of organisations, the approval of operational aspects and ATM/NSA systems. The mobilisation of several departments and divisions of the DSAC along with close coordination with the DGA resulted in the FNAA being selected, and a service contract was signed on 3 April 2012 with the EASA. This contract is important for France continuing to be recognised as a key interlocutor in matters of aviation safety oversight in Europe, and for it to remain fully informed of the surveillance and certification practices promoted by the Agency in its various fields of action.

## AIRWORTHINESS

### Fleet registered in France

(as of 06/02/2013) 13,161

### Aircraft possessing a valid airworthiness certificate (as of 06/02/2013)

General aviation	7392
Commercial air transport	765
Total	8697

### Issuing of airworthiness documents

in 2012 2405

### Valid microlight ID cards

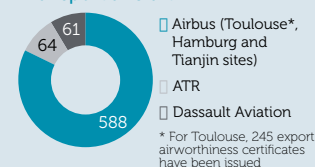
as of 31/12/2012 13,497

## Production (as of 31/12/2012)

### Production organisations subject to French oversight (as of 13/02/2013)

Part 21G	197
Part 21F	3

### Transport aircraft



### General aviation

Aérophile SA	4
Finch Aircraft	0
Ballons Chaize	0
EADS Socata	35
Issoire Aviation	3
Llopis Balloons	8
Reims Aviation	0

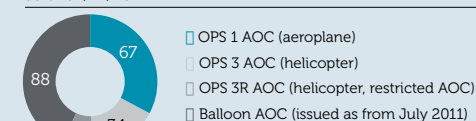
### Civil helicopters

Eurocopter	211
Guimbal	14

## AIRCRAFT OPERATIONS & MAINTENANCE

### Air operator certificates

as of 31/12/2012 204



### Companies

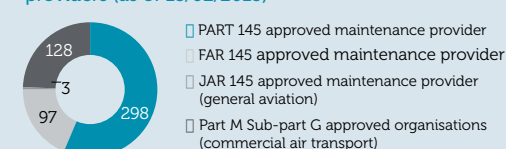
	OPS1	OPS3
In-flight inspections	206	61
Training inspections on simulator	87	23
Ground course training inspections	22	5

### Technical assessments issued to the air transport directorate

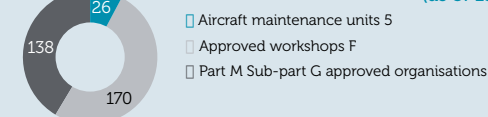
issued in 2012 659

AOC surveillance acts carried out in 2012	608
Operator support meetings	528
Authorised ETOPS companies	9

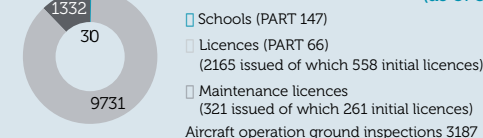
### Surveillance of PART 145, FAR 145, JAR 145 maintenance providers (as of 13/02/2013)



### General aviation maintenance surveillance (as of 13/02/2013)



### Maintenance personnel training surveillance (as of 31/12/2012)



### Aircraft operation ramp inspections

Total for 2012	3187
For French airlines (SANA)	745
For foreign airlines (SAFA)	2442

Hazardous materials transport authorisations 102





# 06 AIRPORTS & AIR NAVIGATION

## AIRPORTS: INITIAL CERTIFICATION, THE FINAL STRAIGHT

In 2012, the European Aviation Safety Agency (EASA) published the first draft European regulations for aerodromes. The DSAC, in cooperation with the aerodrome operators and the Union of French Airports (UAF), has proposed many amendments to these texts, with the purpose of reducing the costs linked to the transition, and to highlight the specific French solutions in terms of aerodrome infrastructure, equipment and operation.

Once these regulations come into force this will be followed by a period of transition during which the national certificates of the aerodromes under the scope of EASA regulation will be converted into European certificates. The DSAC priority is to certify, before the end of 2013, the aerodrome operators with a traffic of over 10,000 passengers, in metropolitan France and its overseas departments, in order to enable them to benefit from the specific provisions of certificate conversion that will be included in European regulations. A time extension has been granted to operators of aerodromes in overseas collectivities in order to be certified.

In anticipation of European developments, the DSAC has begun to implement risk-based oversight. The 2013 surveillance programme, drawn up in the second half of 2012, therefore takes into consideration the risks observed on each platform and the capacity of the operator to manage them. For each airport domain (Infrastructure, RFF, wildlife hazard management service), the frequency of on-site surveillance actions may range between two

and four years.

The next component of risk-based surveillance will be the adaptation of the content of audits, according to the known risks and the maturity of the safety management systems of the operators.

As planned, the DSAC has produced an initial compliance solution, in order to accept arrestor beds as a means of reducing the length of runway end safety areas (RESA).

In parallel, an extensive surveying operation has been launched, with the active participation of the UAF, on the aerodromes that will be included in the scope of European certification, to identify the areas available for installing RESAs according to the EASA specifications (twice the width of the runway and 90m long, from the end of the runway strip). This work, due to be concluded in 2013, will be the first stage in determining solutions that are suited to each airfield in order to limit damage in the event of overshooting the runway.

Lastly, the DSAC launched a study in 2012 to improve wildlife hazard management on French aerodromes.

First indicators, produced with the aid of the "Picaweb" database of the French civil aviation technical service (STAC), have made it possible to identify a list of aerodromes susceptible to this risk. Specific surveillance actions and assessments carried out by the STAC on these airfields, starting in 2013, should make it possible to identify the main sources of bird nuisance, to check the appropriateness of the resources dedicated to combating these nuisances and to undertake conciliation procedures with any third parties involved, in order to limit the risks for air traffic.

## AIR NAVIGATION: TOWARDS GREATER INTEGRATION

2012 was a year of consolidation and integration for French air navigation: the FABEC is gaining in stature, the provisions relating to interoperability have now been implemented, and the "Single Sky" regulations relating to service provider certification are applied uniformly throughout Metropolitan France and in the overseas departments and collectivities (DOM/COMs).

### DSNA surveillance

With a view to simplifying the surveillance of the requirements relating to the training of air traffic controllers, the DSAC has prepared, with the DSNA, for the awarding of a single certificate as

an ATCO training organisation as from 1 January 2013. The DSAC has provided the DSNA with details of the provisions associated with this single certificate, which enables the sampling of audits of the training centers the units over a 2-year surveillance cycle, and the integration of the ATCO training coordination division in the scope of training organisation type-approval.

The monitoring of the application of regulation 552/2004 on the interoperability of ATM systems by the DSNA has been pursued: an allotment procedure for the requirements relating to the new European implementing rules (IR) has been established with the DTA and the DSNA. A surveillance procedure for ensuring interoperability compliance by the AFIS is underway.

## Drafting of a common manual for the air navigation surveillance authorities of the FABEC

In 2011, the national surveillance authorities (NSA) of the FABEC signed a memorandum of cooperation aiming at collaboration and a harmonisation of the surveillance methods, even before the ratification of the FABEC treaty, which took place in October 2012.

The DSAC then invested a great deal of effort in the work carried out on this. In particular, these activities made it possible, in 2012, to draft a common manual for the NSAs, for the implementation of



## AERODROME OPERATORS CERTIFIED IN 2012

### Number of passengers > 250,000

- Metz-Nancy-Lorraine

### Number of passengers > 150,000

- Bora Bora
- Chambéry Aix-les-Bains
- Dzaoudzi- Pamandzi
- La Rochelle-Ile de Ré
- Nîmes Arles-Camargue
- Raiatea
- St Martin Grand Case

### Number of passengers > 100,000

- Dinard-Pleurtuit-St-Malo
- Lifou (Iles Loyauté)
- Quimper Pluguffan
- Rodez Marcillac
- Saint-Pierre Pierrefonds
- St Barthélemy

This brings to **49** the total number of aerodromes in possession of an airport safety certificate.

For the aerodromes with traffic of between 10,000 and 100,000 passengers, the certification process is in progress.



common and harmonised procedures concerning several aspects of surveillance, such as cross-border services, and performance and changes within the FABEC scope.

In 2012 there was also a FABEC change, affecting the airspace of three countries, including France, which made it possible to test the "Point Merge System" of the Paris TMA, carried out in the framework of the European SESAR programme.

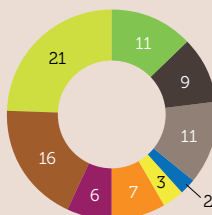
### Certification of service providers in overseas collectivities

On account of a regulatory amendment prompted by the French Code of Transport in 2010, the European "Single Sky" regulations were made applicable in November 2010 to the overseas collectivities, whereas they were previously limited to Metropolitan France and the overseas departments. This regulation requires, in particular, the certification of air navigation service providers.

In 2011 and 2012, therefore, the DSAC undertook the certification process for new air navigation service providers, which includes regulatory modifications, the drafting of guides, on-site audits and the checking of observed non-compliances. This procedure made it possible to certify, before the close of 2012, six new service providers, covering 11 controlled aerodromes and 27 AFIS aerodromes.

## AIRPORTS

### Airports to be certified



- > 1,500,000 pax  
Certified in 2006
- 1,500,000 > pax > 750,000  
Certified in March 2008
- 750,000 > pax > 350,000  
6 certified on 15 June 2009, 1 on 15 December 2009, 1 in March 2010 and 3 on 1 July 2010
- 350,000 > pax > 300,000  
1 certified on 14 December 2010 and 1 certified on 30 June 2011
- 300,000 > pax > 250,000  
2 certified in 2011 and 1 certified in 2012
- 250,000 > pax > 150,000  
Certified in 2012
- 150,000 > pax > 100,000  
Certified in 2012
- 100,000 > pax > 30,000
- 30,000 > pax > 10,000

Certified airports..... 49

### Type-approved approaches

ILS precision approaches cat II and cat III	29
ILS precision approaches cat I	122
Other	1,336

Aerodromes open to public use and with restricted use ..... 504

Heliports..... 349

### Accredited training organizations

RFF	2
Wildlife hazard prevention service	2

## AIR NAVIGATION PERSONNEL

Air traffic controller licences issued ..... 180  
incl. 57 Defence licences

Trainee air traffic controller licences issued ..... 104  
incl. 36 Defence licences

AFIS qualifications issued ..... 42

## AIR NAVIGATION SERVICE PROVIDERS

Certified AFIS service providers as of 31/12/12 ..... 67  
incl. 23 renewals, 5 creations, 1 closure,  
2 service provider changes in 2011

Certified military service providers as of 31/12/12 ..... 7

DSNA (renewed on 15/12/10 for 6 years) ..... 1

Météo France (renewed on 01/12/10 for 6 years) ..... 1

### Others or pending:

EGNOS Service Provider (ESSP) certified on 12/07/10, the responsibility for which was transferred to the European Aviation Safety Agency (EASA) on 07/11/12

### Service providers in Overseas Collectivities certified on 07/11/12

- French Polynesia: DAC-PF (21 AFIS), SNA-PF
- New Caledonia: Province Nord (1 AFIS), Province des Iles (2 AFIS), SNA-NC
- Wallis-and-Futuna: SEAC-WF (1 AFIS)
- Saint-Pierre-and-Miquelon: extension of the DSNA certificate for the inspection centre in Saint-Pierre and the AFIS service in Miquelon

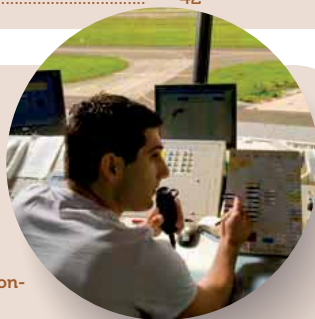
Jersey Airport certified on 30/12/12 for the ATS service rendered in French airspace.

## SYSTEMS AND EQUIPMENT

Changes that were subject to a follow-up decision in 2012 ..... 26  
incl. two FABEC changes, bringing to 101 the number of changes being followed-up in 2012

Changes accepted following examination of the safety study ..... 33 for the DSNA  
incl. two FABEC changes, two meteorological changes, one for the SNA/NC

Changes examined through documentary review ..... 5 for the DSNA



## ELECTRONIC LICENCES

Following the implementation of electronic control licences for military air traffic controllers, civil units were also integrated in the electronic licensing mechanism from March to June 2012. This procedure was also implemented, with the support of the DSAC, by the DSNA at SEAC French Polynesia for the control licences managed locally.



# 07 SECURITY

Anticipation and prevention, ensuring the compliance and efficiency of the security measures implemented by the various stakeholders in "air transport", are essential missions for protecting civil aviation against illegal activities. This is the main role of the 120 or so DSAC officers involved in this domain.

## "Our missions"

**Coordinating** and implementing the surveillance of the various entities involved in civil aviation security on the basis of a European and national regulation. **Drafting** the regulatory interpretations required and providing the standardisation tools. **Overseeing** the cyber security of aviation systems.

## Implementation of the new provisions of the European regulations

2012 was marked by the adoption of several French texts incorporating the European regulations related to security. This intense regulatory activity carried out by the air transport department benefited from the constant support of the DSAC. The DSAC actively anticipated, moreover, the implementation of the measures stipulated by these regulations by drafting implementation guides (rounds and patrols, in-flight and airport supplies), and by adapting its own surveillance tools. In particular, the DSAC prepared, in coordination with the ENAC, the implementation of certification of security officers and their instructors, along with the associated training. At the end of April 2012, two new EU provisions also came into force:

- ACC3 ("air carrier 3<sup>rd</sup> country

operators") designation for airlines transporting cargo and freight from third countries to the European Union (400 "airline/airport" pairings designated by the DSAC by the end of 2012)

- 100% screening of airport and in-flight supplies before entering into security restricted area.

As regard to tools, DSAC inspectors use, since the start of 2012, "Périclès" a specific software, in which are now entered inspection reports performed in the framework of standardised surveillance of operators involved in civil aviation security.

## Approval and surveillance of stakeholders

In 2012, **90 approvals** (first issues or renewals) were issued by the DSAC to organisations implementing security measures, based on their security programme. These approvals concerned 10 aerodrome operators, 11 airlines, 69 regulated agents and suppliers.

Furthermore, 182 security instructors and 23 independent validators were certified. Alongside these approvals, the DSAC exercises regular surveillance in order to ensure the effective implementation of these security programmes by means of regular inspections. To this end, it carried out, in 2012, **245 continuous surveillance inspections**.

## Operational surveillance of security measures

In addition to the surveillance of approved stakeholders, the DSAC coordinates and implements **operational surveillance of security measures** so as to ensure the correct implementation and efficiency at airports. Carried out to this end in 2012: eleven airport security audits by the DSAC and one security audit by the European Civil Aviation Conference (ECAC) at Nantes airport. Furthermore, the DSAC has assisted and followed up two security inspections by the European Commission: one at Strasbourg airport and one at Basle-Mulhouse airport, the latter restricted to the freight area. For the two **security inspections carried out by the European Commission**, the mobilisation of the airport operators concerned, the various stakeholders on these platforms and the entire DSAC culminated in globally positive results. These airports audits make it possible to ensure correct observance of the security rules and to judge the inter-relationships between the various stakeholders concerned. The DSAC also organises the **coordination of standardised surveillance actions** carried out by other State services, while also coordinating a **tests programme** designed to measure the capacity to detect prohibited items and to ensure that the security officers of the major platforms demonstrate the requisite vigilance. Within this framework, the **Border Police and the Air Transport Gendarmerie** carried out 673 targeted inspections in 2012 on behalf of the DSAC and 2315 **tests standardized** for measuring the

efficiency in detecting prohibited items. The data gathered will enable the DSAC to implement future developments on the nature of the objects and the test scenarios.

## Securing the IT systems

The DSAC conducts audits designed to ensure the correct implementation of a "general policy for IT systems security" (PGSSI) suited to the sites of the DGAC. In 2012, **nine IT system security audits** were thus carried out:

- Two concerned IT systems with the objective of checking that these systems correctly comply with the security decided requirements by their project owner in application of the corresponding provisions of the PGSSI.
- Six concerned sites of the DGAC with the objective of checking that the sites implement the systems that they use in compliance with the planned operational provisions.
- One concerned a site of the DSNA. On this occasion, it became clear that it was necessary to have sufficient knowledge of the operational systems in place on this site in order to draw up directly exploitable reports. Under these conditions, it was decided in 2013 to reorientate the surveillance of the operational systems and of the air navigation sites in order to make it more relevant and more efficient. Finally, an agreement was signed with the IT systems and modernisation service (SSIM) of the general secretariat concerning the InterNat platform designed to secure the data flows between the Internet and the DGAC networks, in order to optimise both the efficiency and the costs of development and supervision of this platform.

**673** targeted inspections and **2315** tests to measure the efficiency of the detection of prohibited items, on behalf of the DSAC, by the services of the Central Directorate of Border Police (DCPAF) and the Air Transport Gendarmerie (GTA).

## Civil aviation security audits

DSAC airport security audits	11
Security inspection of Strasbourg airport by the European Commission	1
Security inspection of Bâle Mulhouse airport (freight area) by the European Commission	1
Security audit by the European Civil Aviation Conference (ECAC) (Nantes)	1

## Surveillance inspections

Inspections of aerodrome operators	30
Inspections of airline companies	186
Inspections of regulated agents (freight companies)	350
Inspections of regulated suppliers (in-flight catering companies)	29

Security instructors certified by the DSAC ..... 182

Independent validators certified by the DSAC ..... 23

IT system security audits of DGAC sites ..... 8

## TRAINING AND CERTIFICATION of personnel implementing security controls

As from 1 January 2013, personnel implementing security controls as laid down in European regulations shall be certified by the DSAC by delegation from the French Ministry of Transport. The French official orders of 21 September and 24 October 2012 made it possible to set in train the certification of 12,000 security officers at French airports. The examination software was tested in a real-life situation in late November 2012 as a prelude to the implementation of this new certification requirement. In parallel, the DSAC and the ENAC initiated, in the summer of 2012, intensive work on the validation of teaching kits to serve as DGAC reference courses to be used by the security instructors. The first of the 16 teaching kits produced were made available in late 2012.

08

## ENVIRONMENT & SUSTAINABLE DEVELOPMENT

**Better integration of the issues of sustainable development.**

The DSAC contributes actively to improved integration of the issues of sustainable development in the aviation sector, through encouraging local consultation well upstream. Its essential fields of operation include monitoring the application by all stakeholders of environmental regulations and the integration of the problems of urban planning around airports, and of aeronautical means of navigation.

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

In 2012, the DSAC took part in consultative environmental committees dealing with **55 airports**, and in working groups assembled under their aegis (environmental charter follow-up committees, thematic meetings). The DSAC/IRs bring objective elements into the discussion (traffic statistics, surveillance analyses and actions, exposition of the regulations), enabling the stakeholders to identify, for each airfield, the most appropriate point of equilibrium between the pursuit of aeronautical activity and respect for the neighbouring populations. **5 new environmental charters**

were signed in 2012, bringing to a total of 34 the aerodromes now covered by this voluntary commitment mechanism. Likewise, **2 new codes of conduct** were signed, to be added to the 11 already existing ones.

This consultation also concerns the improvement of air navigation procedures, in coordination with the DSNA; several approach procedures were therefore studied and should be operational in 2013: one at **Marseille Provence**, and another at **Beauvais**, to name but two.

The management of urban planning in proximity to

aerodromes, in particular involving noise exposure plans which impose constraints on urban planning in zones subject to the greatest noise nuisance, remains a major concern of the DGAC. 171 aerodromes today have their own noise exposure plan (excluding military aerodromes). **40 such plans are today in the process of creation or revision.** The late publication of **official decree No. 2012-1470** modifying the method for establishing noise exposure plans for aerodromes with low or irregular traffic levels will lead the DSAC to revisit in the near future many other noise exposure plans. Lastly, the DSAC/IRs take part in **consultative committees for aid to local residents (CCARs)**, tasked with studying projects to aid with the soundproofing of homes situated within the zones defined by the noise nuisance plans. 12 airfields in France have traffic levels enabling, according to the regulations, the implementation of such a mechanism. **In 2012, the rate of soundproofing aid amounted to 100% of the costs of the diagnostics and the work carried out.** With this rate only being guaranteed until 31 December 2013, the strong activity of the CCARs in 2012 should also continue in 2013.

**Developing prevention in matters of environmental regulations**

**Two new ministerial restriction orders** were issued in 2012, with 16 airfields today subject to these kinds of measures. Breaches of these rules are systematically recorded by certified officers and communicated to the airport nuisance control authority (ACNUSA - Autorité de contrôle des nuisances aéroportuaires). Operators guilty of such breaches run the risk of a fine of up to €20,000.

This ceiling may, under certain circumstances, rise to **€40,000 as from 2014.**

The observed reduction in recorded breaches in 2011 was carried over into 2012.

**466 procedures were recorded by the DSAC, compared to 706 notifications received by the ACNUSA in 2011.** In parallel to processing the observed breaches, the DSAC is developing prevention actions by means of letters to or meetings with the operators, to attract their attention to any changes in the regulations.



**WIND TURBINES: obstacles of a particular kind**

The DSAC/IRs receive files daily from wind turbine planners. The pre-consultation procedure, implemented via the circular of 12 January 2012, enables project planners to be informed upstream of the risks of incompatibility with aeronautical requirements. The DSAC/IRs are involved in the drawing up of regional wind turbine schemas, several of which were adopted in 2012. In 2012, specific attention was paid to protected areas for radars and VORs, necessary for air transport.



### THE FUTURE OF THE TOUSSUS-LE-NOBLE AIRFIELD

The historic airfield of Toussus-le-Noble (Yvelines), which celebrated its centenary in 2007, is today surrounded by a largely urbanised zone.

The restriction measures determined in 2011 did not enable dialogue to be resumed.

2012 was therefore devoted to preparing a study overseen by the Prefect and assigned to an independent consultancy with the aim of seeking, on a consultative basis, avenues for unblocking the local dialogue.

This objective has already been met, with the conclusions of the study expected in autumn 2013.

09

## THE DSAC/IRs

### KEY FIGURES

9 DSAC/IRs in total, spread throughout the territory  
 7 in metropolitan France  
 2 overseas, in Antilles-French Guiana and the Indian Ocean  
 Total headcount: 983 officers

### A single approach and a single culture for the optimal benefit of users

In addition to the surveillance of aviation security and safety, the regional entities of the French civil aviation safety directorate (DSAC) also play a territorial role in missions of economic regulation, the environment and social policy of the DGAC, centrally coordinated by the air transport directorate (DTA) and the general secretariat.

The DSAC/IRs also participate in the actions of the DTA with regard to the airspace and relations with users in this domain.

Their personnel are at the service of the entire DGAC, and their director embodies civil aviation authority vis-à-vis private individuals or local public or private companies, subject to the requirements of European and national legislation, and thereby underpinning the unity of French civil aviation.

In conjunction with the central division, the DSAC/IRs prepare and execute the budget, and prepare and execute the invoicing of fees for services rendered by the State for civil aviation safety and security.

They are responsible for the individual management of the officers of their department and contribute to the drafting and implementation of the training plan.

Each DSAC/IR is also responsible, for the benefit of all officers of the DGAC within its own territorial jurisdiction, for conducting actions relating to the integration of these officers in their working environment, as well as regarding their lodging, sports, cultural activities and labour relations, coupled with all actions relating to the application of occupational health and safety rules. It may also be tasked with actions relating to the real estate policy, IT or logistics.

Each DSAC/IR has its own head office and delegations.



## FRENCH WEST INDIES - FRENCH GUIANA



Director: Jean-Michel BOIVIN  
Head Office: Fort-de-France



**2012 was marked by major changes in the management of the DSAC/AG, which saw the arrival of a new director, two new heads of department (Oversight and Regulation and Resources Management), along with a new delegate in French Guiana and an occupational health and safety adviser. The arrival of a health & safety adviser made it possible to put in place a joint DSAC-AG/SNA-AG Occupational Health & Safety Committee, which met for the first time in November. The accounting officer was also replaced.**

Reflections on the organisation of the administrative and support services in Antilles-French Guiana were launched at year end, in association with the personnel concerned. This approach aims at improving the quality of the service rendered by these services and to facilitate their continuity.

Its conclusions may provide orientations for supporting the necessary reduction in the number of officers assigned to these functions.

Generally speaking, air traffic in Antilles-French Guiana fell significantly in 2012, in terms of both movements and passengers.

**Martinique Aimé Césaire airport** saw a steep drop in its passenger traffic (-16.4%). In April, the second Martinique Air Show demonstrated a growth in magnitude and is now becoming a major air meeting. In July, the governance of the airport changed, passing over to the Martinique Aimé Césaire airport company.

**In Guadeloupe**, Pointe-à-Pitre-le Raizet airport saw a slight reduction in its passenger traffic (-3.6%), to pass once again below the threshold of 2 million passengers. Work due to take place on the runway was postponed to the spring of 2013. ARFF continues to remain a sensitive issue since the events of 2009, with the need to place fire-fighters on daily standby in order to guarantee the requisite levels.

**In the overseas collectivities of the Iles du Nord**, Saint-Barthélemy Aerodrome saw a strong increase in its passenger traffic (+30%), with 152,082 passengers and 26,885 flights. However, traffic for Saint-Martin Grand-Case fell slightly (-3.6%). These two aerodromes were

certified in September. The Saint-Barth Commuter airline company is the first in France to benefit from SE-IMC authorisation. It is therefore able to operate its single-engined aircraft in IMC for passenger transport.

**In French Guiana**, Cayenne Félix Eboué airport also saw a significant drop in its passenger traffic (-6.5%).

This year was tragically marked by three fatal accidents, the most serious of which occurred during a medical evacuation from Saint-Martin, with another involving a helicopter conducting agricultural spraying in Martinique and, finally an accident involving a floatplane microlight in Guadeloupe.

The Air Antilles Associés company registered five helicopter accidents during air spraying operations, which took up a great deal of our time, along with that of the OSAC, and which led us on two occasions to suspend operations

This situation led the DSAC AG to redouble its efforts to ensure that safety management systems are put in place in concrete fashion within air transport companies and in maintenance workshops.

In terms of air transport, this was affected towards the end of the year by several changes:

- in September: stoppage of the Embraer 190 service of Air Caraïbes (Antilles to Cayenne Belem, Cuba and Haiti)
- in October: granting of traffic rights to Surinam Airlines to operate the Paramaribo-Cayenne-Belem route.
- in December: XLAirways begins services to the Antilles from Orly.

Lastly, Martinique successfully hosted the 24th meeting of the civil aviation directors of the Caribbean East zone of the OACI in October.



## News in brief

### A year marked by tragedy

3 tragic accidents caused the death of 6 people, including 4 during a medical evacuation.

### Civil registry

Birth of a new civil aviation service with the creation of the Antilles-French Guiana division of the SNIA (national aeronautical engineering service), based in Martinique, and supported by a branch office in Guadeloupe and another in French Guiana.

### New governance

Creation of the Martinique Aimé Césaire airport company enabling the local collectivities (Région, ville du Lamentin, ville de Ducos) to participate on the Supervisory Board, alongside the State, and the Martinique Chamber of Commerce.

### Iles du Nord

Runway type-approval and certification of the airport operators of Saint-Martin and Saint-Barthélemy.

### Authorisation to operate a single-engined aircraft in IMC for public transport

Saint-Barth Commuter is the first French company to benefit from this, using a C208 Caravan.



### AERODROMES

- 12** commercial aerodromes including **7** open to public use
- 9** aerodromes approved for restricted use
- 13** aerodromes for private use
- 2** microlight platforms (incl. 1 floatplane)
- 4** heliports
- 22** helipads (prefectural)
- 1** floatplane strip (prefectural)
- 5** model aircraft zones

### ENVIRONMENT

- 3** aerodromes with a noise exposure plan
- 3** noise exposure plans in the course of revision or creation

### SAFETY

#### Air navigation:

- 2** AFIS audits
- Participation in **1** AFIS audit outside the territory of the DSAC-AG

#### Airports

- 5** certified aerodrome operators
- 5** type-approved runways including 2 type-approvals granted in 2012
- 3** SMS audits
- 9** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 2** aeronautical protection zones approved by ministerial order (0 in 2012)

### SECURITY

- 4** security programmes for aerodrome operators, incl. 1 in 2012
- 2** security programmes for air transport companies, incl. 1 in 2012
- 2** local security committee meetings
- 11** operational security committee meetings
- 13** authorised agents
- 6** known shippers
- 6** authorised suppliers
- 13** known in-flight catering suppliers
- 3** security committees

### PUBLIC TRASSPORT SURVEILLANCE

- 7** air transport companies incl. **6** for aeroplanes and **1** for helicopters
- 21** audits in 2012
- Technical inspections in 2012:
- 96** SAFA, **72** SANA

### GENERAL AVIATION

- 26** aerial work companies
- Missions with flying clubs **4** surveillance actions
- Aviation events in 2012:
- **4** small
- **2** medium
- 683** aeronautical qualifications issued in 2012
- 4** infringement files processed

### ECONOMIC REGULATION

- 66** ground handling company approvals incl. 13 issued or renewed in 2012
- Number of PSO lines: **7** in progress
- 7** air carrier operation licences

### RESOURCES

- Headcount: **102**
- Budget per BOP:
- BOP 1:
- AE **€522,954** / CP **€506,654**
- BOP 2:
- AE **€1,249,256** / CP **€1,245,473**

CENTRE  
EAST

Director: Michel HUPAYS  
Head Office: Lyon Saint-Exupéry



**The airports of the Rhone-Alpes region proved more resistant in 2012 to the economic crisis than their counterparts in the other regions of metropolitan France.**

After five years of growth, Lyon-Saint Exupéry, which has not benefited from the "provincial base of Air France" effect, saw its traffic stabilise (8.4 5 million passengers; +0.2% annual growth), and slightly outstripped Marseille Provence airport in the French commercial airports rankings. Once again, the low-cost companies were the driver of growth (+4.5% for 1.8 million passengers).

Yet Lyon-Saint Exupéry is going all-out to try to compensate for the relative withdrawal of Air France. Several projects culminated in 2012:

- Emirates launched the first of its five weekly flights to Dubai on 5 December;
- The investment programme for the construction of the new Terminal 1-Terminal 3 was launched. The first phase involves €110 million over the period 2012-2016.

However, the future will depend heavily on the development of the Air France subsidiary, "Hop!", with Lyon being the first base of their network.

Grenoble-Isère (314,000 passengers, -6.7%), Chambéry-Savoie (228,000 pax -2.3%) have also observed a slackening in their activity. Only Saint-Etienne is maintaining a dynamic of growth, generated by the low-cost Turkish company, Pegasus, and the Irish Ryanair.

Clermont Ferrand Auvergne does not escape the general trend (386,000 pax -3.3%), but has consolidated its industrial facilities with the inauguration in 2012 of the new maintenance centre of the Régional company. The 6900m<sup>2</sup> technical hangar will be able to receive simultaneously 4 Embraer 190-type aircraft, in the 100-110 seater class.

Aurillac and Le Puy continue to fulfil their role as a tool in territorial reorganisation by means of their air route to Paris.

**Safety, security and the environment remain the business core of the DSAC-CE, against a background of demanding European regulations and fields in which skills are constantly evolving.**

In the framework of the audit of France by the European Aviation Safety Agency (EASA) for everything related to the surveillance of airline companies, the Rhone-Alpes-based companies JSHS (Jet system helicopters, based at Valence) and PEAS (business aviation, based at Chambéry) have been audited.

The DSAC-CE supports the growth of manufacturers and operators of drones, a domain governed by new official orders issued in April 2012 which authorise, according to the general rules adapted, simple operations for lightweight drones, in sight of or out of sight of the drone operator, with a case-by-case analysis for more complex operations.

With regard to sustainable development, 2012 saw the examination of numerous wind turbine farm projects in coordination with the regional environment directorate (DREAL), along with continued dialogue with local residents around aerodromes, by way of 13 consultative committees on the environment and follow-up committees for the charters of best practices on the Lyon Bron and Grenoble le Versoud platforms.

The DSAC-CE continued to support light aviation through actions promoting safety and preparing private pilots for the new European aircrew regulations.

The popular success of various air meetings (Valence, Roanne, the Coupe Icare at Saint Hilaire du Touvet) demonstrated the continuing interest of the general public for aviation.

The agents at the head office of the DSAC-CE now benefit from new premises inaugurated in June 2012 by the Prefect of the Region and the Director of the DSAC. Designed in line with environmental quality and energy performance objectives, this new head office also accommodates the regional structure of the national aeronautical engineering service (SNIA) and the air transport gendarmerie company, thereby enabling genuine synergy between these services.

Subject to highly prescriptive developments in European regulations, and major changes in their tools and methods of work, the agents of the DSAC-CE have demonstrated their capacity to adapt in the service of a business that is a true vocation.

News in  
brief

On 15 June, inauguration of the SAF Training Academy premises in Albertville and its EC135-type helicopter simulator.

## Airport safety

Renewal of the Chambéry Aix-les-Bains aerodrome operations safety certificate, continuation of the process for the certificate of Annecy-Meythet (SNC Lavalin since the end of December) and launch of the process for Aurillac (CABA); support for operators in the reorganisation of meteorological services at "non-AFTN" aerodromes.

## Security

Updating of "police orders for aerodrome operation", in particular for G3-class secondary aerodromes; crossover security surveillance inspection at Lyon-Saint Exupéry airport.

## General aviation

39<sup>th</sup> Coupe Icare competition at Saint-Hilaire du Touvet-Lumbin and bi-annual meeting of Valence-Chabeuil and Roanne.

## Sustainable development

The DSAC-CE was called upon on several occasions to deal with files concerning the environment, in particular with ADL and local residents for night flights at Lyon Saint Exupéry and the reinforcement of environmental measures in the conditions of operation of Lyon-Bron; with the Swiss Federal Office of Civil Aviation, local residents and the operator of Geneva airport and the

Ain Prefecture on the approach paths over Lake Geneva; and the re-examination of the consequences for the aeronautical protection zone of Lyon Saint Exupéry of the rail bypass around the Lyon conurbation, the deviation for which leading to the TGV station traverses the public aeronautical domain.



## AERODROMES

- 36** aerodromes open to public use incl. **10** commercial aerodromes (commercial aerodromes are subject to taxation)
- 21** aerodromes approved for restricted use
- 45** aerodromes for private use
- 106** microlight platforms
- 78** heliports
- 52** helipads (prefectural)
- 1** floatplane strip (prefectural)
- 6** altiports
- 31** mountain airstrips (prefectural)
- 27** permanent balloon platforms (prefectural)
- 17** model aircraft zones

## ENVIRONMENT

- 29** aerodromes with a noise exposure plan + Geneva
- 6** noise exposure plans in the course of revision or creation
- 10** signed environmental charters (0 signed in 2012)
- 1** aerodrome with a noise nuisance plan
- 2** meetings of the consultative committee for aid to local residents (CCAR) and **152** files presented
- 11** meetings of the environmental consultative committee (CCE).

## SAFETY

## Air navigation

- 1** AFIS audit
- 2** CCRAGALS meetings
- Participation in **2** AFIS audits and **3** DSNA audits

outside the territory of the DSAC-CE  
Participation in **2** initial assessments  
and **5** practical assessments of AFIS officers

## Airports

- 4** certified aerodrome operators incl.1 in 2012 (+ 2 certificate extensions in 2012)
- 58** type-approved runways including 2 type-approvals granted in 2012
- 4** SMS audits
- 20** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)

## SECURITY

- 3** approved security programmes for aerodrome operators (out of 8) (0 in 2012)
- 1** national security audit
- 2** local security committee meetings
- 20** operational security committee meetings
- 19** authorised agents
- 16** known shippers
- 5** authorised suppliers
- 8** known in-flight catering suppliers
- 5** security committees

PUBLIC TRASSPORT  
SURVEILLANCE

- 29** air transport companies, of which **10** for aeroplanes, **7** for helicopters, **12** for balloons
- 67** audits in 2012
- Technical inspections in 2012:  
**321** SAFA, **121** SANA

## GENERAL AVIATION

- 63** aerial work companies
- 7** approved training organisations (4 for aeroplanes + 3 for microlights)
- Missions with flying clubs **3** surveillance actions
- Aviation events in 2012:  
- **173** small  
- **7** medium  
- **5** large
- 5,299** aeronautical qualifications issued in 2012
- 35** infringement files processed
- 2** disciplinary committee meetings held

## ECONOMIC REGULATION

- 83** ground handling company approvals incl. 15 issued or renewed in 2012
- Number of PSO lines: **2** in progress
- 30** air carrier operation licences incl. 1 in 2012

## RESOURCES

Headcount: **89**  
Budget per BOP:  
Air transport:  
**€564,100** in AE and **€581,600** in CP  
Surveillance and certification:  
**€1,322,576** in AE and **€1,107,000** in CP  
Social action:  
**€235,530** in AE and **€235,530** in CP

## NORTH



Director: Patrick CIPRIANI  
Head Office: Athis-Mons

**In a depressed economic climate which saw worldwide stagnation of air traffic in term of activities, 2012 was a very busy year for us, reflecting an ever-present dynamic process and ever stronger safety and security requirements.**

Whether with regard to the extension or upgrading of infrastructures in the airports, for improving passenger reception, dealing with new types of aircraft, improving the safety of airport operations or air navigation, or else monitoring the development of the airline companies for which it is responsible (new aircraft, new working methods, companies merging), the DSAC-N was able to support the operators, explain the required developments, examine applications and issue the necessary authorisations within the required deadlines.

The DSAC-N has continued to encourage the promotion of safety issues and to contribute to prevention actions, both with the operators themselves and their subcontractors, and in particular with the ground handling companies.

2012 was also a year of major regulatory changes, both European and national: the Aircrew regulations came into force, leading to intense preparatory work in which the DSAC-N takes a very active part. Nationally, certification for public transport in balloons, the requirements applicable to drones and those applicable to thrill flights meant that our officials had many, and new files to process.

Lastly, consultation remained an important aspect of our action in contributing to the search for the best compromises in order to enable the pursuit of aviation activities while respecting the needs of the populations and economic stakeholders concerned, whether with regard to the subjects of noise

nuisance around the airfields for general aviation around the Ile de France, Beauvais or Lille, or else consultation between users for optimised sharing of the airspace.

It has been an action-packed year, for which I should like to thank all my colleagues for the results achieved, and put trust in them once again, with the challenges of 2013, a year in which European regulations will once again take centre stage.

## News in brief

In the field of **airport safety**, 2012 saw the completion of the approval/re-approval programme for the runways of the aerodromes of the DSAC-N, subsequent to the publication of the 2006 and 2007 regulatory technical framework document; preparation for the renewal of the airport safety certificates of Beauvais and Lille; the initial certification of Le Bourget airport, preceded by an updating of the local traffic rules for vehicles. The new "S4" terminal dedicated to Air France came into service at Paris-CDG. Lille-Lesquin underwent major work aimed at increasing the passenger reception capacity. The audit which followed on from this should enable its safety certificate to be renewed. Reflexions are under way with the regional bodies with a view to the reconversion of Cambrai-Epinoy, released by the French Ministry of Defence in May 2012, for developing aeronautical activities there.

Concerning **air transport**, the Air France group and its satellite companies were restructured: Transavia (admission of Air France pilots and addition of a numerous of aircraft to its fleet), and Airlinair (major role in the new structure: "Hop !").

Business aviation saw a very marked drop in the number of flying hours for this type of activity. Disappearance of Skyfirst, consolidation between Aérojet, ex-Darta and Aérovision, creation of Almajet, arrival of new players on the Le Bourget platform which changes the landscape of business aviation, with a move towards more efficient practices. The economic slump and environmental constraints have also had serious consequences for the helicopter companies. Overflight restrictions in high-density population zones have undeniably had an impact on the activity of some of these companies.

Concerning **the environment**, an official decree signed on 26 December 2012, affecting the generation of noise exposure plans in aerodromes with low levels of commercial traffic, will lead to the revision of 17 noise exposure plans in the coming years in the DSAC-N. 11 environmental consultative committees, out of the 18 monitored by the DSAC-N, convened in 2012 (Beauvais, Chelles Les Pins, Lognes Emerainville, Paris Issy-les-Moulineaux, St Cyr, Lille-Lesquin, Lille Marq-en-Bareuil, Les Mureaux, Persan, Pontoise, Toussus), along with those of Paris Orly and CDG, monitored directly by the central office. The study, requested by the French Ministry of Transport in 2011, relating to the search for landing sites for helicopters for serving greater Paris, was finalised and communicated to the Prefect of the Ile-de-France region in October 2012. In Lille, the unusual flight paths of flights taking off from the airport, generating complaints from local residents, were processed by means of intense consultation with the

airline companies, the airport operator and the air control organisation, coordinated by the Nord Pas-de-Calais delegation, which enabled a solution to be found for these deviations. Lastly, at Toussus-le-Noble, a dialogue was re-established between users, elected representatives and local residents, and a study launched in December 2012 for establishing an inventory and exploring new avenues for development as for as 2025. This study should be completed in Q4 2013.

2012 was marked by a clear improvement in safety event notifications from **ground handling companies** (708 events recorded compared to 394 in 2011). This improvement can be traced back to awareness-raising actions by DSAC-N carried out with the operators, in particular at safety forums (almost 2000 people have taken part in these forums since they were launched in 2009, and 12 such forums were organised in 2012).

In **general aviation**, the issuing of initial flight crew licences showed a slight upturn, along with a steady impetus in the conversion of national licenses into FCL qualifications. Safety is regularly promoted in information meetings for users along with, in the event of major breaches, summoning before the disciplinary committee, which met three times in 2012 and examined 25 cases of infringements committed by pilots. Safety improvement is also monitored through inspections or audits of organisations; correspondingly, one training school was struck off and four organisations were placed under reinforced surveillance in 2012. Several major air meetings took place in DSAC-N: the French championship for glider pilots at Cambrai, the microlight Tour de France, the commemoration at Le Touquet of the centenary of the first crossing of the Channel by a woman. The London Olympic Games also had a highly mobilising effect on the Nord Pas-de-Calais region.

Concerning **security**, the DSAC-N conducted 2 national audits at Paris-Orly and Paris-CDG, and was highly active in the implementation of new European provisions relating to the inspection of goods entering the airport, with the new category of known suppliers. Beauvais was also subject to specific measures for better guaranteeing a securely sealed environment in the runway zone.

**Air navigation:** the DSAC-N is responsible for the continuous surveillance of 2 SNAs (air navigation services), including the SNA/RP, providing control services to the two biggest platforms in France: Roissy (Charles-de-Gaulle) and Orly, and 3 AFIS service providers; it also participates in the national auditors network, leading it to take part in 5 audits outside its own geographical zone, including CRNA/East. Its missions extend to the surveillance of airspace (166 files brought before the CRG/NO), and the examination of files concerning instrument procedures (28 procedures approved in 2012).

## AERODROMES

**42** aerodromes open to public use incl. **14** commercial aerodromes (aerodromes subject to taxation)  
**10** aerodromes approved for restricted use + **4** military  
**44** aerodromes for private use incl. **22** heliports  
**70** microlight platforms  
**55** heliports  
**39** helipads (prefectural)  
**3** permanent balloon platforms (prefectural)  
**112** model aircraft zones

## ENVIRONMENT

**22** aerodromes with a noise exposure plan  
**6** signed environmental charters (0 signed in 2012)  
**1** code of good conduct signed (0 signed in 2012).  
**1** aerodrome with a noise nuisance plan  
**3** meetings of the consultative committee for aid to local residents (CCAR)  
**18** environmental consultative committees (CCE), with 11 meetings.

## SAFETY

### Air navigation

**4** DSNA organisation audits in DSAC-N  
**1** DSNA audit outside of DSAC-N  
**2** CCAGALS meetings  
Participation in **4** AFIS audits outside DSAC-N  
**28** instrument procedures (examination of files)

## Airports

**4** certified aerodrome operators (0 in 2012)  
**96** approved runways including 12 approvals granted in 2012  
**2** SMS audits  
**37** inspections relating to the conditions of approval and operating procedures for runway aerodromes (CHEA)  
**39** aeronautical protection zones approved by ministerial order

## SECURITY

**5** approved security programs for aerodrome operators, incl. 1 renewed in 2012 (Le Bourget)  
**2** national security audits conducted in the territory of the DSAC/N (Orly, CDG)  
**4** local security committee meetings  
**15** operational security committee meetings  
**22** security network meetings (Orly-specific)  
**199** authorised agents  
**47** known shippers  
**41** authorised suppliers  
**575** known in-flight catering suppliers  
**31** security committees  
**57** air carriers  
**34** training organisations

## PUBLIC TRASSPORT SURVEILLANCE

**31** air transport companies, of which **17** for aeroplanes, **8** for helicopters, **13** for balloons  
**117** audits in 2012 incl. **4** balloon audits  
Technical inspections in 2012:  
**790** SAFA, **150** SANA

## GENERAL AVIATION

**116** aerial work companies  
**227** training organisations (all activities combined: aeroplane, glider, helicopter, balloon, microlight)  
Missions with training organisations: **36** surveillance actions (subject to written reports)  
Aviation events in 2012:  
**145** small - **8** medium - **8** large  
**144** overflight dispensations  
**14,066** aeronautical qualifications issued in 2012

**1,466** microlight files (CI, FI, LSA)  
**196** infringement files processed  
**3** disciplinary committee meetings held

## ECONOMIC REGULATION

**759** ground handling company approvals incl. 153 issued or renewed in 2012  
**27** air carrier operation licences incl. 2 issued and 2 withdrawn in 2012  
**25** "T" permit training centres  
**84** "T" permit certified instructors  
**4** "M" permit training centres  
**15** "M" permit certified instructors

## RESOURCES

Headcount: **174**  
DSAC/N budget:  
P 613 - pensions: AE **€20,459** / CP **€20,459**  
P 613 - social action:  
AE **€598,270** / CP **€850,270**  
P 614 - BOP 1: AE **€449,900** / CP **€341,200**  
P 614 - BOP 2: AE **€2,310,304** / CP **€2,310,304**

NORTH  
EAST

Director: Gérard LEFÈVRE  
Head Office: Strasbourg-Entzheim

**The past year saw confirmation of the positive trend observed in 2011. It is unequally spread from one airport to the next, but is built upon the two driving forces of Strasbourg-Entzheim and Basle-Mulhouse.**

Following some difficult years, the Strasbourg platform continues to make progress. By closing the year with a growth rate of 8%, for a total of 1.2 million passengers - double the national rate of progress - it confirms the promise shown in 2011. This fine performance is the fruit of widely varying factors, two of which may be underlined:

- Even if the observation is not specific to Strasbourg, the creation of the airport company has undeniably led to the evolution of the methods, for a greater degree of dynamism and improved reactivity.
- The reduction in the airport tax, positively supported by the local authorities and the Chamber of Commerce, validated in interministerial meetings and subject to the ministerial order of 31st July, has boosted the appeal of the airport, hitherto penalised when compared to its direct competitors

In this tax reduction plan, 2013 will see a second phase coming into effect, which will take into account a new distribution of the financing of European routes in the framework of public service delegation contracts.

Basle-Mulhouse has also posted progress above the national average (+6%). For the second consecutive year, this airport reports in excess of 5 million passengers, thereby consolidating sustainably fifth-place among the provincial airports. Furthermore, the many files currently in progress confirmed the economic importance of this platform: "agreement on method" concluded on 22 March 2012, aiming to clarify the labour law for companies installed in the Swiss sector; railway link project; announcement of the construction of a new building dedicated to freight, etc.

Only Metz-Nancy-Lorraine, with 278,000 passengers, reports a very slight reduction, by 0.4%.

With regard to security, as sensitive a domain as there is, the European Commission, for its 17th inspection in France, came to Strasbourg. The rigour with which the various stakeholders comported themselves - operational screening tests, inspection of local surveillance - and the attention paid to the regulatory framework (policing order and specific application measures) led to a highly satisfactory report. Indeed, of the 22 points for inspection, the result was overwhelmingly positive, with only four detailed nonconformity points being recorded... and which were corrected very quickly. The Commission, for the first time, even went so far as to underline the "high level of conformity with EU standards".

These examples notwithstanding, it was as much the consistency of the missions and the proactivity of the teams as the excellent collaboration with the partners which came to the fore. We can be fairly sure that 2013 will confirm these orientations.

News in  
brief

AMAC Aerospace, a company specialising in the maintenance and internal fitting of aircraft, inaugurated at the start of September its third hangar at Basle-Mulhouse airport (the second large capacity airport). It employs almost 550 people at the EuroAirport.

An "agreement of method" was concluded between the Swiss and French authorities in order to harmonise progressively the rules relating to labour law at Basle-Mulhouse airport. The subject of fiscal law applicable to companies installed in the Swiss sector is also open for debate.

In application of EU regulations on security, the DSAC-NE has been

assigned with the management of approvals as the certified agent of 13 Swiss companies, hitherto managed by the Swiss FOCA.

Decentralisation Act of 2003: the order of 28 December 2012 enshrines the closure of Thionville-Yutz aerodrome and abrogates its aviation easements as from 15 February 2013.

Chambley Aerodrome, created in December 2008 on an old NATO base, dedicated to all forms of light aviation, has progressively acquired three parallel runways. 2012 was the year of type-approval for the third runway, dedicated to glider flight, and the type-approval and night-flight VFR approval for the main runway.

SkyAircraft, a company based at Chambley, and whose objective was the construction of the Skylander twin-engine aircraft, had a very difficult year. However, at the end of 2012 hope was renewed with the possibility of a Chinese equity stake in the company.

In 2012 EPMNL, operator of Metz-Nancy-Lorraine airport, embarked on the airport certification process. In this framework, it produced an aerodrome manual and was subject to technical inspections and an operational safety audit. The process is due to culminate in the issuing of an airport safety certificate in the course of the first half of 2013.

The management of the civil zone of Dijon-Longvic aerodrome, assigned to the Chamber of Commerce in the form of a franchise, was extended until 31 May 2013.

The service provider certificates for the air navigation services of the AFIS organisations of Besançon-La Vèze, Chalon-Champforgeuil, Colmar-Houssen, Dole-Tavaux, Epinal-Mirecourt, Nancy-Essey and Troyes-Barbery were renewed in 2012.

## AERODROMES

- 60 aerodromes open to public use incl.
- 17 commercial aerodromes (commercial aerodromes are subject to taxation)
- 15 aerodromes approved for restricted use
- 54 aerodromes for private use
- 142 microlight platforms
- 48 heliports
- 32 helipads (prefectural)
- 1 floatplane base
- 1 floatplane strip (prefectural)
- 1 altiport
- 1 mountain airstrip (prefectural)
- 67 permanent balloon platforms (prefectural)
- 171 model aircraft zones

## ENVIRONMENT

- 21 aerodromes with a noise exposure plan
- 5 noise exposure plans in the course of revision or creation
- 2 signed environmental charters (0 signed in 2012)
- 2 codes of good conduct signed (0 signed in 2012).
- 2 aerodromes with noise nuisance plan
- 1 meeting of the consultative committee for aid to local residents (CCAR) and 18 files presented
- 1 operating restriction order issued in 2012
- 4 meetings of the environmental consultative committee (CCE)

## SAFETY

## Air navigation

- 8 AFIS audits
- 2 CCRAGALS meetings
- Participation in 9 AFIS audits and 3 outside the territory of the DSAC

## Airports

- 2 certified aerodrome operators
- 260 type-approved runways including 2 type-approvals granted in 2012
- 3 SMS audits
- 44 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 54 aeronautical protection zones approved by ministerial order incl. 1 in 2012

## SECURITY

- 3 security programmes approved for aerodrome operators (0 in 2012)
- 2 national security audits (in the territory of the DSAC/NE)
- 4 local security committee meetings
- 14 operational security committee meetings
- 123 authorised agents incl. 19 in 2012
- 14 known shippers incl. 3 in 2012
- 3 authorised suppliers
- 8 security committees

PUBLIC TRASSPORT  
SURVEILLANCE

25 air transport companies, of which 4 for aeroplanes, 5 for helicopters, 16 for balloons

## 22 audits in 2012

Technical inspections in 2012:  
130 SAFA, 40 SANA

GENERAL  
AVIATION

- 105 aerial work companies
- Missions with flying clubs
- 30 surveillance actions
- Aviation events in 2012:  
- 204 small  
- 10 medium
- 4,994 aeronautical qualifications issued in 2012
- 28 infringement files processed
- 1 disciplinary committee meeting held

## ECONOMIC REGULATION

66 ground handling company approvals incl. 9 issued or renewed in 2012  
Number of PSO lines: 3 in progress  
26 air carrier operation licences incl. 2 in 2012

## RESOURCES

Headcount: 94  
Budget per BOP:  
BOP 32: AE €374,000 / CP €414,000  
BOP 41: AE €525,000 / CP €533,000  
BOP 42: AE €1,399,000 / CP €1,551,000



# INDIAN OCEAN



Director: Christian MARTY  
Head Office:  
Sainte Marie - La Réunion



## The actions of the DSAC-OI throughout 2012 continued to combine surveillance industry methods and sovereignty missions.

Building on the commitment of its team both in the head office and at the Mayotte delegation, the DSAC-OI is therefore closely associated with the major airport projects launched in 2012 (restoration of the aeronautical pavements at La Réunion-Roland Garros, construction launch for the new Dzaoudzi Pamandzi terminal at Mayotte), while ensuring the preservation of high security levels (issuing of security approval for the Mayotte airport operating company) and high safety levels (type-approval of the runways at Dzaoudzi Pamandzi airport and aerodrome operator certification), along with the smooth integration of aviation activity development in a fragile environment. Despite a slight decline compared to last year, due in particular to the financial difficulties of Air Austral, which needed to restructure itself and part with some of its long-haul fleet, commercial passenger traffic maintained a consistent level, with over 2 million passengers, once again this year, passing through Réunion Roland Garros airport. A new operator, XL Airways, also arrived on the scene to enhance the transport offering between metropolitan France, Mayotte and Réunion.

Roland Garros airport launched a major work project involving the restoration of the aeronautical pavements, which represents the first phase of the investment programme, prior to undertaking the extension of the terminal installations in order to increase passenger reception capacities. Saint Pierre Pierrefonds airport is also being modernised, with the extension of its terminal installations, and Dzaoudzi Pamandzi

airport is the theatre of construction work on the new terminal, a major project on the scale of the Mayotte economy.

A major campaign of dialogue with the light aviation operators has been undertaken, in particular in order to drive home the regulatory safety constraints associated with commercial tourist flights.

Initial institutional contacts have been established in order to conduct a profound review of helicopter services for the Cirque de Mafate which has no road infrastructure, with the objective of reconciling the need for transport with the imperatives of safety and the preservation of a major tourist site for the island, and an integral part of the National Park of Réunion, now classified as a UNESCO world heritage site.

In terms of its internal organisation, the DSAC-OI has completed the restructuring of the Mayotte delegation in the framework of the refocusing of the delegation's missions. Two State employees assigned to Mayotte have therefore joined the head office of the DSAC-OI. Furthermore, the assignment to head office of a prevention adviser, a new head of the general aviation subdivision and a head of the IT subdivision have come in to consolidate resources in domains that are essential to the operation of the directorate.

All these actions have been made possible through the commitment of the technical personnel concerned and the vital support provided to them by the officers assigned to resources management, each therefore contributing to the success of this action plan implemented in 2012.

Lastly, I should like to congratulate all

the personnel of the DSAC-OI for their active participation in the full first cycle of operation of the quality system which enables, through its operation, identification of the strong points and the possible points for progress. This approach, collective by nature, is a fundamental guarantor of the visibility and recognition of the actions of the DSAC-OI with the local stakeholders in civil aviation.

## News in brief • Réunion

### Repairing the aeronautical pavements at Réunion Roland Garros airport

This work is part of the 2012-2020 investment programme, with the objective of ensuring compliance with the regulatory standards (Water Act) and the creation and reinforcement of the capacity to receive class E wide-bodied jets (Boeing 777-300ER) already in operation at the airport, and new generation aircraft up to class F (Airbus A 380). The project financing represents a global envelope of €47 million (net of tax).

### Inspection mission for the RESA arrangements at Roland Garros airport

Changes to the regulations concerning the creation of runway end safety areas (RESA) will make mandatory the installation of 90m-long RESAs at each end of

aerodrome runways. In this framework, an inspection mission, under the mandate of the DGAC and the Directorate-General for Infrastructures Transport and Maritime Affairs, took place in November 2012 at Roland Garros airport. The definitive conclusions of the mission should be established in early 2013.

### Tourist flights in microlights

Tourist flights in microlights are important for Réunion, in particular since the calderas and ramparts of the island have been listed as UNESCO world heritage sites. Following consultation with the operators concerned, the DSAC-OI recapitulated the limits applicable to local flights, and in particular the limits relating to the maximum distance of travel of 40 km from the point of departure, while at the same time expressing the need to respect the existing regulations.

### Pelicanndrome at Saint-Pierre Pierrefonds

In the framework of the departmental plan for combating forest fires, a Dash 8 of the Civil Defence service was based at Saint-Pierre Pierrefonds from 12 October to 15 December 2012 in accordance with the recommendations of

the DSAC-OI. This operational activity made it possible to test the implementation of a "pelicanndrome", a structure especially dedicated to accommodating water bomber aircraft.

### Revision of specific ORSEC provisions

The DSAC-OI worked in close association with the prefecture on the revision of specific ORSEC provisions in the event of volcanic or cyclonic crises. An operational coordination station, organised by the DSAC-OI, was therefore set up, under the aegis of the prefect, for Roland Garros airport.

## News in brief • Mayotte

### Daoudzi-Pamandzi airport

The first full year of execution of the franchise agreement granted to the SNC Lavalin group, 2012 was characterised in this framework by monthly meetings of the control authority, a role assigned to the DSAC-OI, for the purposes of monitoring the proper execution by

the franchise holder of the operations linked to the initial work and checking the conformity of the franchise holder's commitments to the technical specifications appended to the agreements, in close coordination with the DTA, the franchising authority.

**The construction project on the new terminal** was launched on 7 May 2012. This constitutes, on the scale of the Mayotte economy, a major operation, with a budgetary envelope of €45 million. The culmination of a public debate launched in 2011, the joint decision on 7 May 2012 of the Ministers for Overseas Affairs and Transport enshrines the decision of the public authorities to pursue **the long runway project** suited to long-haul flights, with the launch of complementary studies coordinated by the DGAC.

### "Rupee-isation" of Mayotte

The DSAC-OI has contributed actively to the generation and drafting of the Strategic State Action Plan (PASE) for the period 2014-2020. The envelope of European structural funds for the period 2014-2020 is evaluated at €450 million.

The contribution of the DSAC-OI concerned topics relating to air services, the long runway project and developments in the vicinity of the airport.

### AERODROMES

- 3 aerodromes open to public use incl. 3 commercial aerodromes
- 5 microlight platforms
- 5 heliports
- 1 helipad (prefectural)
- 2 model aircraft zones

### ENVIRONMENT

- 1 aerodrome with a noise exposure plan
- 1 noise exposure plan in the course of revision or creation
- 1 meeting of the environmental consultative committee (CCE).

### SAFETY

#### Air navigation

- 1 AFIS audit
- Participation in 1 AFIS audit outside the territory of the DSAC

### Airports

- 3 certified aerodrome operators
- 8 type-approved runways including 2 type-approvals granted in 2012
- 2 SMS audits
- 6 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 1 aeronautical protection zone approved by ministerial order (0 in 2012)

### SECURITY

- 3 security programmes approved for aerodrome operators incl. 1 in 2012
- 2 local security committee meetings
- 3 operational security committee meetings
- 7 authorised agents
- 7 known shippers
- 2 authorised suppliers
- 3 security committees

### PUBLIC TRASSPORT SURVEILLANCE

- 4 air transport companies incl. 1 for aeroplanes

and 3 for helicopters

- 13 audits in 2012
- Technical inspections in 2012: 73 SAFA, 33 SANA

### GENERAL AVIATION

- 21 aerial work companies
- Missions with flying clubs 1 surveillance action
- Aviation events in 2012: 1 small
- 195 aeronautical qualifications issued in 2012
- 3 infringement files processed
- 1 disciplinary committee meeting held

### ECONOMIC REGULATION

- 16 ground handling company approvals incl. 4 issued or renewed in 2012

### RESOURCES

Headcount: 52  
Budget per BOP:  
P 614 - BOP 1:  
AE €145,700 / CP €305,250  
P 614 - BOP 2:  
AE €809,700 / CP €1,002,250

## WEST



Director: Yves GARRIGUES  
Head Office: Guipavas



**After four full years of operation as an agency with national authority, a more exhaustive summary has been possible than in previous years.**

DSAC West extends over five administrative regions and 20 departments, which constitutes a record in itself; carries out operations at 82 aerodromes open to public use or approved for restricted use; and conducts surveillance of 43 air transport companies: all statistics that speak volumes.

The geographical diversity of these territories goes hand-in-hand with the diversity of the aeronautical activities. Air transport is a key determinant for the accessibility of north-western France, and the economic and demographic dynamism of the Pays de la Loire region along with aeronautical construction (the Airbus plants in Nantes and Saint-Nazaire) go hand-in-hand with the development of Nantes-Atlantique airport, the saturation of which - pending the opening of the future "Grand Western" airport - is no exaggeration. The "Norman regions" continue, of course, to maintain their tourist and historic appeal, but they also need to serve an industrial fabric that is being sorely tested. The Centre region has its own specific features, with diverse industrial activities and the development plans for Chateauroux airport, the large number of general aviation aerodromes, with the economic drivers that are Orléans Saint-Denis de l'Hôtel, Blois and Bourges. Lastly, there is the picturesque coastline and the Val de Loire, where hot-air balloon transport activities are booming.

In 2012, the number of passengers for the commercial aerodromes of the DSAC West grew by some 10%, led by Nantes, Brest and Rennes.

Nantes-Atlantique reaches over 3.6 million passengers, for a growth rate

of 12%, and finds itself in the leading bunch of national airports. Brest Bretagne passed the symbolic threshold of 1 million passengers, for a total of 1,070,461 passengers and a growth of 8%. Rennes, with 454,406 passengers, grew by 4.9%.

This trend was confirmed at the other airports accounting for over 100,000 passengers, with the performance of Tours, a civil-military aerodrome at which Ryanair has created several routes (163,341 passengers, +39.9%), and of Deauville (142,230 passengers, +9.6%), not to forget Caen (100,767 passengers, stable at 0.7%) and Dinard (13,147, +2.9 %). Only Lorient (176,331 passengers, -3.1%) and Quimper (110,001 passengers, -2.3%) failed to demonstrate the same kind of growth, while two airports, for regular airlines and smaller in size, posted more clearly negative results: Le Havre (23,934 passengers, -18%) and Lannion (32,639 passengers, -7.9%).

**The certification of airport safety** is a long-term endeavour for our teams and for the operators of the airports concerned. Following Nantes, Brest and Rennes in previous years, the process was completed for Dinard and Quimper in 2012. It has already been launched for Caen, Deauville and Lannion.

In matters of safety, as in all the other fields, vigilance is essential. In addition to audits and daily surveillance actions in this sensitive domain, the DSAC West, in close coordination with the Defense and Security Prefecture for the western zone and the prefectures of each territorial department, contributed to the implementation in its territory of preventive security measures in the framework of the London Olympic Games held in summer 2012.

**In the field of general aviation,** there has been no observed decline in the processing of pilot licences, overflight dispensations, aeronautical examinations, airshows, etc... The French Aeronautical Federation held its annual congress in Nantes, ahead of the 2013 AGM, for which elections will be held and which will therefore necessarily take place in Paris.

Concerning the case of the new "Grand Western airport" (AGO - aéroport du grand Ouest), work has now switched from study phase to a phase orientated more towards production. The local representation of the franchise control authority is working smoothly alongside a sub-prefect serving as project manager, and whose activity is totally dedicated to the project. The monthly and quarterly meetings of this authority with the franchisee have now attained cruising speed. 2012 saw the preparation of the detailed preliminary project files.

At institutional level, the strategic monitoring committee, chaired by the President of the syndicat mixte aéroportuaire (SMA - "joint airport association") was created and set up, and held its first meeting, while a State commitments monitoring committee, chaired by the prefect of Loire-Atlantique, the coordinating prefect, convened at the end of the year.

Lastly, it may be noted that the first meetings took place with the Dialogue Committee, at the behest of the Government, and whose role it is to meet with and hear out both the promoters of the project and its opponents. This committee, made up of three members and chaired by Mr Claude Chéreau, will file a report at the end of March 2013.

The implementation of the "Transform 2015" plan by Air France, whose two regional subsidiaries, Britair and Régional CAE are under the technical supervision of the DSAC West, will lead to new modes of organisation which are currently undergoing preparation and which will have an inevitable impact on the activity of these companies, in terms of both operations and industrial maintenance activities along with, quite probably, the composition of the fleets.

As I have done in the previous editorials I would like, in conclusion, to applaud the work of the teams of the DSAC West, all professions combined: engineers, pilots, technicians and administrative personnel, who all work with a great deal of energy and courage, and who have to make many long journeys to exercise their activities over this vast territory with its considerable number of operators. They are a shining example of public service in the aid of civil aviation. ISO 9001 certification has made it possible to clarify the different processes deployed; all

## News in brief

personnel show positive commitment to them, and we might say that the quality manual is a fundamental identity tool of the DSAC.

Preparation for the aerial component of the World Equestrian Games, to take place in Lower Normandy in 2014.

Inauguration of the extension to the new Tours-Val-de-Loire terminal building (163,341 passengers and +39.9 % in 2012).

Approval in June 2012 of the revised Noise Exposure Plan for Chateauroux Aerodrome by the Prefect of the Indre department. This operation marks the conclusion of major technical work carried out by the DSAC West in close collaboration with the prefecture.

Replacement by the DSNA of the category III ILS at Nantes airport, and category I ILS at Cherbourg airport. Approval in September, by the DSAC, for category III operations based upon new Nantes ILS.

Tests at Chateauroux Aerodrome of the Taxibot, an aircraft tractor that can be manoeuvred by pilots from the cockpit with the engines turned off. This innovative mechanism in terms of fuel savings was developed by TLD, the world leader in airport tractors, based in Touraine, in collaboration with Airbus and IAI (Israel).

Preparatory work on the issuing of authorisation to conduct public passenger transport in single-engine IFR to 2 companies under the remit of the DSAC West.



### AERODROMES

- 68 aerodromes open to public use incl.
- 22 commercial aerodromes (commercial aerodromes are subject to taxation)
- 14 aerodromes approved for restricted use
- 76 aerodromes for private use
- 195 microlight platforms
- 53 heliports
- 24 helipads (prefectural)
- 68 permanent balloon platforms (prefectural)
- 198 model aircraft zones

### ENVIRONMENT

- 16 aerodromes with a noise exposure plan
- 8 noise exposure plans in the course of revision or creation
- 3 signed environmental charters (0 signed in 2012)
- 1 aerodrome with a noise nuisance plan
- 1 meeting of the consultative committee for aid to local residents (CCAR) and 37 files presented
- 7 meetings of the environmental consultative committee (CCE)

### SAFETY

#### Air navigation

- 6 AFIS audits
- 2 CCRAGALS meetings
- Participation in 5 AFIS audits outside the territory of the DSAC-0 and 6 DSNA audits

### Airports

- 5 certified aerodrome operators
- 198 type-approved runways including 18 type-approvals granted in 2012
- 2 SMS audits
- 39 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 57 aeronautical protection zones approved by ministerial order (0 in 2012)

### SECURITY

- 11 security programmes approved for aerodrome operators incl. 3 in 2012
- 3 national security audits (in the territory of the DSAC-0)
- 3 local security committee meetings
- 14 operational security committee meetings
- 14 authorised agents
- 23 known shippers
- 4 authorised suppliers
- 5 security committees

### PUBLIC TRANSPORT SURVEILLANCE

- 46 air transport companies, of which 7 for aeroplanes, 6 for helicopters, 33 for balloons
- 62 audits in 2012
- Technical inspections in 2012:
- 170 SAFA, 70 SANA

### GENERAL AVIATION

- 155 aerial work companies
- Missions with flying clubs 24 surveillance actions

### Aviation events in 2012:

- 230 small
- 13 medium
- 7 large
- 5,874 aeronautical qualifications issued in 2012
- 63 infringement files processed
- 3 disciplinary committee meetings held

### ECONOMIC REGULATION

- 70 ground handling company approvals incl. 14 issued or renewed in 2012
- Number of PSO lines: 3 in progress
- 44 air carrier operation licences incl. 14 in 2012

### RESOURCES

- Headcount: 129
- Budget per BOP:
- BOP 1 (DTA):
- AE €575,000 / CP €655,000
- BOP 2 (DSAC):
- AE €1,700,000 / CP €1,700,000

## SOUTH



Director: Georges DESCLAUX  
Head Office: Toulouse-Blagnac



### A wide variety of operations in the service of the territories

In 2012, the DSAC South supported many airport development projects, both at the initiative of airport operators and of the aeronautical industry, a jewel of our regional and national economy. Our ambition is to encourage this economic development in compliance with the safety standards, while guaranteeing sustainable development, since these aeronautical projects are also important in terms of what is at stake territorially.

2012 confirmed the growth of Toulouse-Blagnac airport, with over 7.5 million passengers (traffic up by 8% compared to 2011), underpinning the major role that the airport plays in terms of travel centred on our particular environment and access of the wider world to our territory. This significant growth of traffic at Toulouse-Blagnac is largely due to the development, since April 2012, of the regional bases of Air France and easyJet. The management of the airport as a resource is valuable for both the development of the aeronautical industry and for regional exchanges. In this respect, the choice made locally in favour of maintaining the aeronautical vocation of Toulouse-Franczal has proven a judicious one.

Generally speaking, our role is to support, as best we can, the civil aviation stakeholders in their business development projects, and with reference to these three broad priorities: capacity, safety and the environment. For the DSAC South, 2012 was particularly propitious for this support, and continued to involve a wide variety of operations.

Some notable examples:

- firstly, the Airbus construction project for the C65 hangar linked to the A350 programme and which gave rise, in consultation with various protagonists from Airbus, ATB and the DGAC, to a "stealth building" construction solution, a first in France, designed to avoid any electromagnetic interference with the



operation of the ILS of the platform which provides precision guidance to aircraft on landing.

- the operation of the night-time observatory of Toulouse-Blagnac, designed to guarantee and evaluate over time the performance of actions meant to reduce and manage noise nuisance during the night-time period. This observatory was, moreover, cited as exemplary by the ACNUSA, as a space for consultation and the exchange of information which is very important for the sustainable development of the platform.
- the renewal of security approvals for the operators of Toulouse-Blagnac and Rodez-Marcillac aerodromes, and the national security audit of Brive-Souillac airport.
- safety certification of Rodez airport and the renewal of the AFIS certificates for Cahors, Brive, Pamiers and Albi.
- more specifically, for the air operators, sustained support for their development projects: for Aérovision, merger with Darta and the head office being relocated to Le Bourget; for Air Méditerranée, reintegration of a B737 in its fleet; for ATI, implementation of the FLY 10,000 plan, anticipating the doubling of its activity.
- support for various air meetings, including several major ones such as Muret (Airexpo), Laloubère and Gimont.
- new or specific to 2012: the issuing of the first ATO approval (training school), examined except in the case of conversion, to Sud Aviation Training, a company based in Auch; issuing of a new AOC to Air Tarn Hélico and the first "balloon" operator surveillance audits.
- With regard to regulatory support, the DSAC South worked on the implementation of the new drones regulations.
- lastly, mention should go to the participation in a large-scale exercise of the ORSEC plan, organised at Blagnac airport by the Prefecture.

In view of the current economic situation, the DSAC South will work in 2013 on pursuing its support for the operators, and more particularly the airline companies.

## News in brief

The usage restrictions in force at Toulouse-Blagnac airport (ministerial order of 28 March 2011) are subject to the specific surveillance of the DSAC South services. In 2012, 54 infringements were recorded and communicated to the ACNUSA. The order in force provides for a lightening of these restrictions as from April 2013.

The interministerial order and the circular dated 27 July 2012 detailed the modalities for implementation in France of the European requirements relating to the organisation of aerodrome surveillance in matters of

security. In application of these texts, the DSAC South has made local assessments of the risks for the six commercial aerodromes falling within its remit (Brive-Souillac, Castres-Mazamet, Limoges-Bellegarde, Rodez-Marcillac, Tarbes-Lourdes-Pyrénées, Toulouse-Blagnac) and proposed to the Prefects orders to determine the means that need to be deployed, by 28 February 2013 at the latest, by aerodrome operators and air transport companies.

Toulouse Franczal: several stages were the highlight of 2012. In early 2012, negotiations with the Ministry of Defence determined the precise extent of the land and installations subject to airport franchise and zones that may be put up for sale. Based on the result of these negotiations, an invitation to tender was launched, and the final

technical specifications for the franchise developed. The two preselected candidates filed their initial proposal in December 2012. The following were reaffirmed:

- the potential of the platform in terms of industrial support to the aeronautical industry, in particular through the installation of a maintenance company transferring 150 jobs, and the rental of all available aeronautical hangars;
- pursuing the improvement of the facilities and equipment offered to aerodrome users (creation of a public zone and a business terminal, possibility of JetA1 refuelling, restoration of runway lighting, etc.);
- significantly increasing traffic, in particular military traffic, which remains at limited levels (3000 movements in 2012 compared to 2000 in 2011).

### AERODROMES

- 32 commercial aerodromes incl. 6 open to public use (commercial aerodromes are subject to taxation)
- 7 aerodromes approved for restricted use
- 103 aerodromes for private use
- 109 microlight platforms
- 36 heliports
- 13 helipads (prefectural)
- 2 floatplane bases
- 20 microlight floatplane strips (prefectural)
- 1 altiport
- 19 mountain airstrips (prefectural)
- 40 permanent balloon platforms (prefectural)
- 80 model aircraft zones

### ENVIRONMENT

- 22 aerodromes with a noise exposure plan
- 5 noise exposure plans in the course of revision or creation
- 5 environmental charters signed
- 1 code of good conduct signed
- 1 aerodrome with a noise nuisance plan
- 3 meetings of the consultative committee for aid to local residents (CCAR) and 1065 files presented
- 3 meetings of the environmental consultative committee (CCE)

### SAFETY

#### Air navigation

- 4 AFIS audits
- 2 CCRAALS meetings
- 103 airspace modification files, including 50 with simplified safety study
- 8 participations in AFIS, DSNA and Meteorological audits outside the territory of the DSAC-S

### Airports

- 4 certified aerodrome operators incl. 1 in 2012 + 2 processes initiated
- 1 safety and SMS certification audit (in DSAC-S)
- 29 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 7 inspections relating to ARFF and the prevention of animal hazards
- 34 aeronautical protection zones approved by ministerial order incl. 1 in 2012
- 8 participations in AFIS, DSNA and Meteorological audits outside the territory of the DSAC-S

### SECURITY

- 5 aerodrome operators are holders of a security certificate, with 2 having been issued (renewals) in 2012
- 1 national security audit (Brive-Souillac in May 2012)
- 2 local security committee meetings Blagnac and Rodez
- 10 operational security committee meetings (Toulouse-Blagnac: 9 meetings, Castres-Mazamet: 1 meeting)
- 8 authorised agents
- 8 known shippers
- 1 approved supplier
- 7 known supplier for airport supplies
- 3 local security committee meetings (2 Toulouse-Blagnac and 1 Tarbes Lourdes)

### PUBLIC TRASSPORT SURVEILLANCE

- 13 air transport companies, of which 4 for aeroplanes, 2 for helicopters, 7 for balloons
- 32 audits in 2012 (incl. 13 outside DSAC-S)
- Technical inspections in 2012:

### 200 SAFA, 60 SANA

### GENERAL AVIATION

- 63 aerial work companies
- Missions with flying clubs 10 surveillance actions
- Aviation events in 2012:
  - 84 small
  - 15 medium
  - 5 large
- 1,939 aeronautical qualifications issued in 2012
- 11 infringement files processed
- 2 disciplinary committee meetings to address 4 cases

### ECONOMIC REGULATION

- 60 ground handling company approvals incl. 7 issued or renewed in 2012
- Number of PSO lines: 6 in progress
- 12 air carrier operation licences incl. 3 issued in 2012

### RESOURCES

- Headcount: 100
- Budget per BOP:
  - Air navigation: AE €181.000
  - Social action: AE €876.000 / CP €779.000
- Surveillance and certification: AE €1,770.000 / CP €1,700.000
- Air transport: AE €457.000 / CP €379.000

## SOUTHEAST



Director: Philippe GUIVARCH  
Head Office: Aix-en-Provence



**2012 constituted the most telling illustration of the importance of the territorial action carried out by the Service, in every aspect of its missions.**

Dialogue with local residents achieved new heights in relation to their expectations concerning the nuisance generated by the activity of Marseille-Provence airport.

It was also thanks to a powerful and continued presence on the ground that solutions were able to be found for the redeployment of light aviation, for a long time based at Pézenas.

Once again, it was by organising sustained local consultation that testing of the security scanner at Nice was able to take place.

Lastly, it was through targeted training of aerial work operators that the integration of the new regulations concerning drones was able to be prepared for.

This range of avowedly eclectic actions is by no means exhaustive, but it does reflect the diversity of our actions in the domains beyond our important mission of safety oversight.

#### The environment and sustainable development

With major aeronautical platforms in a highly built-up environment, the management of the nuisances linked to aeronautical activities constitutes a key concern of the DSAC Southeast, since the sustainable development of aviation activity depends on it. Therefore, major mediation work is carried out principally in the framework of environmental consultative committees, presided over by the prefectural authorities.

With regard to Marseille Provence, the 'Steering committee for the improvement of the environment of Marseille airport', set up in September 2011 at the behest of the Minister, culminated in the launch of

a study of the VPT approach procedure designated 'VPT31'. We have conducted the phases of operational validation of this procedure and definition of the meteorological conditions associated with the design services of the SNA/SSE, the OCV and the central services of the DSAC. Tests on the simulator have confirmed the safety proof of concept for such a procedure, and assessments in flight have been carried out. The noise measurements made during these first flights have demonstrated a significant lowering of the noise levels, and this procedure will make it possible to reduce by more than 9200 the number of people overflown, thanks to an approach which favours overflying the sea.

Thanks to our proactive endeavours, the procedure will be published in March 2013.

#### Sovereign files

The remodelling of the airport franchise for Marseille-Provence was developed with the Airport and the services of State concerned, in association with the Air Transport Directorate, with a view to framing the Decree to be presented to the Council of State for approval of the modification of domain occupation and the integration, within the franchise, of the Aix-les-Milles aerodrome. It was vital to obtain the green light from the Ministry of Defence, required by France Domaine for the signing of the agreement for use of the Aix-les-Milles domain in favour of the DGAC.

Toulon-Hyères airport played host to the creation of a steering committee in conjunction with the territorial collectivities, which finally declined the offer of the transfer of the franchising authority to themselves. A procedure for issuing an invitation to tender in order to select a new airport operator has therefore been initiated, for selection of the chosen

candidate on 1 December 2013.

In Nice, with the prospect of work beginning on the arrival of the tramway in the airport domain, the rehousing of State services has mobilised our activity in association with the DTA and the airport company.

In the field of recreational aviation, we refined our search for a solution for the relocation of the Pézenas Nizas flying club, whose home aerodrome is due to close, finally deciding on the Béziers aerodrome.

#### Oversight

The constant concern for improved safety mobilised the DSAC-SE significantly, both in terms of the realisation of the oversight plan objectives of our own operators, coordinated at national level, and the growing participation in crossover audits with other DSAC/IRs, the number of which continues to grow in the field of air transport.

Our oversight professions require ever more sophisticated technical skills, and involve increasing numbers of different areas within a European regulatory and operational framework. It is in this framework that a national licence was instituted in 2012, legitimating the action of oversight officers.

Concerning innovation, we finally issued authorisation to use Electronic Flight Bags for the preparation of Héli-Sécurité transport helicopter flights, and we examined the initial request for the use of night-vision goggles for civil use on public transport helicopter flights of the INAER company.

Besides conducting unannounced inspections of the aircraft frequenting our airports, the DSAC-SE works on the modernisation of

the working methods of all DSAC agents in its capacity as the manager of the national business application for this activity: RECIF. This software, used by the technical operations inspectors, has been implemented with two major upgrades this year. We also designed the 'AGORA' software which enables directors to have a direct overview of the surveillance of airline companies.

With regard to aerial work, the application of the new drones regulations has given us a great deal of work to do. We have supported many operators in the drafting of their documentation, and presented these new regulations at a conference in Pourrières, which brought together around 100 operators and contracting clients.

Our actions also take into account more lightweight aviation, with our participation in the testing of helicopter class 6 for microlights.

Among our many actions concerning airport safety, mention should be made of the initial certification for the operator of Avignon Caumont aerodrome. Certification for Nîmes-Garons

aerodrome was also launched in 2012, but the change of operator at the end of the year led to the issuing of a provisional certificate.

Increasing requirements in matters of security and facilitation have led to the establishment of an experimental screening mechanism using a scanner at Nice airport, involving our security inspectors.

Lastly, in 2012 the management team had a facelift, with the arrival of two new delegates: Patrick Pezzetta for the Cote d'Azur and Vincent Carmigniani for Corsica.

Montpellier: decision on the launch of a broad strategic orientations plan with a view to determining the future of Montpellier, and the implications of this for the aeronautical protection zone. Dealing with questions of the environment linked to night training flights from the aerodromes of Languedoc Roussillon.

#### Oversight

Renewal of the air carrier certificates for Twin jet, Azur hélicoptères, Hélichaïenne, Héli Sécurité, INAER. Type-approval for the runways of the Castellet and Mende aerodromes.

#### Miscellaneous

Quality procedures of the DSAC: DSAC-SE audit in the framework of the DSAC certification audit. Study for the installation of an "Océane" site for theory exams on computer for trainee pilots.

## News in brief

### Regulation and sustainable development

Preparatory work for the creation of the Marseille-Provence, Aix les Milles airport company and the Marignane-Berre floatplane base.

#### AERODROMES

**37** aerodromes open to public use incl. **17** commercial aerodromes

**21** aerodromes approved for restricted use

**20** aerodromes for private use

**77** microlight platforms

**49** helipads

**74** helipads incl. **31** at sea

**1** floatplane base

**14** floatplane strips

**24** mountain airstrips

**12** permanent balloon platforms

**113** model aircraft zones

#### ENVIRONMENT

**28** aerodromes with a noise exposure plan

**12** noise exposure plans in the course of revision or creation

**3** signed environmental charters (2 signed in 2012)

**4** codes of good conduct signed (1 signed in 2012).

**2** aerodromes with noise nuisance plan

**4** meetings of the consultative committee for aid to local residents (CCAR)

**2** operating restriction orders issued in 2012

**2** meetings of the environmental consultative committee (CCE)

#### SAFETY

**Air navigation**

**2** AFIS audits

**2** CCRAGALS meetings

Participation in **6** AFIS audits outside the territory of the DSAC-SE

#### Airports

**9** certified aerodrome operators

**21** type-approved runways including 3 type-approvals granted in 2012

**6** SMS audits

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

**27** aeronautical protection zones approved by ministerial order

#### SECURITY

**11** security programmes approved for aerodrome operators

**3** national security audits

**21** local security committee meetings

**66** operational security committee meetings

**63** authorised agents

**13** known shippers

**17** authorised suppliers

**10** security committees

#### PUBLIC TRANSPORT SURVEILLANCE

**18** air transport companies, of which **6** for aeroplanes, **9** for helicopters, **3** for balloons

**61** audits in 2012

Technical inspections in 2012:

**417** SAFA, **92** SANA

#### GENERAL AVIATION

**132** aerial work companies

Missions with flying clubs **10** surveillance actions

Aviation events in 2012:

- **142** small

- **4** medium

- **6** large

**9,669** aeronautical qualifications issued in 2012

**18** infringement files processed

#### ECONOMIC REGULATION

**221** ground handling company approvals incl. **40** issued or renewed in 2012

Number of PSO lines: **12**

**15** air carrier operation licences incl. **1** in 2012

#### RESOURCES

Headcount: **145**

Budget per BOP:

Sovereign (BOP1 of p 614):

AE **€1,535,000** / CP **€1,175,000**

Surveillance and Certification (BOP 2 of p 614):

AE **€1,806,000** / CP **€1,811,000**

Pensions (BOP1 of p 613):

AE/CP **€106,000**

Social action:

AE **€996,000** / CP **€834,000**

SOUTH  
WEST

Director: Pascal REVEL  
Head Office: Bordeaux-Mérignac

**2012: a fine vintage!**

The nominal objectives were once again attained in 2012 by the DSAC-SO. The commercial aerodromes managed to maintain a positive dynamic, but for some of them - and above all Bordeaux-Mérignac - they will soon have to deal with the emergence of a highly competitive high-speed rail line promised for 2016.

**Bordeaux, Biarritz, Pau and Poitiers, are looking to achieve growth through diversification.**

Aeronautics in the south-west of France is naturally tripolar:

- An inventive and prosperous industry with many large and small groups (over 700 establishments spread over two administrative regions, with a heavy concentration around Bordeaux and in Béarn). This ranges from maintenance in the wake of a military tradeshow (MCO - in-service maintenance), held in September, to manufacturers such as Dassault, by way of equipment manufacturers (Thalès, Catherineau, EADS, Turbomeca, Potez...) and, of course, the drone specialists: an activity veering increasingly toward the civil domain, and in which the major corporations are becoming daily more involved.



The second international drones trade fair was held at Mérignac in 2012 and was a resounding success.

- Multifaceted general aviation profits both from a dense network of some 350 bases (aerodromes, floatplane bases, heliports, balloon platforms) and from favourable meteorological conditions, along with an airspace that remains relatively free of constraints.
- Commercial aviation, with nine aerodromes, the most important of which, Bordeaux-Mérignac airport, continues to demonstrate enviable growth. Also worthy of note is the announced diversification of Biarritz which, in creating a new dedicated terminal, proposes to receive a business/leisure clientele with plenty of spending power.

All this promising activity requires dynamic surveillance which, despite diminishing resources, the well-knit teams of the DSAC-SO have been able to implement in every domain.

Bordeaux-Mérignac airport is the focal point of a large proportion of these efforts, in matters of safety, security and also sustainable development.

The environment requires constant attention and efficient cooperation between the stakeholders in order to enable the airports to develop while seeking to maintain equilibrium between proximity and quality of life. Bordeaux-Mérignac, seemingly fairly free of constraints, is an "ACNUSA" airport. All flights are systematically analysed: some 68,000 in 2012, 42 of which entailed recourse to litigation.

Of course, the other aerodromes, smaller than Bordeaux-Mérignac, also require our commitment, which may be less full-on but which require us to be just as conscientious on account of their specific characteristics.



## News in brief

**DSAC-SO seminar**

2012 began with an expanded management seminar for the DSAC-SO on the topics of team cohesion and the integration of psychosocial risks.

**Large-scale rescue exercise**

Organised at the initiative of the Prefect, the rescue exercise at Bordeaux-Mérignac airport enabled the various participants to demonstrate excellent coordination along with correct application of the procedures. This provided the opportunity to inaugurate the new Operations Control Station (PCO), now placed under the responsibility of the operator and situated in the airport terminal.

**Aviation training**

Alongside the daily management of aviation training, the steering committee, comprising four officers and including the director, finalised the text for the new directive which is now in force.

**Change of Director**

The incumbent director, Alice-Anne Médard, will be joining the office of the Junior Minister for Transport in June. Her replacement is Pascal Revel, previously the deputy director of the ENAC.

**Economic activity**

Testifying to the dynamism of the region, several international trade fairs were held here in 2012. Of particular note was the second biannual drones expo and the first MCO (in-service maintenance) exhibition. The Director-General was represented at both these events. The DSAC-SO also participated on the

Aquitaine strategic committee for the aeronautical industry, coordinated by the prefect and the president of the Aquitaine region.

**Broad strategic orientations**

Throughout 2012 a number of meetings took place on the topics of sustainable development, traffic growth, the optimisation of the existing infrastructure, the future of the secondary runway and the capacity for development at Mérignac, the improvement of ground transport links and the exploitation of the real estate.

**Complying with directives**

With regard to sovereign issues, the DSAC-SO was called upon by the European Commission to answer questions concerning commercial agreements between certain low-cost companies and the airport operators of Angoulême, Pau and La Rochelle.

**AERODROMES**

- 43** aerodromes open to public use incl. **9** commercial aerodromes
- 9** aerodromes approved for restricted use
- 58** aerodromes for private use
- 126** microlight platforms
- 48** heliports (incl. **6** State-run)
- 50** helipads (prefectural)
- 1** floatplane base at Biscarrosse
- 8** floatplane strips (prefectural)
- 37** permanent balloon platforms (prefectural)
- 94** model aircraft zones

**ENVIRONMENT**

- 34** aerodromes with a noise exposure plan
- 3** noise exposure plans in the course of revision or creation
- 3** signed environmental charters (**0** signed in 2012)
- 2** codes of good conduct signed (**0** signed in 2012)
- 1** aerodrome with a noise nuisance plan
- 1** meeting of the consultative committee for aid to local residents and **10** files presented (representing 36 homes and 313,176 in aid for soundproofing)
- 5** meetings of the environmental consultative committee (CCE)

**SAFETY****Air navigation**

- 5** AFIS audits
- 2** CCRAGALS meetings

Participation in **3** AFIS audits outside the territory of the DSAC-SO  
Participation in **4** DSNA audits and **1** Météo France audit

**Airports**

- 6** certified aerodrome operators (**2** in 2012)
- 73** type-approved runways including **4** type-approvals granted in 2012
- 3** SMS audits in DSAC-SO
- Participation in **6** audits outside the territory of the DSAC-SO
- 49** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 49** aeronautical protection zones approved by ministerial order (**0** in 2012)

**SECURITY**

- 9** security programmes approved for aerodrome operators incl. **1** in 2012
- 2** national security audits (incl. **1** outside the territory of the DSAC-SO)
- 2** operational security committee meetings
- 59** authorised agents incl. **19** in 2012
- 5** known shippers incl. **3** in 2012
- 1** known in-flight catering supplier

**PUBLIC TRANSPORT SURVEILLANCE**

- 17** air transport companies, of which **2** for aeroplanes, **6** for helicopters (incl. **4** OPS 3R), **9** for balloons
- 22** audits in 2012 incl. **6** balloon audits
- Technical inspections in 2012:  
**143** SAFA, **45** SANA

**GENERAL AVIATION**

- 96** aerial work companies
- 25** surveillance actions
- Missions with flying clubs **24** surveillance actions
- Aviation events in 2012:  
- **164** small  
- **7** medium  
- **11** large
- 6,009** aeronautical qualifications issued in 2012
- 44** infringement files processed
- 1** disciplinary committee meeting held (**4** cases)

**ECONOMIC REGULATION**

- 92** ground handling company approvals incl. **18** issued or renewed in 2012
- Number of PSO lines: **3** in progress
- 8** air carrier operation licences incl. **1** issued in 2012

**RESOURCES**

- Headcount: **98**
- Budget per BOP:  
P 614 - BOP 1:  
AE **€569,160** / CP **€559,660**  
P 614 - BOP 2:  
AE **€1,864,450** / CP **€1,862,575**  
P 612 - BOP 2:  
AE **€1,286,500** / CP **€1,286,500**  
P 613 - BOP 2:  
AE **€591,760** / CP **€630,810**

**ACNUSA**

Airport Nuisance Control Authority

**AE**Autorisation d'engagement  
(Commitment authorisation)**AFIS**Aerodrome Flight Information  
Service**AFTN**Aeronautical Fixed  
Telecommunication Network**AGNA**Advisory Group of National  
Authorities**ANSP**

Air Navigation Service Provider

**AOC**

Air Operator Certificate

**ARFF**

Aircraft rescue and fire-fighting

**ATCO**

Air Traffic Controller

**ATPL**

Airline Transport Pilot Licence

**ATSEP**Air Traffic Safety Electronic  
Personal**BOP**Programme Operational Budget  
(POB)**CAG**

General Air Traffic

**CCAR**Consultative committee for aid to  
local residents**CCE**Environmental Consultative  
Committee**CCRAGALS**Regional consultative committee  
for general aviation and light and  
sporting aviation**CDN**

Airworthiness certificate

**CHEA**Conditions of type-approval  
and operating procedures for  
aerodromes**CLS**

Local security committee

**CMA**

Continuous Monitoring Approach

**CNPN**National Nuisance Prevention  
Commission**CNRA**Restricted Airworthiness  
Certificate**CNRAC**Restricted Airworthiness  
Certificate for Vintage Aircraft**CNSK**Restricted Airworthiness  
Certificate for Kit-built Aircraft**COS**

Operational security committee

**CP**

Payment credits

**CPL**

Commercial Pilot Licence

**CRE**

Class Rating Examiner

**CS-CC**Certification Specification - Cabin  
Crew**CSS**

Safety-Rescue Certificate

**CTE**

Technical Operations Inspector

**CTP**

Technical Parity Committee

**DCPAF**Central Directorate of Border  
Police**DGA**General Delegation for Armament  
(French Ministry of Defence)**DIRCAM**

Military air traffic directorate

**DRC**

Comment Response Document

**DSAC**

Civil Aviation Safety Directorate

**DSAC/IR**Civil Aviation Safety Directorate/  
Interregional**DSNA**

Air Navigation Services Directorate

**DTA**

Air Transport Directorate

**EASA**

European Aviation Safety Agency

**EASAC**European Aviation Safety Advisory  
Committee**EASP**

European Aviation Safety Plan

**ECAC**European Civil Aviation  
Conference**ECCAIRS**European Coordination Centre for  
Accident and Incident Reporting  
Systems**EGNOS**European Geostationary  
Navigation Overlay Service**ENACT**European National Authorities  
Certification Transition**ESSG**

European SAFA Steering Group

**ESSP**European Satellite Services  
Provider**ETOPS**

Extended Time Range Operations

**FABEC**Functional Airspace Block Europe  
Central**FCL**

Flight Crew Licensing

**F/N-IR (A)**

Instrument Flight Qualifications

**FNPT**Flight and Navigation Procedure  
Trainer (Simulator)**FSTD**

Flight Simulation Training Devices

**FTD**

Flight Training Device (Simulator)

**FTO**

Flight Training Organisation

**GTA**

Air Transport Gendarmerie

**ICAO**International Civil Aviation  
Organisation**ICNA**Air navigation control engineer  
(DGAC)**IEEAC**Civil aviation design and operation  
engineer (DGAC)**IEF**Design and manufacturing  
engineer (DGA)**IESSA**Air safety system electronics  
engineer (DGAC)**IFR**

Instrument Flight Rules

**ILS**

Instrument Landing System

**IMC**Instrumental Meteorological  
Conditions**IR**

Implementing Rules

**IR**

Instrument Rating

**JAR**

Joint Aviation Requirements

**JORF**Official Journal of the French  
Republic**JOUE**Official Journal of the European  
Union**LAPL**

Light aircraft pilot licence

**LFI**

Initial Finance Act

**MEAS (DSAC)**Safety management coordination  
office**MNPS**Minimum Navigation Performance  
Specification**NPA**

Notice of Proposed Amendment

**NSA**

National Safety Authority

**OCV**

Flight Control Organisation

**OPS**

Operations

**OSAC**

Civil aviation safety organisation

**OSP**

Public Service Obligation

**PANS**Procedure for Air Navigation  
Services**PN**

Flight crew

**PP**

Professional Pilot Licence (F)

**PPBE**Environmental Noise Prevention  
Plans**PPL**Private Pilot Licence for aeroplane  
or helicopter**QT**

Type qualification

**SAFA**Safety Assessment of Foreign  
Aircraft**SANA**Safety Assessment of National  
Aircraft**SCN**Department with National  
Authority**SMS**

Safety Management System

**SSP**

State Safety Programme

**TRE**

Type Rating Examiner

**TRTO**

Type Rating Training Organisation

**TSEEAC**Civil aviation design and operation  
advanced technician (DGAC)**TT**

Private Pilot Licence (F)

**UAF**

French Airports Union

**ULM**

Ultralight/microlight aviation

**VFR**

Visual Flight Rules

**WHPS**

Wildlife hazard prevention service

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