

Civil Aviation
Safety Directorate
NATIONAL OVERSIGHT AUTHORITY

20
13

ACTIVITY REPORT



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

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DSAC

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The year 2013 was marked by the adoption of the 2013-2015 social protocol of the DGAC that officially acknowledged the three-year changes of the DSAC: changes in the safety and security surveillance business lines in an increasingly European context of increasing requirements, consolidation of its other missions and territorial reorganisation in order to play our part in the future in spite of severe budget constraints. Thus, for eleven territorial delegations in metropolitan France, the services will gradually be grouped at the head-offices of the interregional divisions. This reorganisation will go hand in hand with significant efforts towards training monitoring of careers of the agents.

2013 was also the year when the «Aircrew» European Regulation entered into force resulting in strong mobilisation of the DSAC with regard to flight crews: pilot training schools, licenses and medical fitness. Thus, to ensure compliance with Aircrew, DSAC had to redefine its methods, adapt its IT tools, make changes in applications, which have been successfully done. Very important work, in collaboration with ENAC, was also carried out along with the French Aeronautical Federation to develop «standard» organisation and training manuals for flying clubs. In the medical field, DSAC has completely revised its surveillance and organisation procedures.

DSAC teams have actively contributed to the development and changes of the new European aviation safety regulations, in order to make their application in France as relevant as possible; this includes the finalisation of regulations on airports, special provisions for non-commercial aviation and aerial work. DSAC has successfully supported regulatory reorientation initiatives for handling light aviation in more appropriate manner, and taking into account some specific national characteristics.

Preparatory work for compliance with the new airline regulations of airline companies on the one hand, airports on other, has actively begun, and is being actively pursued in 2014.

Strategic action plan to improve safety - the 2018 Agenda has been developed: it now includes the operation of helicopters and recreational aviation, and its content reflects a certain maturity in France of the National Safety Programme process, which has largely fuelled the strategic action plan developed at the European level.

With regard the ICAO, the contracting States that met at the 38th Meeting, approved the Global Aviation Safety Plan (GASP). Annex 19 to the Chicago Convention on safety management was adopted. Activity of DSAC fully revolves around this international context through its cooperation in the development and implementation of the regional safety programme, as also through its participation in the development of directives at the ICAO level.

At the time that this document is being completed, I am leaving the DSAC to explore new horizons. I would like to thank all my colleagues for the quality of their work that we accomplished together during these years, and am confident in the ability of my successor, Patrick Cipriani, to face the many challenges ahead.

Florence ROUSSE
DSAC Director
until 13 June 2014



Patrick CIPRIANI
DSAC Director from 20 June 2014

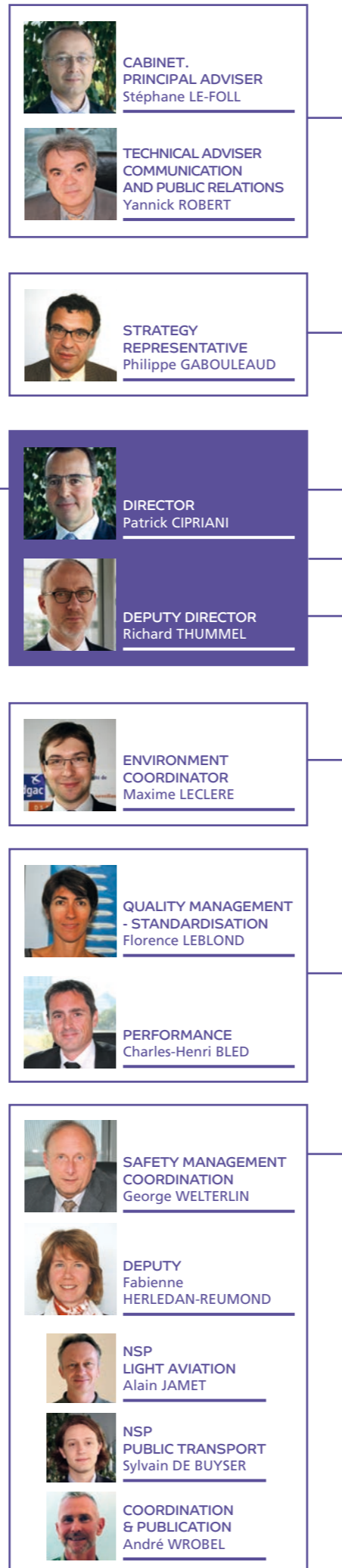
FOREWORD



ORGANISATION CHART



LOCAL DEPARTMENTS



HEADQUARTERS



Social protocol

On 23 October 2013, the 9th social protocol of the Direction Générale de l'Aviation Civile was signed for the period 2013-2015. This Protocol, signed in the context of important European decisions, includes major lines of reform, modernisation and performance of the DGAC departments.

For DSAC, one of the main challenges will be to implement necessary territorial reorganisation, resulting in the gradual closure of eleven delegations in metropolitan France. This reform will be accompanied by changes in surveillance methods of the Authority and relationships with users.

Management and monitoring of safety according to ICAO

- The continuous monitoring approach (CMA) of the Universal Safety Oversight Audit Programme (USOAP) entered its operational phase since 1st January 2013.
- Adopted on 25 February 2013, a new Annex 19 dedicated to safety management systems and to National Safety Programmes of States has been applicable since 14 November 2013. This first edition is already being reviewed under the Safety Management Panel, in order to make more substantial amendments than those resulting from the simple inclusion of the existing provisions in the sector annexes in the first edition.

38th ICAO Meeting

Held from 24 September to 04 October 2013, this Meeting, although centred around the key environmental issue of ETS (emission trading scheme), was marked, with regard to safety, by the adoption of the GASP (Global Aviation Safety Plan), which is the counterpart of the GANP (Global Air Navigation Plan), adopted by the 12th Air Navigation conference in November 2012.

Launch of the traffic area safety forums



In 2013, the DSAC developed safety promotion actions for managing ground handling companies and their personnel on issues of joint activity. Thus, the first multi-operator safety forum was held for 4 days in April 2013 on the Orly platform.

Hosted by DSAC North, it aimed to bring together in one place several ground handling companies so that they could present the risks related to ground activity and how they were handled. The purpose of this multi-operator forum, which was to concentrate on the safety culture by the operators themselves, was a great success with all stakeholders concerned.

Aircrew

08 April 2013 was the official date for implementation of the «aircrew» European Regulation for the flight crews. This has brought about significant changes in the skills and training and has also has an impact on recreational aviation. This new regulation has generated substantial support work with the future ATOs and flying clubs concerned, which will continue in 2014.

IR-OPS Transition

In a European regulatory transition context and changes in surveillance methods, DSAC organised a series of



conferences on the new IR-OPS regulation targeting public transport flights by aeroplane and helicopter. This is the first stage in a process, which, eventually, will cover all aspects of aviation operations.

Airports: new European regulations

With regard to the safety of aerodromes, new European legislation came into force in early 2014.



In 2013, DSAC took up the task of defining its new certification and surveillance methods of aerodromes and organised a first information and exchange seminar with the creators and operators of aerodromes on 23 October 2013.

France, host of the EASA / FAA International Aviation Safety Conference

From 12 to 14 June 2013, Paris hosted the 30th EASA / FAA International Aviation Safety Conference, initiated within the framework of relationships between the European JAA (Joint Aviation Authorities) and the American FAA (US Federal Aviation Administration) and which is continuing today under the leadership of the EASA.



Sensory illusions and loss of control

Human factor and its involvement in the safety of aviation operations are at the heart of preoccupations of the Directorate General of Civil Aviation and constitute one of the research priorities of the French Military Health Service and the Armed Bio-medical Research Institute (IRBA). It is under this framework that the first IRBA-DGAC joint seminar «Illusions sensorielles, pilotage et formation : comment améliorer la qualité des décisions en vol ?» was held on Wednesday, 26 June 2013. This seminar was perceived by the stakeholders, researchers and specialists who were present as a transformed attempt which should allow the option of continuing discussions on scientific topics that are so important to aviation safety.

Symposium 2013

13 December 2013, 8th edition of the DSAC symposia

«Information aéronautique : savoir pour prévoir» (Aeronautical Information: Learn to anticipate) or the importance of aeronautical information for flight safety. This



topic covered the complex processing of information provided to the crews and the importance of their validity.

This 2013 edition lived up to its reputation: large and diverse audience, productive exchanges, sources of relevant discussions and, as pointed out by Patrick Gandil, Director General of Civil Aviation in his opening speech, «eventual generators of good practices that can be integrated at the European or even ICAO level».

National Safety Programme

Publication of the Strategic action plan to improve safety - the 2018 Agenda



Second document of this type, succeeding the 2009-2013 Plan, in addition to the section on commercial aviation, it now includes a «Helicopter» component as well as a «Recreational aviation» component, and takes into account the European plan published by the European Aviation Safety Agency (EASA).

While some objectives of the previous Plan have been dealt with in greater depth, it also presents new lines of work such as loss of control, reaction to the unexpected, mid-air collision, global safety approach at airports, aeronautical information or fire on board.



Parabolic flights

High thrill seeking public discovered the microgravity flights in 2013 following authorisations given by the DSAC to the Novespace operator on its «Zero G» A300. These flights called «parabolic» allow floating freely in the cabin of the plane and to feel weightlessness.

A Zeppelin in the Parisian sky



A Zeppelin airship, silent air giant, travelled the sky of the Ile-de-France on an experimental basis for 2 months from the Pontoise aerodrome operating tourist flights marketed by the company DF01 Airship Paris.

Sustainable development: a priority at the Marseille-Marignane airport

After sustained discussion with elected officials and local residents led by DSAC South-East, the environmental improvement of the Marseille-Marignane airport could be completed. Thus on 02 May 2013, a procedure was implemented for Visual manoeuvring using Prescribed Track to avoid overflying Estaque and its inhabitants, a Marseille district especially affected by the trajectories of landing aeroplanes.

ASSESSMENT and IMPROVEMENT of SAFETY

National Safety Programme

In a few years, the National Safety Programme (NSP) has become more mature and the French know-how in this regard is being internationally acknowledged. The Strategic action plan to improve safety, which is attached to the NSP, was revised in 2013 while ICAO focused on safety management activities by publishing the new Annex 19 to the Chicago Convention. It is the Safety Management Coordination Office (MEAS - Mission Evaluation et Amélioration de la Sécurité) which coordinates the implementation of the French NSP.

Adoption of Strategic action plan to improve safety - the 2018 Agenda

The year 2013 was marked by the development and adoption of a new Strategic action plan to improve safety covering the period 2014-2018, designed to take over from the 2009-2013 Action Plan that expired. The purpose of this document is set cross or targeted action goals for the DGAC and indirectly for the air transport stakeholders. Objectives and guidelines that were set in the first plan proved relevant, so much so that the new plan was designed as an extension of the first one. It was thus decided that some topics that had been dealt with in depth in the previous plan - including risks related to icing or those related to loading errors - had to give way to topics for which the paths of improvement had so far not been completed or to completely new topics. Risks related to loss of control in flight or fire on board are among these topics, which were defined in consultation with the operators based on the accidentology and feedback received over the years. Another new

feature of the 2018 Agenda action plan is the extension of its scope to the operation of helicopters and recreational aviation, whereas the previous plan was restricted to the commercial aviation sector. Two factors contributed to this extension: first was the DSAC symposium on the operational safety of helicopters held in late 2012, during which ways of improving safety, specific to this sector, were identified in cooperation with the operators; second was the gradual appropriation, by recreational aviation federations, of ideas that were expressed at the 2009 safety symposium on light and sporting aviation: this appropriation resulted in the adoption of five safety-related structural lines, which must now be broken down into concrete actions. The latter will be carried out and monitored by the federations, associations and the DGAC.

The new action plan also includes some of the safety topics proposed by the European authorities (EASA, Eurocontrol, etc.) that appeared particularly relevant to the French operators of commercial aviation sector, such as actions designed to better manage loss of control in flight risks or to reduce runway excursion risks (see box). Conversely, France's acknowledged maturity with regard to NSP has enabled our country to influence the programme and the strategic action plan developed at the European level.

Publication of Annex 19 to the Chicago Convention

Preparatory work for the drafting of the new annex on safety management was completed in early 2013, and the first edition of the document was published in July for entry into force in November of the same year. The new Annex affirms the concepts of NSP and SMS as well as the duties of

the States with regard to gathering, analysing, protecting and exchanging safety data. Drafting of a first amendment to the first edition of the document has been launched under the auspices of a group of experts, which includes France.

Symposium on aeronautical information

The failure to take into account aeronautical information is a recurring problem even through aeronautical information is one of the pillars of aviation safety. Volume, variability and diversity of sources of this information is such that it does not always reach its target users. This observation led DSAC to devote its annual safety symposium on this issue.

On 13 December, the amphitheatre of the DGAC became the stage of rich exchanges, for example on the effectiveness of the information chain in case of reduction of the length of a runway; these exchanges have helped in defining the areas for improvement that form the basis of good practices, especially on the generation of NOTAMs or the development of sorting criteria that is best suited for the crews. France's Service de l'Information Aéronautique (SIA) is to play a major role in the implementation of the expected changes, which will be based on new technologies and will give birth to digital information that is rich, accurate, in line with established international standards, and which will be integrated in on-board display systems or tablets.

From ECCAIRS 4 to ECCAIRS 5

Preparatory work for the changeover from version 4 to version 5 of the ECCAIRS safety occurrences database took place in 2013. It ensured the smooth running of all the features offered by the new version, developed,

like the previous one, by the Joint Research Centre (JRC), the technical and scientific research laboratory of the European Union. During the year, DSAC has focused on solving the technical aspects associated with the changeover and training the users in the new software, which was scheduled to be implemented in France in January 2014. Ergonomics and enhanced speed of the version 5 of ECCAIRS will ease the work of all database users, as more than 45,000 safety occurrences reported by French operators were added in 2013 to bring the total number of recorded occurrences to around 371,000.

Go-around and loss of control

While go-around helps in quickly escaping a situation deemed potentially dangerous by a crew or by the air traffic control, this may give rise to other risks, both on-board and on the ground that may lead to flight path deviations, and even loss of control of the aeroplane. The risk factors include interferences from the ATC, oversights by the crew put under high pressure and workload, poor understanding of automated systems, difficult implementation of the CRM or sensory illusions due to high thrust. A study by the BEA, released in 2013, based on pragmatic analysis of safety events that occurred during go-arounds and on simulator tests, highlighted various risks and made recommenda-

tions for their mitigation. DSAC held that the issue raised by the BEA, on account of its relevance, called for close monitoring of responses that will be given to it internationally and an awareness on the subject among pilots and air traffic controllers. It also made this topic the focus of the October 2013 edition of «Objectif SECURITE», the safety bulletin of the DSAC. The 2014-2018 strategic action plan also tackled this issue through its targeted objectives of improving management of approach and landing phases and of crew training in managing sensory illusions and spatial disorientation, especially when a go-around is decided.

ACTIONS TO REDUCE THE RUNWAY EXCURSION RISKS

Among the runway excursion accidents that were analysed and surveyed in 2013 is the one that occurred on 16 October 2012 to a CRJ-700 at the Lorient Lann Bihoué aerodrome. The aircraft overshot the runway after a long landing under adverse weather conditions (heavy downpour and light tailwind component) on a runway contaminated by rain. According to the BEA report, many factors explain or have contributed to the occurrence of the accident, which resulted in only material damage: inadequate awareness of the situation by the crews, unclear company instructions, runway with uncorrected deviations to standard, crew fatigue, etc. A few months later, on 29 March 2013, a similar event occurred at the Lyon-Saint Exupéry airport, where an A321 carrying 174 passengers overshot the runway after a night landing with poor visibility. Runway excursions, because of their frequency rather than their seriousness, are feared events that may be triggered by a variety of factors. Control of this risk, which is one of the safety objectives set by the European authorities, was also included in the 2014-2018 strategic action plan.



RESOURCES MANAGEMENT

With regard to restoring public finances of the State and major associated budgetary effort, constant change in the surveillance and certification tasks related to new European obligations and the development of DGAC's social protocol, DSAC has witnessed significant changes in staffing and resources, and has continued its efforts to adapt its operating environment.

Like other divisions of the DGAC, DSAC must fall in line with constrained budgetary framework and human resource. It is engaged in a process of downsizing by nearly 40 agents during 2013-2015.

Meanwhile, the DGAC, in order to manage the use of borrowing to maintain balance, has twice implemented precautionary hiring freeze measures in financial year 2013 that affected budgets of the DSAC's operational units (OU) by about 13%. This reduction resulted in managing the implementation of austerity measures specifically aimed at the travel expense heads.

Moreover, air traffic in the number of movements continued to decline in 2013, mainly because of fewer domestic flights due to economic difficulties, which overall resulted in lower fees at the supplementary budget level. Surveillance and certification fees are certainly less dependent on changes in traffic but the amount of invoices issued for charges relating to the DSAC fields of activity however decreased substantially in 2013 due to the disappearance of some agencies, fall in activities and smaller number of applications related to the invoices and qualifications of personnel, especially flight crews. In order to equal one's ambition to play a leading role in safety surveillance at the European level, DSAC continued to pay high attention to the development of skills of its agents and to the satisfactory upkeep of the operational resources (IT and travel).

In this context, DSAC is developing management and action coordination tools at the Department with National Authority (SCN) to meet the skill development and continuous improvement targets for the implementation of surveillance activities:

- implementation of a surveillance and certification license management tool in 2012
- research and development of a business information system
- development of a resource coordination and management tool

A social protocol giving strategic orientations of the DSAC

The social protocol 2013-2015 agreed with trade unions in 2013 gives strategic orientations of the DSAC and lays down the means of implementation. It plans strengthening DSAC's international visibility, including the creation of a post of expert in European affairs, modernisation of

tools and working methods along with the introduction where possible of electronic data interchange, adaptation of business lines to switch to a continuous monitoring approach, for which special attention must be given towards training the surveillance inspectors. This will result in the creation of an office responsible for setting up and monitoring the DSAC training plan.

Surveillance and certification license management

Qualifications by field of activities related to the issuance of the surveillance and certification license valid for two years was launched with the implementation of a scheme to spread over the management load over the financial years 2013 and 2014 generated by revalidation of qualifications associated with the licenses issued in May 2012.

A steering group, chaired by the director of resource management and involving representatives of technical divisions and inter-regional division, is responsible for coordinating and monitoring the process of renewal of these qualifications.

The steering group met twice in 2013; it began to harmonise the terms of renewal of qualifications set by the surveillance or technical control manuals and the development of a software tool for managing the surveillance and certification licenses using the existing «ALIS» database as a starting point.

Research and development of a business tool

Since the creation of the DSAC in 2009, it was deemed desirable to have an information system common to all

safety domains. For this purpose, a team responsible for defining and leading DSAC's IT policy was formed in 2011 within the Resources management division. In July 2012, the company EMPIC was selected to develop a common tool that, from 2013 onwards, would gradually replace the existing tools in the domains of flight crew licenses or the medical council information, and would fill the tool gap of other domains (simulators, management of training organisations and medical skills).

Governance of this important DGAC project was fully reviewed in 2013 by, on the one hand, redefining the division of roles between the project owner (DSAC) and project management (DSI), and on the other hand, creating a steering group (COPIL SIGSAC) chaired by the DSAC director.

An assessment of the capacity of the tools proposed to meet DSAC's needs resulted in postponing the launch of some operations. The year 2014 should be decisive on the direction to be given to this project, which is estimated to cost around 5 M€.

Resource managements and skill development

The current workforce of the DSAC, like of all departments and divisions of the DGAC, decreased in 2013 from 1244 to 1217. This change followed the trend started since its inception in January 2009, which during the period under consideration, led to an overall reduction in the workforce of almost 10%.

Like the other European Safety Authorities, DSAC is facing recruitment difficulties, and the rate of filling open positions, excluding positions filled by agents from initial training, is 43% in 2013. To maintain a high skill level of its agents, in 2013, the DSAC continued

the efforts initiated in the domain of training that gave the following results:

- 1,768 trainees trained against 5855 days of training ;
- 4.7 Days of training on an average/ year for a workforce of 1,244 agents;
- 256 trainees excluding pilots (with 768 days of training) have received language training in English ;
- 295 trainees have received «license» training with 1,046 days of training.

Falling revenues, and a particularly tight budget: features of the 2013 budget

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.

The fee regulating mechanism was supplemented in February 2013 by a decree in order to, on the one hand, consider the 4% reduction in fees charged by the OSAC authorised body, and on the other, align the standard fees related to safety equipment on European practice.

The difficult situation faced by the air transport industry in 2013 resulted in a decrease in fee revenues since the final result of these products on 31/12/2013 amounted to 41.9 M€ (including 13.3M€ for the surveillance of air navigation control) in invoices issued against a forecast of 45.6 M€ (including 13.3 M€ for the surveillance of air navigation control) noted in the initial finance bill.

Concerning the payment credits of the DSAC, for which it is responsible, the initial budget falls under action

2 «Oversight and certification» of the programme 614 and was to the order of 24.57 M€ for AE and CP for 2013 .

Given a continuing fragile economic environment, first freeze measure was applied at the beginning of the year to the order of 1.64 M€ for AE and for CP, i.e. 6.67% of the initial allocation, supplemented during March by a second reserve of 1.93 M€ (7.85%).

Thus, the initial DSAC credits were overall impacted by a budgetary control of 3.57 M€ for AE and CP representing 14.53% of the initial finance act (excluding reserve credits for expenses related to the OCV (Organisme du Contrôle en Vol - French Flight Control Organisation), the Civil aviation safety organisation (OSAC) and to the duties and taxes.

In the end, during fiscal 2013, the available credits totalled 21 M€ for AE and CP.

In this context it became necessary to have a resource coordination tool for the national level department and to define the broad strategic orientations required to undertake surveillance missions at the national and European level.

The directorate of Resources Management in conjunction with the technical directorates and inter-regional directorates will develop a management monitoring device for this purpose. This management control should be deployed at the operational level at the end of the first half of 2014 and will allow DSAC to take up actions required to achieve the surveillance and safety promotion objectives under the national and European regulatory framework.



FEES 2013

Fee	Forecast for 2013	Invoiced as of 21/12/2013
Aircraft operator fees	11,550,000	10,590,277
Aerodrome operator safety and security fees	11,080,000	11,416,807
Carrier air security fees	3,050,000	2,528,627
Aircrew training organisation fees	500,000	413,804
Exam fees	2,600,000	1,283,815
Civil aviation personnel fees	1,150,000	775,374
Training programme fees	100,000	27,153
Synthetic flight trainer qualification fees	975,000	757,413
Aircraft rescue and fire-fighting fees	500,000	0
Safety equipment fees	550,000	631,577
Fitness for flight fees	220,000	146,315
EASA fees	450,000	-
Inspection fees	25,000	36,665
Overflight fees to oversight authority	10,700,000	10,700,000
Navigation fees to oversight authority	2,600,000	2,600,000
Total	45,600,000	41,907,827

DSAC PERSONNEL as of 01/01/2013

Department	ADAAC	ADM	ASI	ASAAC	ATTAAC	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPEF	OE	PNT	TSEEAC	Total
DSAC	51	2		21	23	30	3	1	48	2		19	4	9	50	263
DSAC/AG	30		1	10	2	2	1		9	2		3	21	2	20	103
DSAC/CE	9		1	4	5	4			9		1	2	15	3	36	89
DSAC/N	32		1	9	4	14	2	1	14		1	4	7	7	77	173
DSAC/NE	17		2	5	4	4			5		1	1	7	1	44	91
DSAC/O	19		1	9	4	7		7	14	1		1	16	4	43	126
DSAC/OI	10			4	2			1	6				11	0	16	50
DSAC/S	20		1	6	4	1	1		11	1	1	1	17	3	32	99
DSAC/SE	22	1	3	13	7	8	3	1	21	1	2	2	8	3	54	149
DSAC/SO	16		1	9	2	5	3	3	8	1	2	1	16	3	31	101
Total	226	3	11	90	57	75	13	14	145	8	8	34	122	35	403	1,244

DSAC PERSONNEL as of 31/12/2013

Department	ADAAC	ADM	ASO	ASAAC	ATTAAC	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPEF	OE	PN	TSEEAC	Total
DSAC	49	3		20	24	30	3	2	44	1		17	4	11	55	263
DSAC/AG	28		1	10	2	2	1		10	2		3	20	1	21	101
DSAC/CE	9		1	5	5	3			8		1	2	14	3	39	90
DSAC/N	30		1	10	3	15	2	1	13		2	4	7	7	75	170
DSAC/NE	17		2	5	5	4			6		1	1	7	1	44	93
DSAC/O	19		1	9	2	6		7	14	1		1	14	3	44	121
DSAC/OI	10			4	2			1	6				11		16	50
DSAC/S	18		1	8	4	1	1		10	1	1	1	16	3	29	94
DSAC/SE	22	1	2	13	6	8	2	1	20	1	3	2	8	3	50	142
DSAC/SO	16		1	9	2	3	3	1	8	1	2	1	12	2	32	93
Total	218	4	10	93	55	72	12	13	139	7	10	32	113	34	405	1,217



SURVEILLANCE LICENCES, END OF 2013

Qualifications per domain (M€)

	ANA		NO		PN	DSAC/SUR		TOTAL
	AERODROME	AIR NAVIGATION	AIRWORTHINESS	AIR OPERATIONS	FLIGHT CREWS	SECURITY	SSI	
INSPECTOR/CTE	165	68		58	127	69		487
SENIOR INSPECTOR/ PRINCIPAL CTE/ AUDITOR	363	115	12	166	97	14	1	768
AUDIT MANAGER/ EXPERT/SECURITY OFFICER	25	15	7	36	37	10	2	132
Total	553	198	19	260	261	93	3	1,387

Result of surveillance licences on 31/12/2013

	Qualifications issued on 01/05/2012	Total qualifications to be renewed on 30/04/2014 (taking departures into account)	Renewals as on 31/12/2013		New qualifications issued since 01/05/2012
ANA	751	741	163	22.00 %	68
NO	279	230	112	48.70 %	17
PN	261	251	91	36.25 %	11
SUR/SSI	96	78	47	60.26 %	21
TOTAL	1,387	1,300	413	31.77 %	117

BUDGET

Financial resources at the disposal of the DSAC in 2013

	AE (Commitment authorisations)	CP (Payment credits)
Common transactions	19.51 M€	19.51 M€
Capital transactions	3.17 M€	3.17 M€
Total	22.68 M€ *	22.68 M€ *

* LFI: 24.57 / Freeze:: - 3,57 / Carryover: 0 / Income allocation: + 1.68 = 22.68

EUROPE and SAFETY REGULATIONS

The DSAC (Direction de la sécurité de l'Aviation civile) plays an important role in debates on the regulatory changes proposed at the European and international level; this action is managed within the DSAC by the department for European cooperation and safety regulation (ERS).

2013 was a particularly busy year since the 38th ICAO Meeting was held in which the Global Aviation Safety Plan (GASP) was approved. The European Commission has also released two communications to amend the «Single European Sky» regulations and the «EASA» basic regulation. These draft amendments to the regulations of the European Parliament and the European Council, known as SES 2+, aim to ensure consistency between the existing regulations and introduce additional provisions that will have an impact on the organisation of national authorities and the approval method of the regulatory documents.

In addition, discussions on European safety regulations do not result only from process initiated by the European Commission but also from conventional processes with third countries. Thus in 2009, after obtaining permission from the Council, the Commission, on behalf of the European Union, negotiated a bilateral aviation safety agreement with the government of the Federative Republic of Brazil (BASA). These negotiations resulted in the signing on July 14, 2010 in Brasilia of the EU - Brazil BASA between the EU and Brazil ratified by the EU in September 2011 and which entered into force last summer, on 27 August 2013.

Aircraft and aviation operations

ICAO

The 2013 activity of the OPS Panel was marked by the publication of the amendment about the new classification of approaches. Thus, the precision approach procedures with vertical or conventional guidance are now categorised under 2D (using only lateral guidance) and 3D (using lateral and vertical guidance) approach.

This change is in line with the wishes of the States and the industry since the introduction of performance-based

navigation (PBN) and the implementation of approaches with vertical guidance (APV).

The year 2013 also saw the reactivation of the Airworthiness Panel, which is specifically entrusted with the type certificates suspension modalities, recognition of maintenance organisations, creation of a category of light aircraft below 750kg and some issues related to Safety Management Systems (SMS).

The Unmanned Aircraft Systems Study Group (UASSG) of the ICAO is pursuing, at a rate of two meetings per year, in the development of specifications aiming ultimately to integrate this type of aircraft into non-segregated airspace. The objective is to produce a manual detailing the future regulatory framework prior to the conference on unmanned aircraft that the ICAO is organising in November 2014. The UASSG group should be converted into Panel during 2014 in order to continue writing standards and recommendations.

Europe

For air operations, 2013 saw the publication of Commission Regulation (EU) No. 800/2013 amending Regulation (EU) No. 965/2012 amending Regulation (EU) No 965/2012 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 is the second regulatory package of the «IR-OPS» mechanism; it defines the conditions for non-commercial operations and amends the regulatory provisions applicable to authorities and operators. It specifically presents the conditions attached to the declaration of operators engaged in non-commercial air operations with complex motor-powered aircraft. This regulation came into force on 25 August 2013. Since the possibility was available to it, France chose to defer the entry into force of the regulation until 25 August 2016 at the latest.

It should also be noted that the third package of the «IR-OPS» mechanism, which will deal with the conditions applicable to commercial air transport (CAT) operations with balloons, CAT operations with gliders and CAT operations starting and ending at the same aerodrome/operating site, were approved in EASA committee. The resulting regulation will be published in April 2014. France will also be able to choose an entry into force of this regulation deferred by three years.

Finally, the regulatory review process of provisions on flight time limitations for flight crew has ended. As a first step, the air carriers operating scheduled flights with aircraft are affected. The work, conducted between late 2009 and October 2013, was completed on 09 October 2013 with approval given by the European Parliament for implementing these rules. Published in January 2014, they will become applicable in 2 years.

Measures for which not all scientific data were available shall be further studied for possible amendment. These measures include those relating to flight time over 10 hours at night and to the stand-by periods.

As a second step, new flight time rules should be adopted for other types of operations (emergency

medical flights with aeroplanes or helicopters, air taxi operations, etc.).

France

At the national level, 7 official orders and one instruction were published in 2013. The following publications should be noted in particular:

- official order of 19 February 2013 amending various provisions related to aircraft airworthiness certificates; this official order permits reviewing the wording of the limitations of aircraft with one of the several restricted certificates and thereby removing the difficulties associated to the previous wording : «air transport subject to payment» formulation that triggered strong reactions in some aeronautical federations;
- official order of 20 February 2013 on the application of Regulation (EU) No. 965/2012 laying down technical requirements and administrative procedures related to

air operations («IR-OPS» regulation); this document allows deferring the implementation of Regulation (EU) No 965/2012 by two years, according to the provisions specified therein;

- official order of 06 March 2013, on the conditions for using free hot air balloons in commercial air transport operations; this official order repeals and replaces an official order of 04 January 2011 so as to better adapt the regulatory provisions to the needs of the concerned operations and their surveillance;
- official order of 30 July 2013 that postpones to 31 March 2014 the provisions on flight time limitations and rest requirements for operators based in Saint Pierre and Miquelon, French Polynesia, and New Caledonia and Wallis and Futuna .Technical provisions are included in the official order of 28 June 2011

concerning commercial air transport operations with aeroplanes.

Civil aviation personnel

ICAO

2013 was marked by two letters sent by ICAO to the States.

First was on the upper age limit of pilots. The consultation aimed to ask the States their position 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.

The second was on training to prevent loss of control in flight and



recovery manoeuvres. The consultation aimed to know the position of the States on possible amendment proposals to provisions in Annexes 1, 6 and the PANS-TRG in order to enhance the skills and responsiveness of crews under certain flight conditions.

The year 2013 was also marked by the participation of national experts at the symposium organised by ICAO in Montreal to review the practices implemented by the States following the creation of the new multi-crew pilot license.

Europe

Several major European regulatory initiatives regarding the civil aviation personnel were discussed in 2013:

- a project concerning licenses and medical certificates of air traffic controllers. The future regulation will include provisions for licenses and the regulatory requirements applicable to the training authorities and organisations; it will also include provisions for aero-medical examiners and aero-medical centers responsible to conduct the relevant aero-medical examinations and assessments of air traffic controllers;
- a project to review and update Aircrew Part-MED in order to take into account the initial feedback after a few months of implementation;
- a project to review and update Aircrew part-FCL in order to introduce new en-route instrument rating (EIR) and competency-based instrument rating (IR CBT) concepts for private and commercial pilot licence holders - PPL (A) and CPL (A). The proposed amendments are intended to make flight instrument rating more accessible, thus avoiding accidents through impact without loss of control (CFIT) by granting access to a larger number of European general aviation pilots to training that will enable them to get out of loss of visual reference situations;

- projects aimed at offering the option to pilots holding PPL and LAPL licenses to perform the first flight and a new provision that allows the Member States to grant instrument flight ratings IFR until April 2019 without being fully compliant with the provisions of the Aircrew Regulation;
- a draft regulation for creating a lead flight test engineer licence.

The year 2013 was also marked by ad hoc requests to grant exemptions from the substantive provisions of Regulation No. 216/2008 in the event of unforeseen urgent operational circumstances or operational needs of a limited duration.

France

Nationally, the regulatory activity primarily focused on the publication of various official orders essential for the implementation of Regulation No. 1178/2011 (Aircrew) of the Commission of 3 November 2011:

- the official order of 26 March 2013 on initial training for obtaining the Cabin Crew Attestations (CCA);
- the official order of 03 April 2013 on the organisation of language proficiency tests of aircraft pilots, helicopter pilots, powered-lift aircraft pilots and airship pilots;
- the official order of 1st March 2013 amending the official order of 29 March 1999 for the conversion of some aircraft flight instructors into the European Aircrew system;
- the official order of 20 March 2013 to allow some pilots with disabilities to be issued or get renewed, under certain conditions, a Class 1 medical certificate associated with an aircraft commercial pilot license.

2013 was also marked by the launch of a consultation of local overseas civil aviation services on creating a certificate of competency for the Aerodrome Flight Information Service (AFIS) personnel in overseas collectivities.

Aerodrome safety

ICAO

2013 saw the completion of several notable items being handled at ICAO regarding aerodromes and for which DSAC has been actively contributing for several years.

Second phase of ICAO's Aerodromes Panel work programme, which will be completed in early 2014, led to the adoption of amendments no. 11 to Annex 14 - Volume I «Aerodrome Design and Operations» and no. 5 to Annex 14 - Volume II «Heliports». These amendments came into effect on 15 July 2013 and France notified ICAO its differences from these amendments.

Other proposed amendments to Annex 14 - Volumes 1 and 2 were finalised in late 2013 as part of the working groups of the Aerodromes Panel. They will be presented for approval at the plenary meeting of the Aerodromes Panel in early 2014, before starting the third phase of the Panel's work programme.

Finally, the first phase of the ICAO PANS Aerodrome Study Group (PASG) work programme was also completed through the issuance by ICAO of a State Letter for comments by States about the PANS Aerodrome, previously reviewed by the ICAO Air Navigation Commission. DGAC has actively contributed in writing this draft, which aims to supplement ICAO Annex 14 Volume I with regard to the certification and surveillance procedures of aerodromes, compatibility studies for receiving a given aeroplane at an aerodrome, and safety assessments for aerodromes. The second working phase of the PASG began in early 2013 and will provide improved operating procedures for aerodromes.

Europe

In 2013, discussions continued on the draft EU regulation on aerodrome safety. DSAC took considerable part

in the negotiations with the European Aviation Safety Agency (EASA), responsible for preparing the draft, and subsequently with the European Commission. Modifications to two main blocking points were obtained: definition of the scope of responsibilities of the aerodrome operator and consideration of the status of a ICAO standard or recommended practice in the corresponding European certification specifications.

The draft regulation was finally successfully passed in the EASA Committee on 23 April 2013 for publication in early 2014; non binding regulatory texts (acceptable means of compliance, certification specifications) and corresponding guidance material will be published simultaneously. Aerodromes concerned by the future European regulations have until 31 December 2017 to obtain their European aerodrome safety certificate. As provided for in Regulation (EC) No. 216/2008, France has decided to exempt aerodromes receiving less than 10,000 passengers

and less than 850 cargo aircraft movements per year from these provisions.

End of 2013, the EASA already published a regulatory proposal (NPA 2013-24) to supplement the initial texts in the domain of apron management services. This supplementary project was subjected to consultation until March 2014.

Moreover, in 2013 DSAC continued its participation in the Technical Advisory Group on aerodromes, at which EASA and Member States meet twice a year to discuss EASA's regulatory programme on the safety of aerodromes.

Key figures

17 responses to letters from the ICAO to the various States

25 annotated reports on «Notices of Proposed Amendment»

11 answers to «Comment Response Documents» of the EASA

33 regulatory texts produced



4 FLIGHT CREWS

The year 2013 was marked by the entry into force of the major section of the new European regulation called «Aircrew» (Regulation No. 1178/2011), section on most of the licenses, ratings, certificates and authorisations of the flight crews, on commercial flight crews and on training organisations. For other licenses and ratings that must comply with the Aircrew in 2015 (incl. LAPL - Light Aircraft Pilot Licence -, mountain and aerobatic ratings and for in-flight testing), the implementation work was carried out and conversions reports to switch from national qualifications and ratings to corresponding European qualifications and ratings were prepared.

Medical domain

The Community rules in force resulted in modifying the organisation of the medical operating system for pilots and the cabin crews. It places the aeromedical assessors falling under the Authority and responsible for all the tasks for the delivery and management of medical certificates at the heart of the medical organisation, in close collaboration with medical assessment centres and medical examiners. The aeromedical assessors are especially responsible for studying files of the most difficult medical cases of professional and private aeroplane and helicopter pilots.

The Civil Aeronautics Medical Board (CMAC) continues to be the body of appeal. It has also remained temporarily in charge of all medical records of glider pilots and balloon pilots and those of the commercial flight crews until the end of the transition period applicable to these personnel. These changes required the implementation of appropriate procedures and several information actions with CEMPN (medical assessment centres of flight crew) and the medical examiners. The number of aero-medical centres and certified doctors has remained stable.

Significant increase was observed in requests made by pilots to transfer their medical records between European aeromedical authorities. This reflects the geographic mobility

of aircrews as has already been developing over the past 4 years.

License domain

The number of professional and private licenses issued in 2013 is constant except for cabin crew attestations, that have decreased by half in one year.

As for light aviation, the number of basic licenses decreased in 2013 by approximately 10% compared to 2012. Mandatory replacement on 8 April 2015 of the basic license by the European light aircraft pilot license (LAPL) may explain this lower attractiveness to the national qualification.

At the end of 2013, it appears that the number of valid licenses is also stable.

Transition to the new European regulation therefore had no particular impact on the issuance or continuation operations of the professional and private licenses and the associated ratings; the important computer and documentary preparatory work done upstream enabled this transition under good conditions.

However, in conjunction with the relevant airline companies, this required some questions to be handled on the validity and conversion of the «safety training certificates» into «cabin crew attestations» of hundreds of PNCs employed by the French airline companies.

The entry into force of this new reference framework also resulted in carrying out, in 2013, an intense internal adaptation and regulatory monitoring work with EASA to assert the encountered interpretation difficulties or the developments desired by France.

The creation of common European standards for recognising qualifications and ratings led to the implementation of new procedures, which differ depending on whether the certificates are issued by a member State of the European Community or by a third State.

From April 2013 onwards, the DSAC agents could thus rely on a continuous update of technical manuals and training resources.

Information and forms available on the website were regularly updated to ensure that the users could continue to receive paperless services.

Training and simulators

Concerning all training activities of pilots on aircrafts and helicopters, professional training bodies FTO and TRTO implemented the necessary resources to demonstrate their compliance with the new applicable European regulations. A majority of them thus obtained their approved training organisation certification (ATO) in 2013, i.e. several months before the deadline of the 08 April 2014.

Work on the development of procedures and the AMC required for the operation of the ATO and the development of compliant training programmes have been conducted and have specifically culminated in an important alternative AMC on training and controls for complex high performance aircraft (HPA).

It was also necessary to support in the structuring and development by the main concerned ATOs of the new standardisation courses of examiners

(CRE, TRE) that these agencies must now conduct directly, with the help of expert DSAC pilots.

Regarding the Community certification job of about 650 flying-club aircrafts, helicopters and about 160 glider centres, which must be completed no later than April 2015, several work meetings were held throughout the year 2013 among the involved divisions of DSAC with the federations and associations of light aviation. The joint work has focused on the method items that will be implemented to assess compliance with the new requirements and to issue the ATO approvals.

Training organisations for cabin crew attestation (CCA) were brought in line with European requirements, little different from the earlier requirements, before the deadline of 08 October 2013.

With regard to the operators of simulation resources, they have now all demonstrated their compliance with the new applicable European regulations.

Field of expertise of the flight crew

In 2013, the activities conducted for the purpose of airline company oversight, and the evaluation of training programs resulted in **1600 operating** manual inspections and **285 inspections in-flight or on simulator**. These figures testify to an increase in activity over the previous year, especially in-flight rather than on simulator, linked to a growth in the numbers of flight-operation inspectors. The pilots recruited and trained in 2012 became fully operational in 2013 and two other flight-operation inspectors joined the workforce of the office in charge of these activities this same year.

It was necessary to design the training courses of senior examiner (S-TRE) and to impart this training incumbent upon the Authority since 08 April 2013.

In 2013, **two guides of recommended practices** (GPR) were

written about training and periodic inspections of companies operating multi-pilot aeroplanes and HPA complex aeroplanes. These GPR meant for the surveillance managers of the DSAC/IR, companies and operators, were posted online on the DGAC website.

In addition **the type rating examiner (TRE) manual for multi-pilot and HPA complex aeroplanes** was also designed and distributed. These manuals are used as references in the exercise of their privileges, by the 950 French TRE/S-TRE.

Finally 2013 saw the completion of the **FOI training program** (flight operations Inspectors) and its implementation benefitting the pilots of the departement «expertise» and the pilots of the OCV, as to form the «FOI» pool of the DGAC responsible for continuous surveillance of sectors concerning in-flight operations and the flight crews of the air transport companies.



TRAINING, FLIGHT SCHOOLS AND SIMULATORS

Aeroplanes

Approved schools			
Schools	FTO	TRTO	ATO
As of 31/12/2012	33	26	8
Approved in 2013	1	0	13
Transformed into an ATO in 2013	11	15	26
Suspended in 2013	0	1	1
Total as of 31/12/2013	23	10	46

Inspections carried out (in 2013)			
Schools	Initial	Renewal	Follow-up
Inspections carried out	3	16	23

Helicopters

FCL2 approved schools		
Schools	FCL2 approved	ATO
As of 31/12/2012	22	1
Approved in 2013	1	4
Transformed into an ATO in 2013	4	4
Cessation of activity in 2013	1	0
Suspended in 2013	0	0
Total as of 31/12/2013	18	9

Inspections carried out (in 2013)			
Schools	Initial	Renewal	Follow-up
Inspections carried out	2	8	8

Cabin crews

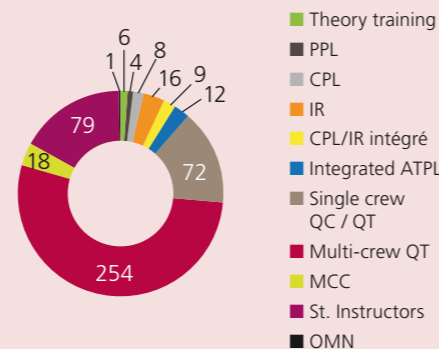
Certified CCA schools	
Type of training	Total as of 31/12/2013
CCA	13

Inspections carried out (in 2013)			
Schools	Initial	Renewal	Follow-up
Inspections carried out	2	13	6

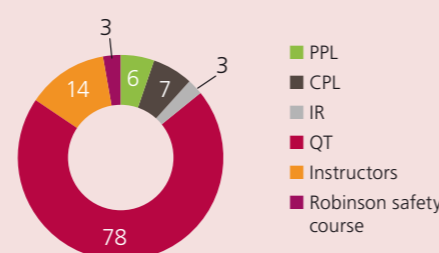
Simulators

Qualification certificates issued	
Aeroplane flight simulators (FFS) (incl. 19 abroad)	87
Helicopter flight simulators (FFS) (incl. 1 abroad)	6
Aeroplane flight trainers (FTD) (incl. 1 abroad)	11
Helicopter flight trainers (FTD) (incl. 1 abroad)	5
Aeroplane flight and navigation procedure trainers (FNPT)	63
Helicopter flight and navigation procedure trainers (FNPT)	14
FSTD Quality Audits carried out (incl. 6 abroad)	40

Approved training



FCL2 approved training



Trainee statistics

	2012	2013	Variation
Aeroplane	3,056	2,864	-6.3%
Helicopter	544	596	9.5%
CCA	1,980	1,396	-29.5%
Total	5,580	4,856	-13%

EXAMS

Aeronautical exams for private flight crews

Private non-FCL theory exams							
Non-FCL exams	Applied for exams				Present	Passed	%
	2010	2011	2012	2013	2013	2013	2013
BB	819	790	771	601	597	404	68%
Microlight	2,365	2,471	2,678	2,958	2,801	2,156	77%

Private FCL theory exams							
FCL1 / FCL2 exams	Applied for tests				Present	Passed	%
	2010	2011	2012	2013	2013	2013	2013
PPL/H	741	1,037	970	936	814	569	70%
PPL/A	15,911	14,617	17,281	14,737	14,306	12,011	84%

Number of candidates passing private FCL and non-FCL theory exams				
Exams	2010	2011	2012	2013
PPL/A	2,723	2,357	2,715	2,507
Microlight	1,576	1,689	1,897	2,156
BB	548	543	565	404
Glider pilot	-	-	-	-
PPLH	93	153	128	128

F/N - IRAT exams				
Total applications	Applied	Present	Passed	% passed
F/N - IRAT (private)	295	295	212	71.86%

Aeronautical exams for professional flight crews

F/N - IRAT exams				
Total applications	Applied	Present	Passed	% passed
ATPLA	6,778	6,685	5,673	84.86%
ATPLH / IFR	635	635	576	90.71%
ATPLH / VFR	29	29	26	89.66%
CPL Aeroplane	196	196	151	77.04%
CPL Helicopter	1,826	1,800	1,321	73.39%
IR professional	1,080	1,060	798	75.28%
CFS	535	498	387	77.71%
CCA	1,340	1,177	912	77.49%
All candidates combined	12,419	12,080	9,844	81.49%



LICENCES

Issuing of aeronautical qualifications in 2013

Professional pilot licences	
Professional aeroplane pilot	455 (incl. 455 CPL-A)
Airline pilot (aeroplane)	186 (incl. 186 ATPL-A)
Professional helicopter pilot	225 (incl. 225 CPL-A)
Airline pilot (helicopter)	19 (incl. 19 ATPL-A)
Public transport flight engineer	1 (incl. 1 F/EL)
Parachutist	26
Flight crew photographer	0
CFS and CSS (PNC)	70
CCA (Cabin crew)	876
Total	1,858

Private pilot licences	
Basic pilot	810
Light aircraft pilot (aeroplane) LAPL(A)	2
Private aeroplane pilot PPL(A)	1,665
Private helicopter pilot PPL(A)	122
Microlight pilot	2,195
Glider pilot	472
Balloon pilot	34
Total	5,300

Instrument flight qualifications	
IR aeroplane	595
IR helicopter	43

Aeronautical qualifications valid on 31/12/2012

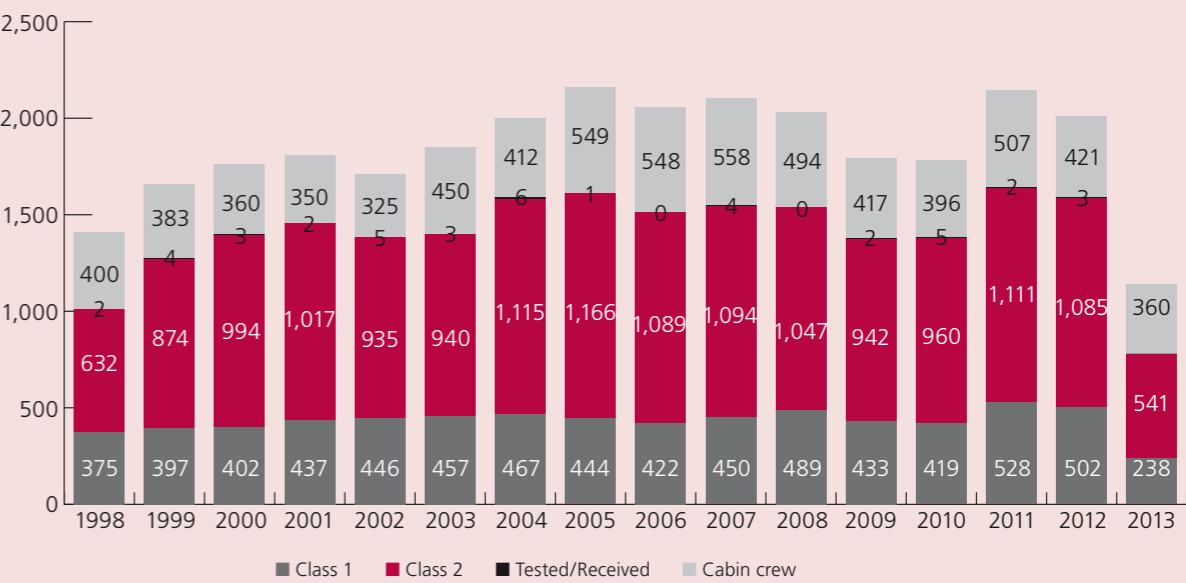
Professional pilot licences	
Professional aeroplane pilot	5,375
Airline pilot (aeroplane)	7,409
Professional helicopter pilot	1,232
Airline pilot (helicopter)	187
Public transport flight engineer	22
Parachutist	210
Flight crew photographer	3
CFS - CCA	53,830
Total	68,268

Private pilot licences	
Basic pilot	2,777
Private aeroplane pilot PPL(A)	26,725
Private helicopter pilot PPL(A)	1,362
Microlight pilot	68,823
Balloon pilot	948
Total	100,635

Glider
The validity of glider licenses is covered under the requirements for continued skills that are not registered by the DSAC. Valid license statistics can therefore not be provided.

MEDICAL

Fitness files presented to the Medical Council since 1998



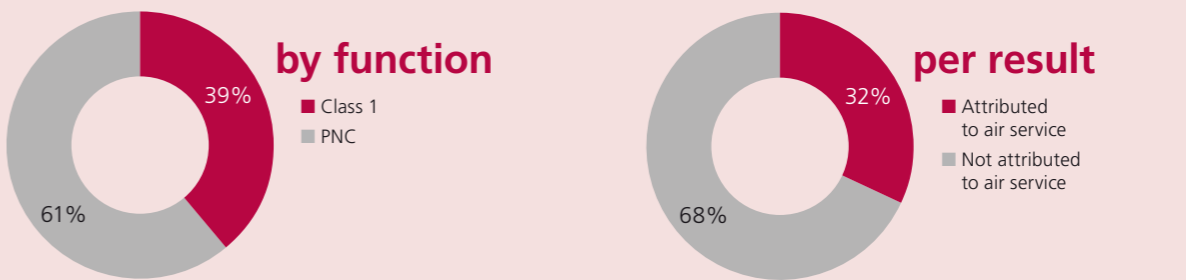
Number of medical examiners certified as of 1st January of each year



ATTRIBUTED DISTRIBUTION OF FILES PROCESSED IN 2013

	Class 1	Cabin crew	Attributed to air service	Not attributed to air service
Total	16	19	14	21

Attributed distribution of files processed in 2013



AIRWORTHINESS and AIR OPERATIONS

Entry into force of European Regulation 965/2012

On 25 October 2012, the Commission published the (EU) Regulation No. 965/2012 (commonly referred to as IR-OPS) on the operation of public transport flights by aeroplane and helicopter. This is the first stage in a transition process, which, eventually, will cover all aspects of aviation operations. Within a few years, all aviation activities (public transport, general aviation, air work) will be governed by the new amended European regulations which, as specified in the official order for national application of 20 February 2013, will be fully applicable in France from 28 October 2014. On this date, all French air operator certificates (AOC aircrafts and helicopters, about 130 certificates) should have been converted into European certificates.

It is in this context that the DSAC organised a seminar on the transition to the new IR-OPS rules on 3 and 04 July 2013, at the headquarters of the DGAC in Paris. It was aimed on the one hand at presenting the organisation of the annexes and the main expected changes, and on the other at answering questions that the aeronautical industry is asking on the practical modalities of obtaining the new AOC. Supplementary support actions as well as specific audits will continue in 2014.

Certification and surveillance of air operators

Essential part of the certification activities of air operators are mainly performed by DSAC's inter-regional divisions; they manage files pertaining to the issuance, renewal or withdrawal of certificates of French air carriers (AOC) and implementation of the surveillance plans.

On 31 December 2013, 65 companies held an OPS 1 AOC (aeroplane), 35 an OPS 3 AOC (helicopter), 13 an OPS 3R AOC (helicopter, restricted AOC) and 93 a Balloon AOC, i.e. 206 companies in total.

Central division of the DSAC defines and streamlines the surveillance methods and volumes and provides specific technical expertise. It handles the surveillance of the airline Air France directly.

Each operator is covered in an inspection programme on all operating components. Nominal duration of this programme is 24 months and is organised according to the size and activity of the operator. In 2013, 338 audits or inspections of operators were conducted for safety surveillance and issuance of the AOC as well as **369 in-flight inspections**, 114 training inspections of pilots at the simulator, and 116 training course inspections of pilots on the ground. In addition, approximately 350 meetings were held to support the operators.

French operators are subject to random inspections program in way station called SANA (for Safety Assessment of National Aircraft). In 2013, 791 such inspections were performed. Results of these inspections give clearer picture of the management weaknesses of operators in order to better target the surveillance operations using a new risk assessment based approach (risk-based oversight).

Each surveillance operation helps in identifying the operating problems related to management and maintenance in order to identify the root causes and rectify them at the earliest.

Modernisation of Air France operating methods and training

Rich in history, the documentation of this company had a strong imprint of its safety culture that could include some procedural differences

with regard to the documentation produced by the manufacturer and used as reference in most of the large global companies.

The advent of new information technologies has led Air France to rethink its traditional approach by developing operating procedures wherein electronic documentation takes a prominent place. This change required the implementation of an extremely rich programme comprising specific training for crews of all fleets.

DSAC was heavily involved in this project by monitoring its schedule and by giving its approval at each critical stage.

2013 was the year in which the crew training methods underwent a complete overhaul to meet the individual pilot performances as closely as possible («Alternative Training Qualification Program» ATQP programme). Unlike traditional approach to an individual training programme, ATQP requires prior recognition of individual skills and the implementation of standardised assessment methods in order to define customised training objectives for each pilot.

DSAC has been associated with this programme since its inception. Based on the results already achieved, the DSAC undertook to promote this method with all operators.

Methods and good practices

Assessment of good safety practices within airline companies

During 2013, the DSAC implemented an original approach to sensitising operators in the inclusion of risks. Experience shows that majority of big risks in public transport have been identified and have been studied, which have helped in defining the best prevention practices. Dissemination of these good practices among

operators still needs to be improved. DSAC selected relevant practices that are in line with its 2009-2013 prevention plan and undertook to disseminate them and promote them among operators. This approach has a dual purpose:

- to assess the performance of certain aspects of the SMS of the operators through their inclusion of the best industry practices,
- to make an inventory of implementation of recommendations promoted by the DSAC so that the communication needs can be better oriented.

These assessments, conducted on an experimental basis in 2013, were aimed at companies operating aircraft and were mainly conducted by inspectors air operations (IOPS) volunteers. The objective was to develop the method and obtain initial feedback.

The year 2014 will see progressive generalisation of this method to all the IOPS and its extension to the helicopter operators.

Evolution of surveillance methods

To meet expectations of the operators, the surveillance methods were streamlined. Surveillance audits were grouped into major transversal themes, in smaller numbers, but their content is now richer. These themes include the organisation, quality system and safety management system, preparation and execution of flights, flight and maintenance equipment and crew training (PNT and PNC).

DSAC's standardisation audits by EASA

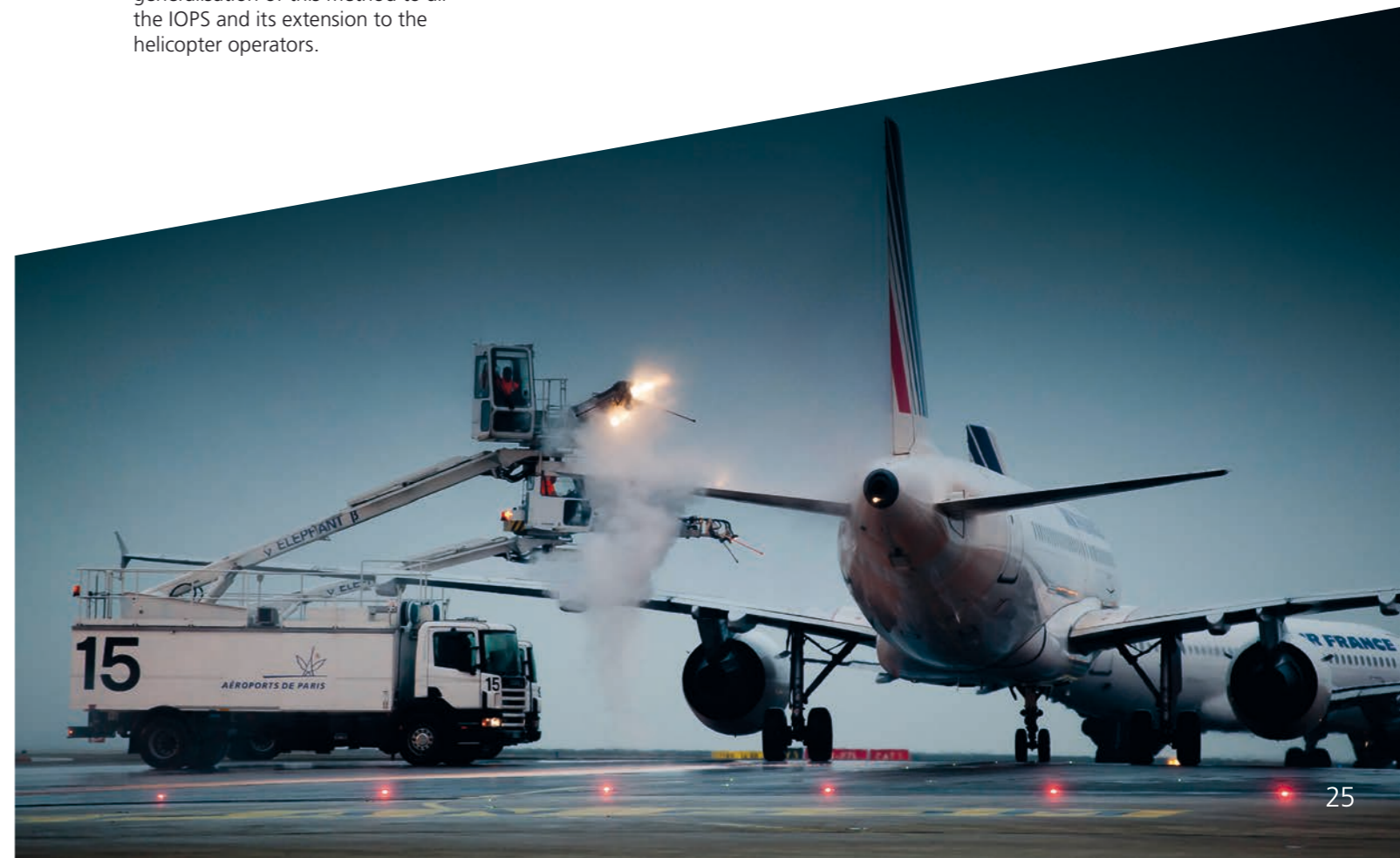
In the operations domain, the previous standardisation audit conducted by EASA in December 2011 required DSAC to improve its coordination and streamlining methods. Work carried out by the DSAC throughout 2012

underwent outcome assessment by the Agency in April 2013. This assessment resulted in closure of most of the observations to the satisfaction of the Agency and no new observation was made.

In the airworthiness domain, the follow-up audit was conducted in December 2012. In this domain most of the gaps could also be closed.

Evolution of the OSAC inspection methods

An overhaul of OSAC's approval control manual enabled DSAC to develop a method for monitoring the OSAC based on external audits and by relying more on OSAC's actions regarding quality for greater accountability of the organisation.



Surveillance and support of specific operating modes

Single-engine aircraft operation in IMC

In December 2012, the DSAC published a directive relating to public transport operations involving single-engine turbine aircraft in IMC conditions or at night (SE-IMC). SE-IMC operations have not been envisaged by the EU-OPS regulations, and this directive constitutes a safety equivalent for operators asking for dispensations from the DGAC. This dispensation was accepted by the European Commission as being compliant with the intent of the regulation. Three operators (Saint Barth Commuter in C208 Caravan, Voldirect in TBM850 and Finistair in C208) have been authorised to carry out such operations.

Drones and aerial work

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 support this impetus, the DGAC considered that the regulatory situation needed to evolve.

This resulted 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. This order, which separates model aircraft (categories A and B) from unmanned aircraft used for «aerial work» (categories C to E), envisages 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 future activity but which require more significant technical justifications.

This order of 11 April 2012 is complemented by another order, also of 11 April 2012, but one that relates to the use of airspace by these unmanned aircrafts.

In this new regulatory framework, 2013 was marked by an important activity that of authorisation of drones, which is continually on the rise: on 31 December 2013, the DGAC authorised over 600 drones operated by nearly 400 operators.

The handled files primarily cover local applications such as shooting, tests and measurements. Remote uses for the surveillance of rail and electric networks are being developed.

Microgravity flight

The year 2013 was the year when some flights operated by Novespace in microgravity were thrown open to public. After the EASA inspected the airworthiness conditions of the aircraft (A300 «Zero G»), the DSAC gave the necessary approvals after analysing the risk control document provided by the operator.



AIRWORTHINESS

Fleet registered in France

(as of 10/04/2014) 13,691

Aircraft possessing a valid airworthiness certificate (as of 10/04/2014)

General aviation	8,203
Commercial air transport	765
Total	8,968

Issuing of airworthiness documents

in 2013 2,392

Valid microlight ID cards

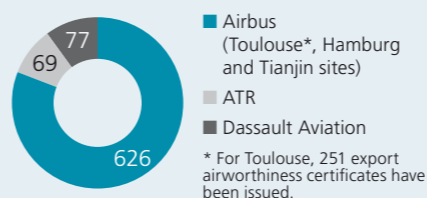
as of 31/12/2013 14,158

Production (as of 31/12/2013)

Production organisations subject to French oversight (as of 10/04/2014)

Part 21G	201
Part 21F	4

Transport aircraft



General aviation

Aérophile SA	1
Finch Aircraft	8
Ballons Chaize	0
EADS Socata	41
Issoire Aviation	2
Llopi Balloons	4
Reims Aviation	1

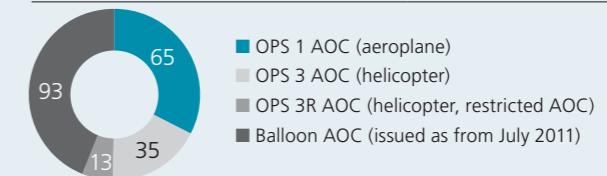
Civil helicopters

Eurocopter	226
Guimbal	15

AIRCRAFT OPERATIONS & MAINTENANCE

Air operator certificates

as of 31/12/2013 206



Companies

In-flight inspections	369
Training inspections on simulator	114
Ground course training inspections	116

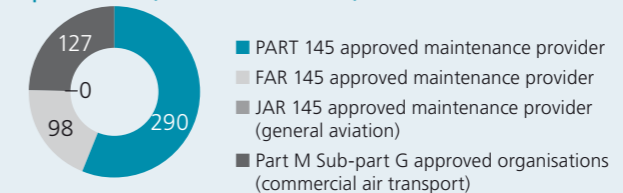
Technical assessments issued to the air transport directorate

issued in 2013 490

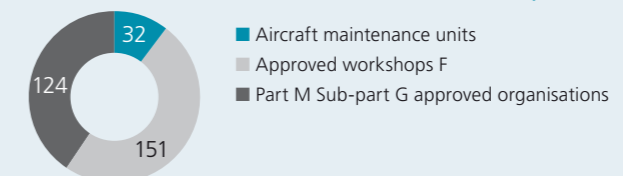
AOC surveillance acts carried out in 2013

Operator support meetings 338
Authorised ETOPS companies 350
9

Surveillance of PART 145, FAR 145, JAR 145 maintenance providers (as of 10/04/2014)

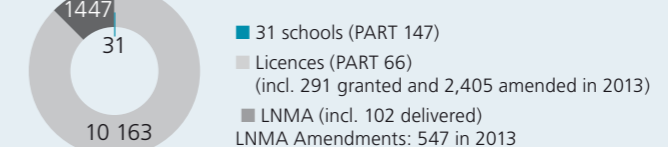


General aviation maintenance surveillance (as of 10/04/2014)



Maintenance personnel training surveillance

(as on 31/12/2013)



Aircraft operation ramp inspections

Total for 2013	3,258
For French airlines (SANA)	791
For foreign airlines (SAFA)	2,467

Hazardous materials transport authorisations

72

AIRPORTS and AIR NAVIGATION

AIRPORTS: towards conversion of airport safety certificates

The national certification process, begun in 2007, was completed in 2013 with the issuance of airport safety certificates to aerodrome operators with over 10,000 annual commercial passengers in metropolitan France and overseas departments operators, thus taking the number of nationally certified aerodromes to 70.

This process will be completed in April 2014 with the issuance of safety certificates to the aerodromes of French Polynesia and the Wallis and Futuna Islands receiving over 30,000 commercial passengers (5 aerodromes remaining).

Alongside, the European Commission continued and finalised the draft European Regulation on Aerodrome Safety; this EU regulation 139/2014 was published in early 2014.

Member States have until 31 December 2017 to convert the national certificate of airports within their jurisdiction into European certificates. All nationally certified aerodromes are covered, with the exception of those of the overseas collectivities, the aerodromes of Saint Barthelémy and St. Martin in the Caribbean and that of Maripasoula in Guyana, due to the lack of instrument procedure.

In order to begin the conversion process of certificates, the DSAC, in cooperation with the aerodrome operators and the Union of French Airports (UAF), has taken up preparatory work in order to reduce costs linked to regulatory transition, and to make the most of the specific French context in terms of aerodrome

infrastructure, equipment and operation. The results of this work will be published progressively in the first quarter of 2014, so as to quickly begin the process of converting the voluntary aerodromes. The conversion of certificates shall especially take into account the inspections done according to the national system and will particularly focus on the European requirements that are not currently included in national legislations.

In the airport domain, the DSAC has continued streamlining the surveillance by implementing risk-based oversight. Thus a series of indicators were established for managing wildlife hazard. In 2014, these will be used to target the surveillance actions based on safety requirements. In 2013, STAC has also lead the first assessments required by the DSAC In order to identify risks related to wildlife hazard at aerodromes and to propose mitigation measures of these risks. Finally, since 08 November 2013, the «heliports TAC» official order that defines the infrastructure and equipment requirements in heliports, became fully applicable. The first round of diagnoses of these heliports, that began four years ago, has helped in identifying recurring non-compliances on these platforms and in recommending a strategy for gradual reduction of these gaps.

AIR NAVIGATION SURVEILLANCE: huge diversity

After several years of structuring the surveillance of air navigation services, 2013 was marked by a wide variety of topics that were handled including discussions on new surveillance activities, monitoring the compliance of meteorological service levels, emergence of new CNS service providers or even accelerating the sharing of skills of surveillance authorities within FABEC.

DSNA surveillance

In 2013, DSAC implemented a new surveillance method of DSNA which involves performing a national thematic audit that will be held each year in the future. The first audit covered the aeronautical information service and was conducted with the support of all the metropolitan France inter-regional DSACs. It included a national documentary review followed by visits to various DSNA sites, during which interviews were conducted by surveillance agents of the concerned DSAC/IR. In total, eight regional air navigation services were audited to check the conditions under which this service is provided by the operational centres. The national audit was supplemented by an on-site audit of the SIA and CESNAC.

In 2014, along these lines DSAC plans to audit the Communication, Navigation and Surveillance services rendered by DSNA.

DSNA: the training component

Under DSNA's single certificate framework for training organisations, an audit of the Training department of the human resources direction was conducted in December. In parallel, DSNA chose to manage responses to the training audit in the same manner as the responses to the service provider's certification audits.

DSAC also clarified its expectations regarding the assessment of controllers in position, by drafting two technical information notes sent to DSNA for application.

Moreover, DSAC consolidated the training of its agents responsible for surveillance activities by setting up two-week training sessions within the DSNA departments for getting familiarised with the organisation and the working methods of the operational centres. This was done with the support of the service provider.

AFIS service providers: end of the certification of service providers of the COM and new services

2013 is the year of completion of the initial certification process of the AFIS service providers in the overseas collectivities. The amendment to the

Code of Transport in 2010 made the European regulations applicable to the overseas collectivities, whereas they were until then limited to metropolitan France and the overseas departments.

Several AFIS service providers have begun procedures to get certification from DSAC for rendering new communication, navigation and surveillance services, primarily the operation of radio aids for air navigation. Two service providers have thus been certified by the DSAC in line with its newly defined methods.

Several changes on the modification of the ATS service level of aerodromes were notified in 2013, following the withdrawal of a control service rendered by DSNA or an AFIS service. In both cases, an impact study had to be conducted to measure the impact of this change on the air traffic safety. If a control service is withdrawn, it may become necessary to implement and then certify an AFIS service in light of the type and diversity of local aviation activities at the aerodrome.

AFIS, the training component

A working group (DSAC / UAF / AFIS service providers / AFIS training schools) was started to draft a Guide on training the AFIS agents. The work should be completed in the first half of 2014.

IR ATCO

The version submitted for approval of the EASA Committee («opinion») of the new European requirements for license of air traffic controllers (IR ATCO) was published in December 2013.

In 2014, the European Aviation Safety Agency and the European Commission will finalise the development of a new regulation for providing ATM/ANS services, which will significantly alter the current provisions applicable to the surveillance authorities and to the service providers. After a year of consultations, the EASA plans to publish the document that lists all the responses to comments in Spring 2014.

New changes in perspective for the surveillance of service providers of air navigation...



From the common manual of for the air navigation surveillance authorities of the FABEC to the combining of regulatory audits

From 2011 onwards, the national surveillance authorities of Belgium, Luxembourg, Germany, the Netherlands, Switzerland and France have adopted an agreement to share and harmonise the surveillance methods of service providers within FABEC.

Initial work taken up in this context led to the drafting of a common manual in 2012 for defining the surveillance modalities of service providers who provide cross-border services, the surveillance modalities of performance pertaining to safety, the way the service provider has to report changes in functional systems affecting safety and the way the oversight of this changes has to be done.

In late 2013, **a new stage of surveillance pooling was crossed** thanks to the approval by the NSA FABEC Committee (the decision making body of the surveillance authorities of the Member States of FABEC) of regular participation by auditors from other States during regulatory audits of the FABEC service providers. Thus, in 2014, a duly qualified foreign auditor participated in an audit of the DSNA conducted by the DSAC as an observer, and similarly a French

auditor will also participate in an audit of a service provider of FABEC. At the end of this initial exploratory phase, the purpose of the FABEC NSA Committee is to organise these exchanges for conducting combined audits of service providers.

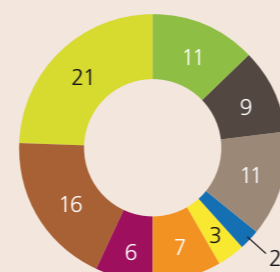
Compliance of meteorological service levels

The official order of 21 September 2007 on regulations for meteorological assistance to air navigation requires that minimal weather services must be provided to the aeronautical platforms benefiting from air traffic services.

These levels of standard meteorological services were to be effective from 1 March 2013. In case of aerodromes that are not subject to air traffic terminal charges (RSTCA - redevance pour services terminaux de la circulation aérienne), it is the operator's responsibility to ensure compliance of its service with the standard level of service, especially by entering into an agreement with Météo-France. This state of compliance was monitored by the DSAC with the help of DSAC/IR. While some platforms have still difficulties in complying with these levels of service, majority of the operators have signed contracts with Météo-France to provide this service to air navigation or were able to submit a provisional schedule for the installation of hardware in the near term.

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 1st 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
Certified in 2013
- 30,000 > pax > 10,000
21 incl. 16 certified in 2013

Certified airports **66**

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 **308**

Accredited training organizations

ARFF	2
Animal hazards prevention service	2

AIR NAVIGATION PERSONNEL

Air traffic controller licences issued **156**
incl. 114 DSNA licenses and 42 Defence licenses

Trainee air traffic controller licences issued **158**
incl. 124 DSNA licenses and 34 Defence licenses

The number of licenses delivered has sharply reduced in relation to 2012, the year in which Defence entered into the ATCO licence system. The number of trainee licenses is stable.

AFIS qualifications issued **18**

Training audits **6**
resulting in 2 major deviations and 25 significant deviations

AIR NAVIGATION SERVICE PROVIDERS

Certified AFIS service providers as of 31/12/2013 **68**
incl. 14 renewals, 2 service provider changes in 2013

Certified military service providers as of 31/12/2013 **7**

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

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

Service providers in Overseas Collectivities certified on 31/12/2013

- French Polynesia: DAC-PF (21 AFIS), SNA-PF
- New Caledonia: Province Nord (1 AFIS), Province des Iles (2 AFIS), Province Sud (1 AFIS), SNA-NC
- Wallis-and-Futuna: SEAC-WF (1 AFIS)
- Saint-Pierre-et-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.

Number of audits performed by CNA:

Audits of national air navigation service providers **12**
Participation in AFIS audits of the DSAC/IR **2**
Participation in a pan-European PSNA audit in the framework of the EASA request for proposal **1**

SYSTEMS AND EQUIPMENT

Changes that were subject to a follow-up decision in 2013 **35**
incl. 1 FABEC change, 1 MTO change and 4 changes in the COM

Changes subject to follow-up in 2013 **52**
incl. 1 MTO and 1 in COM

Changes accepted following examination of the safety file **31**
incl. 3 MTO and 5 for the COM

Changes examined in documentary review **1**
ASM change about the organisation of airspace

Anticipation and prevention

Ensuring the compliance and efficiency of the security measures implemented by the various stakeholders in «air transport», is an essential mission for protecting civil aviation against illegal activities. This is the main role of the 120 or so DSAC officers involved in this domain.

Training and certification of personnel implementing security controls

The year 2013 was marked by the implementation of the certification of security officers and their instructors. From 1st January 2013, these personnel are certified in compliance with the provisions of the European regulations 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 begin certification of the 12,000 security officers working on French airports that will be spread over three years. To do this, the DSAC relies on ENAC. 653 certification sessions were organised in 2013 for 7,700 candidates. About 5,500 security agents

could thus be certified in the first year without major difficulties in the organisation of sessions over the entire territory (including metropolitan France and overseas).

In addition, 224 security instructors were certified during the year. The DSAC and the ENAC published a complete panel of 16 training kits to serve as reference courses to be used by these instructors. For trainers who decided not to take up these DGAC reference courses, a total of 49 course contents were approved.

Approval and surveillance of stakeholders

In 2013, **110 approvals** (first issues or renewals) were issued by the DSAC to organisations implementing security measures, based on their security programme. These approvals concerned 33 aerodrome operators, 15 airlines, 62 regulated agents and suppliers. Furthermore, 11 EU validators were certified. These EU validators will play a crucial role in designating the airlines carrying cargo from third countries (ACC3 or «air carrier 3rd country operators») in 2014. They will allow the implementation of an EU legislation which, since February 2012, requires that the carriers should be issued with «ACC3» status, regardless of their nationality, first on an administrative basis, and then, from 1st July 2014, after documentary examination and on-site verification; this status is assigned to an airline for each third-country airport from which it operates flights to the EU.

In addition, the DSAC will regularly monitor the entities holding an approval to ensure that the conditions that prevailed at the time of issuing the approval are maintained. To this end, it carried out, in 2013, **446 continuous surveillance inspections**.

Operational surveillance of the security measures

In addition to the surveillance of approved stakeholders, the DSAC coordinates and implements **operational surveillance of the security measures** so as to ensure their correct implementation and efficiency at airports. Carried out to this end in 2013: ten airport security audits by the DSAC and one security audit by the European Civil Aviation Conference (ECAC) at Ajaccio (follow-up audit).

These audits make it possible to ensure correct observance of the security rules and to judge on site the inter-relations 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 800 targeted inspections in 2013 on behalf of the DSAC and 3,244 **tests in operational situation** of 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.

Inspections of the European Commission

The European Commission regularly conducts inspections to ensure uniform implementation of the security regulations within the Member States. In 2013, an inspection of the Marseille Airport and inspection of the French competent authority (DGAC) were conducted.

In case of Marseille, the DSAC supported and carried out the follow-up of this inspection which was conducted in two phases (initial inspection in January 2013 and follow-up in November 2013). Involvement of the airport operator, various airport stakeholders, various State services and the entire DSAC led to the compliance with European regulations after implementing various corrective actions in particular related to the screening of passengers.

Inspection of the competent authority took place over a full week at the DSAC/SUR premises and at the Bordeaux airport; it required intense preparation and the results were broadly satisfactory.

Qualified surveillance personnel

In September 2013, the adoption of the latest French texts incorporating European regulations is a milestone for implementing surveillance in the domain of security. DSAC has played a very important role in getting these interministerial official orders prepared through legal expertise of its agents and knowledge of operational realities of the operators. After publication of these new texts, the DSAC/SUR teams worked to update their reference documents in order to incorporate new national provisions in the audit and inspection checklists. New surveillance procedures were created or updated to enable

the DSAC security inspectors and auditors to have a full set of procedures, up to date with the regulations, covering all phases of an approval (initial issuance, renewal or withdrawal) and all the stakeholders certified or monitored by the DSAC (airlines, airport operators, regulated agents and suppliers, known suppliers, etc.). Alongside the regulatory changes, DSAC developed new implementation guides for operators («LAG» guide on liquids, aerosols and gels) or updated old guides («patrols» guide) so that the practice is made uniform over the territory.

The software (Pericles) used for reporting and following up of security inspections and audits has also continued to evolve towards greater simplicity and ergonomics. Finally, over 60% of our inspectors, auditors and audit managers renewed their surveillance qualifications in advance in 2013 especially after having attended a training session on the new regulatory provisions.

Securing the IT systems

The year 2013 was first marked by the renewal of audit contracts to provide the SSI office with necessary technical resources to conduct, under its responsibility, audits of the DGAC systems and sites.

In 2013, nine management IT system security audits were thus carried out: Five concerned the DGAC sites (DTI, CESNAC, CRNA Est, DSNA, SEAC/PF) with the aim of checking that the sites implement the systems that they use in compliance with the planned operational provisions.

Three concerned the IT systems, including the REGIS air navigation operational information system and the STITCH system under development, with the aim of checking that these systems comply with the requirements gathered from

Number of entities holding a security certification/ approval issued by the DSAC:

57 aerodrome operators

15 air transport companies (airline companies)

533 regulated agents (freight companies)

156 known suppliers (freight shippers companies)

85 regulated suppliers (in-flight catering companies)

the applicable security policy provisions. Note that site audits of the DTI and CESNAC helped in the REGIS audit. A fourth audit was interested in the model of a «network in IPv6» and actually pursued the corresponding study.

In addition, the SSI office is developing a method (S.U.R.), based on the **S**ensitivity of the system, its functional **U**tility and **u**Rgency of inspection (based on the date of the last audit, the system technology, proximity to a major change, etc.), thereby making it possible to schedule audits of management information systems more efficiently.

OUR MISSIONS

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

ENVIRONMENT and SUSTAINABLE DEVELOPMENT

SUSTAINABLE DEVELOPMENT, SEARCH FOR THE BEST COMPROMISE.

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 2013, the DSAC took part in consultative environmental committees dealing with **48 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. The development and adoption of **low noise trajectories** were quite frequent in 2013. Work was taken up to develop four new **environment charters**, but these projects could not be completed in 2013. Some of them among the

34 charters in force were however updated in 2013. Similarly, the number of **codes of conduct** stayed stable at **13**.

On Toussus-le-Noble as in other airfields with heavy aerodrome traffic circuit such as Toulouse-Montaudou, the **electric aircraft dedicated to training** projects are carefully monitored, and mobilise stakeholders who wish to be associated with them. The DSAC/IRs also 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 2013, the rate of soundproofing aid amounted to 100% of the costs of the diagnostics and the work carried out** until late 2014, which resulted in the approval of work on **6,770 homes, representing 85.5 M€ of work¹**.

Developing prevention in matters of environmental regulations

A new ministerial restriction order for the Basel Mulhouse airport, was taken in 2013 while provisions deferred over time of two other official orders entered into force. 16 airfields today are 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 €, an amount that is now increased to 40,000 € for some breaches observed after 1st January 2014, especially those relating to non-compliance with night restrictions or to the noise classes of aircrafts. In 2013, the DSAC sent to ACNUSA **418 reports for non-compliance with environmental restriction orders, as against 491 in 2012**. This decrease is due both to a more virtuous behaviour by operators, particularly evident in certain types of breaches, and to improvements in the information provided to the pilots (naming or redefinition of procedures). To encourage this trend, the DSAC is continuing its prevention actions with operators while dealing with the breaches, through letters or meetings.

Urban planning, another components of sustainable development

In order to maintain flight safety and reduce nuisance suffered by local residents, it is necessary to impose urbanisation constraints, after a case by case study to ensure the appropriateness of each decision.

Around airports, the DSAC is working to update the noise exposure plan (PEB): **172 aerodromes** are now equipped, and **36 such plans are today in the process of creation or revision**. Most ongoing files are covered under the recent **official order No. 2012-1470** that gives a better picture of the airfields with lower or less regular traffic, such as the general aviation aerodromes. Finally, in case of the smallest airfields that cannot justify this process, the PEB development procedures were cancelled.

Near aerodromes or around the air navigation means, the DSAC/IR is seeking solutions, even innovative ones, to reconcile the local development challenges and aviation safety:

the DSAC/IR were asked to express their opinions during numerous consultations in 2013, of which **nearly 1,500 were for wind turbine cases**. Among the most complex cases are projects for the installation of windmill farms near VOR or high-rise building projects (e.g. in Issy-les-Moulineaux, along the runway centre line of the Paris-Issy-les-Moulineaux heliport). The SNIA must soon become the single entry point for all urban planning files to the DGAC, but the DSAC/IR will continue to be called to help for complex projects where their expertise and local knowledge is invaluable.

SPECIAL FOCUS TOUSSUS

Exceptional circumstances call for exceptional measures. The future of the Toussus-le-Noble aerodrome (Yvelines), the first French general aviation aerodrome, was studied by the company CGX Aero at the request of the local elected representatives and resident associations. The effort was coordinated by the Prefect of Yvelines aided by the DSAC North. The result was a shared report, steps to be taken, and re-established dialogue which will continue in 2014 to arrive at concrete actions.

¹ Of which about 85% in the PGS perimeter of the three airports in the Paris region

DSAC/IR, the local dimension

In order to carry out its missions in close proximity of the users, the DSAC is supported by nine interregional divisions, commonly referred to as DSAC/IR, spread over metropolitan France and overseas, in the Antilles-Guiana and in the Indian Ocean.

They are responsible for taking measures and implementing decisions required in the domains of aviation safety and security, and with regard to individuals and organisations such as the systems and equipment under their jurisdiction.

DSAC/IR scope of action extends to all activities related to civil aviation which are covered under regulatory, community and national requirements, with regard to economic and financial monitoring, security, safety and environment. In order to do this, they apply methods and procedures defined by the authorities to which they report (area, region or department prefects) or by the Air Transport Directorate (DTA), when it is in charge of concerned activities. The DSAC/IRs also participate in the actions of the DTA with regard to using airspace and relations with users.

Finally each DSAC IR is responsible for a certain number of support actions for helping the DGAC agents based in their territory, related to their lodging, boarding, social, sporting and cultural activities, as well as those pertaining to hygiene, safety and working conditions.

Key figures

9 DSAC/IRs
7 in metropolitan France
2 overseas
954 agents



9 THE DSAC/IRS ANTILLES FRENCH GUIANA



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



2013, the year of the «blue thresholds».

Major restoration work to runways of the airports of Pointe-à-Pitre Pole Caraïbes, Martinique Aimé Césaire and restoration of the runway surroundings at the airport of Cayenne Félix Eboué required the creation of a new runway threshold during the work phases. Since these displaced thresholds do not allow widebody aircrafts to land, therefore in order to allow transatlantic flights to operate, it was necessary to maintain the initial thresholds and allow a second threshold to be operated on the same runway, differentiated by its blue colour, in dispensation of CHEA. This dispensation was especially possible due to special monitoring and the immediate notification procedures implemented.

In terms of air traffic, in 2013 there was an overall increase in the number of passengers transported despite a decrease in the number of commercial movements. However, two of the three «air taxi» companies were forced to stop their work, which significantly reduced the availability of service to the Caribbean arc in spite of the arrival of a new helicopter transport company at St. Martin.

With regard to the development of illegal public transport, DSAC-AG initiated a campaign to raise awareness among users as part of a specific action plan.

The year 2013 was also marked by a general power failure at the Pointe-à-Pitre terminal, which affected its operation for several days in March. Following this failure, the General Council for Environment and Sustainable Development was commissioned to conduct an assessment in order to prevent such events at other airports and to possibly optimise its management.

Safety review

Unlike the previous year, the DSAC-AG did not suffer any fatal accident in 2013.

In Guadeloupe

The Pointe-à-Pitre-Le Raizet airport experienced a slight increase in passenger traffic (+2%), with 2,033 million passengers in spite of a drop in the number of movements by 1.29% (26,786 against 26,930 in 2012).

The airport is veering towards becoming an Airport Company in 2014. Its business plan and the annexes of the specifications are being developed.

In the Overseas collectivities d'Outre-mer of the Iles du Nord

The St. Bartholomew airport recorded its third consecutive year of increase in air passenger traffic. Overall, during 2013, attendance at the airport rose by 6.9%, i.e. 162,640 commercial passengers with 28,963 movements (excluding transit, departures and arrivals combined), its best result since 3 years.

However, passenger traffic of St. Martin Grand-Case continues to decline (-0.2%) with 198,603 passengers.

In Martinique

The Martinique Aimé Césaire airport witnessed an increase in passenger traffic of 3.70% compared to 2012, with 1.68 million passengers.

In French Guiana

Traffic of the Cayenne Félix Eboué airport edged up by 1.89%, to about 437,000 passengers.

Air transport

In April, American Airlines began operating a direct weekly service with Miami departing from Fort-de-France and Pointe-à-Pitre in 737-800 with 150 seats.

American Eagle, which had one daily flight (Fort-de-France - San Juan and Pointe-à-Pitre - San Juan) has withdrawn from the French Antilles since March 2013. However, Seaborne Airlines, a company based in the American Virgin Islands took up this activity from June 2013 with four flights a week using SAAB 340 B (capacity 34 seats).

About the use of single-engine helicopters for public air transport (TAP) in the inhospitable part of French Guiana the discussion with helicopter operators and contractors, in coordination with the prefecture, reached a consensus. The Prefect proposed to the local collectivities (Region and Department) to take a decision for consolidating the approach taken by the DSAC. An air transport company, Helicopter France, has filed an application to get permission for using single-engine equipment for TAP, while another company, Hélicojyp, is preparing its application for an AOC.

In brief

In French Guiana

- Maripasoula aerodrome operator certification (Guyana).
- Renewal of the Cayenne airport operator security approval for two years.
- Cayenne: storm drainage work / restoration of the runway lighting / expansion of the runway verges. The runway to be operated with a temporary displaced threshold.
- Cayenne: creation of a SASU (Simplified Joint Stock Company Unipersonnelle), first preparatory stage towards the possible creation of an airport company.

In Guadeloupe

- Launch of a study prior by the Region prior to the implementation of general economic interest services for regular air services between mainland Guadeloupe and the southern islands of Guadeloupe.
- Pointe à Pitre :
 - Restoration of the coat and reworking the grade line over the entire length of the runway (3200m) without traffic interruption.
 - Opening of a new parking area to accommodate 11 ATR type aircrafts and laying the first stone of the future regional terminal.
 - Creation of an airport SASU, first preparatory stage towards the creation of an airport company in 2014.

In Martinique

- Withdrawal of the TC Air company from the AOC at its request.
- Strengthening and reprofiling the runway over 500 m (first phase of an operation planned over 5 years).

Iles du Nord

- Withdrawal of the TAI Company from the AOC.
- Installation at St. Martin of the Corail Hélicoptères public transport company.



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)
- 3 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

- 6 certified aerodrome operators

- 7 type-approved runways (14 QFU) including 2 type-approvals of runways (4 QFU) in 2013
- 3 SMS audit
- 8 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 2 aeronautical protection zones approved by ministerial order (0 in 2013)

SECURITY

- 5 security programmes for aerodrome operators (incl. 3 during the year)
- 2 security programmes for air transport companies, incl. 1 during the year
- 4 local security committee meetings
- 10 operational security committee meetings
- 8 authorised agents
- 7 known shippers
- 5 authorised suppliers
- 2 security committees

PUBLIC TRANSPORT SURVEILLANCE

- 5 air transport companies incl. 4 for aeroplanes and 1 for helicopters

14 audits in 2013
Technical inspections in 2013:
125 SAFA, 89 SANA

GENERAL AVIATION

- 33 aerial work companies (including 1 drone)
- Missions with flying clubs:
- 10 surveillance actions
- Aviation events in 2013:
 - 5 small
- 280 aeronautical qualifications issued in 2013
- 15 infringement files processed
- 0 disciplinary committee meeting held

ECONOMIC REGULATION

- 66 ground handling company approvals incl. 9 issued or renewed during the year
- Number of PSO lines: 7 pending
- 5 air carrier operation licences (2 withdrawal of licenses in 2013)

RESOURCES

Headcount: 100
Budget per BOP:
BOP 1:
AE € 195,200 / CP € 255,687
BOP 2:
AE € 2,106,599 / CP € 1,839,165



Director: Michel HUPAYS
Head Office: Lyon Saint-Exupéry



Good maintenance of traffic in tough economic times.

In a difficult economic environment, air traffic held up well in Auvergne and Rhône-Alpes regions. Lyon Saint-Exupéry airport passenger traffic surpassed the 8.5 million threshold, a growth driven by International traffic. Alongside, cargo also expanded significantly (44,800 tonnes + 22.7%). Nevertheless, given a declining activity of the Air France/KLM group (36% of the traffic in 2013 against 52% in 2005), Lyon Airports must look for new international destinations.

Air passenger traffic is on the rise at Grenoble-Isère airport (337,603 pax; + 7.5%), Saint-Etienne airport (133,807 pax; + 21.1%) and especially at Clermont Ferrand Auvergne airport (425,896 pax; + 10.4%). The latter one, as part of a new initiative, consolidated this year the routes served by the HOP! company, renovated its terminal, rebuilt the runway lighting and taxiways and established the «Aero Campus Auvergne» training centre.

Only Chambéry-Aix-les-Bains (218,120 pax; -4.5%) and Annecy-Meythet airports, following the stopping of its Paris route, have seen falling commercial traffic. Aurillac and Le Puy airports continue to play their role as a development tool for the territory through air routes covered by public service obligations (PSO).

But this traffic growth continues to benefit the French and foreign air carriers very unequally. The growth difference to the detriment of the national flag (2.5 points) is mainly observed in the international market. Companies serving Grenoble and Chambéry are essentially English, Russian and Scandinavian ones. Only Transavia serviced the Paris-Chambéry seasonal route from December 2013 to March 2014. In Saint-Etienne, two Irish and Turkish low-cost airlines share the market while Ryanair is back to Clermont Ferrand Auvergne. In Lyon Saint Exupéry, Emirates has strengthened its positions and is asking for additional traffic rights.

Given this traffic scenario, the DSAC-CE supports operators in the areas of capacity, territorial issues, environment and safety.

Capacity

Rhône-Alpes region is marked by its peak winter air traffic.

Late 2011, the DSAC-CE and the SNA-CE drafted a memorandum signed by the aerodrome operators aimed at better anticipation of problems in case of deterioration in weather conditions. In 2013 this memorandum that structures and standardises winter coordination was extended to Geneva airport.

Poor capacity of Chambéry and Annecy airports, and the inter-dependence of their air navigation procedures, required better scheduling of their traffic. Since 2013, Annecy and Chambéry-Savoie airports are «schedules facilitated» during the winter season : air carriers planning to operate must now coordinate their flight schedules with the with aerodrome operators according to predefined time capacities.

Territorial issues

For optimising land resources in the East part of Lyon, the Prefect of the Region initiated a change in the territorial development directive (DTA) of the Lyon metropolitan area. Both Lyon Airports (Bron and at Saint-Exupéry) where are located significant aeronautical public domain, played a part in defining a model for economic and sustainable resource management, compatible with the future infrastructure and equipment projects.

Environment

While «passenger» traffic grew by 1.3% at Lyon Saint-Exupéry in 2013, the number of movements decreased by 2.8%, reflecting an increase in average payload. But this movement decline does not offset the increasing awareness of local residents to aeronautical nuisances as proved by the public surveys related to noise exposure plans.

Safety

The events of 2013 remind us that improving safety is an ongoing battle. The landing of an Airbus A321 of the Hermes company, operated on behalf of Air Méditerranée, ended at more than 300 m from the runway end, without damage for the aircraft, due to the quality of the platform's safety areas.

The excellent public passenger transport safety figures still has no equivalent in the field of general aviation. In 2013, three accidents affected the general public in Rhône-Alpes: a Grenoble airport originated private twin-engine plane (5 dead), a business jet that took off from Annemasse (3 dead) and a twin-engine business plane that took off from Lyon-Bron (4 dead).

Subject to highly formative changes in the European air safety regulations in the fields of safety, flight crew training, airport operators or aircraft operators, DSAC-CE agents were able to adapt to these new requirements but also to the development of new activities such as aerial work using drones.

In brief

Airport safety

Certification of aerodrome operators now pertains to commercial platforms with modest traffic (the threshold has been lowered to 10,000 passengers). Thus in 2013, Aurillac (CABA), Lyon Bron (ADL) and Saint Etienne (CCIT Saint Etienne-Montbrison) operators were certified. Furthermore, the aerodrome operation safety certificate of Chambéry Aix-les-Bains (SEACA / Vinci Airport) has been renewed and that of Annecy-Meythet (SAMBA / SNC Lavalin) has been extended.

The impending conversion of national certificates into European ones required bringing awareness among operators of the future European regulation.

General aviation

- Gradual application of the European regulation 1178/2010 (Aircrew) for training organisations and licenses of flight crews continued.

- The extremely rapid growth in 2013 of aerial work activities using drones required the support of many stakeholders generally unfamiliar with the aeronautical world.

- The DSAC-CE participated in discussions on regulatory changes to simplify administrative procedures: air meetings, first flights, landing outside aerodromes.

Participation in **3** AFIS audits and **3** DSNA audits outside the territory of the DSAC
Participation in **3** initial assessments and **3** practical assessments of AFIS officers

Airports

8 certified aerodrome operators incl. 4 certified in 2013 of which 1 temporary certificate not renewed in 2014
58 type-approved runways including 2 type-approvals granted in 2013
1 SMS audit
20 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
11 diagnostic audits of heliports

SECURITY

3 approved security programmes for aerodrome operators (out of 8) (1 in 2013)
1 national security audit
13 operational security committee meetings
19 regulated agents with **71** sites
18 known consignors
5 authorised suppliers
8 known in-flight catering suppliers
4 security committees

PUBLIC TRANSPORT SURVEILLANCE

31 air transport companies, of which **10** for aeroplanes, **8** for helicopters, **13** for balloons
57 audits in 2013
Technical inspections in 2013:
321 SAFA, **120** SANA

Security

Issuance of Saint Etienne airport safety approval and renewal of the one for Lyon Saint-Exupéry.

Sustainable development

- Amendment no. 2 to the Airports of Lyon franchise agreement was signed in 2013.

- The noise exposure plan of the Lyon-Bron aerodrome has been revised following favourable opinion of the investigating commissioner granted after a public inquiry procedure;

- The noise exposure plan of the Clermont-Ferrand aerodrome has been approved.

Air operations

Issuance of Air Transport Certificate to a general aviation operator that does circular tourist flights in DR400 and submitted its operations manual using the new «small operator manual» media developed by the DSAC.

GENERAL AVIATION

115 aerial work companies (including 60 in drones), this figure is permanently on the rise
137 overflight dispensations
188 aerodromes authorised for restricted use

Aviation events in 2013:

- **160** small
- **11** medium
- **3** large

Approved training organisations: implementation of FCL Part
- **5** aircraft organisations section II (old FTO) of which 2 ATO approved
- **2** ATO issued section 1 helicops
- **2** ATO issued section 1 aircrafts
- **2** IULM

Missions towards flying clubs:
9 surveillance actions, **4** audits

6,408 aeronautical qualifications issued in 2013

23 infringement files processed
2 disciplinary committee meetings held

ECONOMIC REGULATION

89 ground handling company approvals incl. 18 issued or renewed in 2013
Number of PSO lines: **2** pending
33 air carrier operation licences incl. 3 in 2013

RESOURCES

Headcount: **91**
Budget per BOP:
Air transport:
€ 202,480 in AE and **€ 224,083** in CP
Surveillance and certification:
€ 928,713 in AE and **€ 955,806** in CP
Social action:
€ 249,000 in AE and **€ 244,871** in CP



Director: Patrick CIPRIANI
Appointed DSAC Director
from 20 June 2014

Head Office: Athis-Mons



While air traffic taken as the whole has remained sluggish, the activity in 2013 was significant in many ways in DSAC North.

Continuous surveillance activities have been actively pursued: renewal of airport safety certificates or security approval for Orly, Lille, Beauvais, with their train of audits and inspections, monitoring of airline companies, with creations such as Hop! or, unfortunately, the disappearance of smaller entities.

2013 was also a year that saw significant changes in surveillance methods, with the spread of shared audits across the country, implementation of a new method for any new certification of flying clubs, or even adaptation to regulatory changes in security.

Many special operations required careful monitoring, whether this pertained to extraordinary overflight permission over Paris or operating a passenger transport airship in the Paris region. With an approach that gives priority to safety, preference to understanding the needs and finding solutions, our teams have enabled these multiple operations to be carried out to the general satisfaction.

About noise nuisance, an important step was crossed at Toussus with the completion of a prospective study on the possible areas of improvement, to be implemented from 2014.

2014 will be more than dependent on Europe, with the implementation of new regulations for the airline companies, for the pilot training schools and preparation of airports for the new EASA certificates. DSAC N actively mobilised itself to prepare for these major and essential changes for its operators.

With a workforce of 169 agents, and a 2013 operating budget of 2.06 M€, the DSAC N issued fees invoices for 15.73 M€, shared into 8 categories. thus DSAC N is monitoring a portfolio of 25 aircraft operating companies including Air France, 22 air safety companies, 32 flying schools, and 5 aerodrome operators in terms of safety-security fee.

The restricted 2013 budget was used to ensure the operation of the service, to perform minimum required maintenance of buildings, and to start renewing the computer fleet; it was possible to merge the «general aviation» service in Athis Mons in a renovated building, thus providing a more suitable and nicer environment for this division.

In brief

Airport safety

- endorsement of the Paris-CDG heliport with Super Puma as the reference helicopter.
- Certification of Le Bourget airport, with Boeing 747-400 as the reference aircraft.
- Participation, as the surveillance authority, in the organisation of the Paris Air Show. This 50th Paris Air Show will thus be the first to be organised in the context of certified airport.
- Renewal of Lille-Lesquin and Beauvais-Tillé airport safety certificates for five years, in March 2013.
- Dunkerque-Les-Moeres aerodrome opened to public air traffic in November 2013.

Air transport

The economic crisis has resulted in the cessation of activities of some tourist helicopter flight companies and small aircraft charter flight companies, and the merger of some business flight companies at Le Bourget.

Territorial - environmental aspects – Sustainable Development

- Following a request from the French Helicopter Union, a study on servicing Roissy, Orly and Le Bourget by helicopter, put forward proposals for improving coordination between the various public and private stakeholders to reduce the existing barriers.
- The future of Toussus-le-Noble aerodrome was studied and several possible areas of development of activities were identified compared with economic and environmental impact.
- Many town planning files were handled: cranes on the Plateau de Saclay impacting the Paris-sud-Palaiseau radar, high-rise buildings in the Paris region – towers of Pont d'Issy, Masséna Bruneseau, etc., wind turbines around the Cambrai VOR, in Picardy and in Nord-Pas-de-Calais.

Ground handling companies and Economic regulation

An initial risk mapping in connection with activities of ground handling companies has been done.

3 safety forums were held among the ground handling company operators. A multi-operator forum was organised at Orly in April 2013; hosted by DSAC N; it was a great success.

General aviation

- The European Aircrew regulation will generate major work until April 2015 of supporting, explaining and monitoring its implementation at future ATOs and concerned flying clubs.
- Resumption of training activity under a new legal form, the Ecole de Pilotage Amaury de la Grange (EPAG), based at the aerodrome of Merville.
- Two air meetings of large significance took place at the aerodromes of Valenciennes and Lille-Marcq-en-Baroeul. Also to be noted is the Channel crossing in electric airship IRIS CHALLENGER done in the direction of France-England.
- Air work side: 2013 resulted in a sharp increase in the drones activity (MAP and opinions given to Prefects for the overflight

of populated areas). Former BA 217 of Bretigny is currently in demand. Local collectivities are asking, among other things, for a drone pilot training centre to be set up inside it in 2014.

Security

- publication of the Charles de Gaulle security police order,
- publication of the Orly rounds and patrols prefectural order,
- renewal of the safety approval for five years from March 2013 for Aéroports de Paris, the Orly airport operator,
- renewal of the safety approval for five years from August 2013 for SOGAREL, the Lille-Lesquin airport operator,
- renewal in late 2013 of the safety approval for five years for SAGEB, the Beauvais aerodrome operator.

Air navigation

AFIS audits of Valenciennes, Albert-Bray, and Amiens.

GENERAL AVIATION

161 aerial work companies
227 training organisations (all activities combined: aeroplane, glider, helicopter, balloon, microlight)
Missions with training organisations:
27 surveillance actions (subject to written reports)
Aviation events in 2013:
129 small - **11** medium - **3** large
228 overflight dispensations
12,752 aeronautical qualifications issued in 2013
1,527 microlight files (CI, FI, LSA)
163 infringement files processed
1 disciplinary committee meeting held

ECONOMIC REGULATION

610 ground handling company approvals incl. 91 issued or renewed in 2013
25 air carrier operation licences incl. 2 issued and 4 withdrawn in 2013
26 «T» permit training centres
89 «T» permit certified instructors
9 «M, P, R» permit training centres
36 «M, P, R» permit certified instructors

RESOURCES

Headcount: **169**
DSAC/N budget:
P 613 - pensions:
AE € **127,908** / CP € **127,903**
P 613 - social action:
AE € **529,990** / CP € **525,697**
P 614 - BOP 1:
AE € **105,844** / CP € **214,735**
P 614 - BOP 2:
AE € **2,058,186** / CP € **2,058,187**

AERODROMES

43 aerodromes open to public use incl.
14 commercial aerodromes (aerodromes subject to taxation)
11 aerodromes approved for restricted use incl. **3** military
16 aerodromes for private use excluding heliports
63 microlight platforms
54 heliports
39 helipads (prefectural)
1 floatplane strip (prefectural)
18 permanent balloon platforms (prefectural)
95 model aircraft zones

ENVIRONMENT

23 aerodromes with a noise exposure plan
6 signed environmental charters (0 signed in 2013)
1 code of good conduct signed (0 signed in 2013)
1 aerodrome with a noise nuisance plan
4 meetings of the consultative committee for aid to local residents (CCAR)
14 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation

3 AFIS audits in DSAC-N
2 CCRAGALS meetings
40 instrument procedures (examination of files)

Airports

5 certified aerodrome operators (3 in 2013 including Le Bourget)
97 type-approved runways including
6 type-approvals granted in 2013
2 SMS audit
42 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
39 aeronautical protection zones approved by ministerial order

SECURITY

5 approved security programs for aerodrome operators, incl. 2 renewed in 2013 (Lille and Beauvais)
1 national security audit conducted in the territory of the DSAC/N (CDG)
6 local security committee meetings
11 operational security committee meetings
22 security premise network meetings (Orly-specific)
125 authorised agents
48 known shippers
41 authorised suppliers
630 known in-flight catering suppliers
24 security committees
74 air carriers

PUBLIC TRANSPORT SURVEILLANCE

31 air transport companies, of which
16 for aeroplanes, **6** for helicopters,
9 for balloons
86 audits in 2013 incl. **6** balloon audits
Technical inspections in 2013: **747** SAFA,
137 SANA



Director: Gérard LEFEVRE

Appointed Airworthiness & Air Operations Director at the central level from 10 June 2014 onwards

Head Office: Strasbourg-Entzheim



The year 2013 is indicative of the impact of the general stagnation observed in the economy on industry figures, but is also a transitional year in the organisational approach of our administration, which is adapting to the performance challenges and to the modern managerial methods. 2013, real precursor of 2014!

A year ago, I had brought up the Strasbourg airport here in the context of its progress after difficult years. This progress is now confirmed. While there may only be a 1.3% increase in the number of passenger, but this growth has been achieved in spite of the cessation of the regular flights to Roissy, since Air France has entrusted its passengers on this route to SNCF from 1st April, under the Air France flight number. Lowering of taxes on this platform, with the support of local authorities renewed in 2013, confirms the net effect of support on the performance. And it is a happy situation, especially with regard to the European role that Strasbourg claims to play, further highlighted by the renewal of operation of the three European routes under public service delegation, funded by the State.

In Basel-Mulhouse, the economic growth of the tri-national commercial hub has resulted in higher results of the EuroAirport. Once again, the increase in passenger numbers is significant: + 10%. Express cargo has not been left behind and has grown by 3%. Overall, cargo business is a safe bet for the airport, which it would like to develop further, especially with the construction of the «cargo terminal», with temperature controlled facilities.

2013 also saw a dialogue being organised under the auspices of the National Commission for Public Debate on the proposed rail link.

But behind these economic indicator trends that more or less guide our missions, the State remains a stabilising and consistent factor by observing, advising, guiding and controlling the stakeholders in the environment, from the user to the major operator. The organisation of our administration, especially the DSAC, as conceived in the 2000s, has matured by re-asserting its priorities and fulfilling the missions assigned to it with fairness. But a new twist is expected which was under discussion in 2013, with call to continue in the near future, on how to best

adapt our new organisation to the efficiency challenges that apply to all administrations and the building of a more European civil aviation.

The personnel, particularly in demand in the Northeast, are and will remain at the heart of this process of which they are the cornerstone and the key to success. No doubt this will be the topic highlighted in these lines, in our next meeting ... in a year.

In brief

- Air France decides to shut the Roissy-Strasbourg route and instead sets up its Air-Rail product based on chartering a car, reserved for Air France passengers, SNCF's TGV train.
- Three air links with Amsterdam, Prague and Madrid, made under the public service obligations, have been renewed. They provide better connectivity to Strasbourg, especially to the users of the European institutions.
- Ten years after the official order of the Administrative Court of Strasbourg that ruled the subsidies enjoyed by Ryanair as illegal, Ryanair returns to Strasbourg. This is one of the effects of lower taxes observed at this airport.
- The Metz-Nancy-Lorraine airport was issued its airport safety certificate on 24 April.
- The CCI of Chalons en Champagne decides to buy the share of SNC Lavalin in the share capital of SEVE, the airport operator of Chalons-Vatry, thereby becoming a majority shareholder with 88%.
- In application of the equality principle against loads, the decision of the DGAC to subject the flights operated from the Swiss sector of the Basel-Mulhouse airport to civil aviation tax (TAC) and its supplement, elicited strong reactions from the elected representatives, both French and Swiss. The canton of Basel-Stadt can even consider suspending the Swiss financial participation in the rail link project of the platform. For the sake of appeasement, the implementation of the TAC and its supplement will be postponed.

- In May and June on the subject of land access to EuroAirport, the DSAC NE participated in four public meetings organised by RFF, the Alsace Region and EuroAirport to have prior consultation under the aegis of a guarantor, the Prefect François Leblond, appointed by the National Commission for Public Debate (CNDP).
- The Basle-Mulhouse and Strasbourg-Entzheim safety approvals were renewed in spring.
- The Ministry responsible for Civil Aviation, secondary beneficiary of Dijon -Longvic, entrusted the management of the civilian area to the CCI through a franchise extended until 31 May 2013, then again postponed to 31 May 2014. This file has undergone many twists and turns, this is a sensitive subject, and more so, since military activity at this airport has to stop soon.
- Lufthansa-Technik is closing its site at EuroAirport. It was still employing 300 persons at the end of 2011.
- In April, the company Sky Aircraft, promoter of the Skylander aircraft project, went into liquidation. One of the consequences will be Reims Aviation, the manufacturer of the F406, going into recovery.
- The DSAC underwent standardisation inspection conducted by EASA in the domain of aviation operations. The audit was conducted on 27 April at the DSAC-NE headquarters followed by that of the company Airailes at Colmar.
- During the Mondial Air Balloons at Chambley, two world records were broken: 408 balloons took off en masse and 391 in sequence.

- The airport of Saint-Die-des-Vosges was the departure and arrival platform of the microlight Tour de France 2013.
- The 57th edition of the Gordon-Bennett cup, with about twenty gas balloons competing with each other, started off from Nancy.
- The French round of the World Rally Championship took place in Alsace. Gloomy weather restricted some of the aviation activities including drones, a topic that is gradually gaining momentum during important meetings.



AERODROMES

- 61** aerodromes open to public use incl. **17** commercial aerodromes (commercial aerodromes are subject to taxation)
- 14** aerodromes approved for restricted use
- 54** aerodromes for private use
- 141** microlight platforms
- 44** heliports
- 38** helipads (prefectural)
- 2** floatplane bases
- 2** floatplane strips (prefectural)
- 1** mountain airstrip (prefectural)
- 66** permanent balloon platforms (prefectural)
- 174** model aircraft zones

ENVIRONMENT

- 22** aerodromes with a noise exposure plan
- 5** noise exposure plans in the course of revision or creation
- 3** signed environmental charters (1 signed in 2013)
- 2** codes of good conduct signed (0 signed in 2013)
- 2** aerodromes with noise nuisance plan
- 2** meetings of the consultative committee for aid to local residents (CCAR) and **41** files presented
- 1** operating restriction order (amendment) issued in 2013

4 meetings of the environmental consultative committee (CCE).

SAFETY

Air navigation

- 7** AFIS audits
- 2** CCRAGALS meetings
- Participation in **9** AFIS audits outside the territory of the DSAC
- 187** airspace modification files

Airports

- 3** certified aerodrome operators
- 262** type-approved runways including **2** type-approvals granted in 2013
- 3** SMS audit
- 38** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 54** aeronautical protection zones approved by ministerial order (0 in 2013)

SECURITY

- 3** approved security programmes for aerodrome operators (0 in 2013)
- 1** national security audit (in the territory of the DSAC-IRS)
- 5** local security committee meetings
- 11** operational security committee meetings
- 15** known shippers
- 3** authorised suppliers
- 31** known suppliers for aerodrome supplies

PUBLIC TRANSPORT SURVEILLANCE

25 air transport companies, of which **5** for aeroplanes, **5** for helicopters, **16** for balloons
31 audits in 2013
 Technical inspections in 2013:
130 SAFA, **40** SANA

GENERAL AVIATION

115 aerial work companies
 Missions with flying clubs:
23 surveillance actions
 Aviation events in 2013:
 - **118** small
 - **6** medium
 - **1** large
5 440 aeronautical qualifications issued in 2013
12 infringement files processed

ECONOMIC REGULATION

73 ground handling company approvals incl. 13 issued or renewed in 2013
 Number of PSO lines:
3 renewals
24 air carrier operation licences incl. 3 in 2013

RESSOURCES

Headcount: **92**
 Budget per BOP:
 BOP 32: AE **€ 394,000** / CP **€ 489,000**
 BOP 41: AE **€ 129,000** / CP **€ 140,000**
 BOP 42:
 AE **€ 1,337,000** / CP **€ 1,302,000**





Director: Christian MARTY

Appointed Director DSAC North-East from 10 June 2014

Head Office: Sainte Marie - La Réunion



2013 in La Reunion first brings to mind the centenary of the Mediterranean crossing by the aviator from La Reunion Roland Garros on 23 September 1913. A century later, this legacy lives on and the aeronautical news in the Indian Ocean was marked by significant achievements by the stakeholders in this sector.

Despite a slight decline in movements in 2013, the Roland Garros airport maintained its traffic in excess of 2 million passengers. Restoration of the aeronautical pavements was carried out perfectly in spite of the complexity resulting from the intersecting configuration of the runways. Through close coordination between all stakeholders concerned, the work was completed in December 2013 without any major operating incident, thus allowing class F aircrafts such as the A380 to land.

The DSAC OI has also been directly involved in discussions on the development of runway safety areas (RESA) and will contribute to the operation of the airport of Mayotte, also affected by this component of the new European regulations and in view of severe constraints.

Financial situation of the company Air Austral, the main air operator of La Reunion, has improved, enabling it to open a new route to Chennai in India and resume service to the Seychelles. All positive signs that support the restructuring of the company.

The DSAC OI's activity is also focused on strengthening the surveillance of general aviation to prevent illegal public transport. On tourist flights operated by microlight, the DSAC OI has implemented awareness and information actions for operators regarding the regulatory and safety framework, which will continue in 2014 with control actions on the ground. Special attention was also paid to optimise the integration of helicopter movements in the Cirque de Mafate while ensuring that the helicopter activity is consistent with environmental constraints dictated by the new charter of the National Park of La Reunion.

The airport of Mayotte continues its comprehensive transformation with the construction of the new terminal and the launch of a new regional air operator, «Ewa Air», a subsidiary of Air Austral, which began its operations in October 2013. Airport traffic has also increased by 5.6% in 2013.

So many achievements are also to the credit of the DSAC OI personnel at La Reunion and the personnel within the delegation of Mayotte, who have actively contributed to the surveillance and sovereign missions or in executing support missions, essential for the management to function properly.

In brief

LA REUNION

Roland Garros Airport

- Restoration and strengthening of the aeronautical pavements and extension of the passenger terminal

The runway site, started on 4 February 2013, was completed in December 2013 with recommissioning of the long runway. Work is continuing on the taxiways and a section of the aircraft parking. Extension work of the terminal, which started in September 2013 should be completed in December 2014.

- Launch of discussions on the development of runway safety areas

Following the publication of an expert mission report in February 2013, the company that operates the airport (SARRG) was called upon to conduct further studies in order to propose, in coordination with the Community of North Municipalities (CINOR) responsible for the expansion of the Sainte-Marie port located at the end of runway 12, a scenario for the implementation of a runway safety area that is most suitable technically and financially. It was decided to create new safety areas to the east, while preserving the capacity of the airport to allow direct flights to the metropolitan France.

- Renewal of the safety certificate

The La Reunion Roland Garros airport volunteered to advance the application of regulatory requirements arising from the EC regulations laying down requirements for aerodromes. Thus, if the conversion process is fully completed in 2014, the Roland Garros airport would be one of the first civilian aerodromes to obtain the conversion of national certificates into European certificates.

- Evolution of the air traffic management in cyclonic crisis conditions

An official order published on 06 November 2013 now allows, under cyclonic crisis conditions, to legally enforce operating restrictions that may be proposed by the Airports operational control centre placed under the authority of the DSAC OI Director. Cyclone «BEJISA» that passed near the island on 02 January 2014, has demonstrated the utility of the operating mode in gradual resumption of commercial flights. The prefect of La Reunion praised this mechanism to the Overseas Minister during his visit to La Reunion on 04 January 2014.

Saint Pierre Pierrefonds Airport

Work to extend the terminal facilities of the aerodrome was completed in 2013. However, the airport recorded a significant reduction in aircraft movements (-17.7%) and the commercial passenger traffic (82,748 pax or -13.6%). In 2013, the airport reactivated the pelicanrome during the forest fire season, by receiving a Dash 8 from civil defence.

Air service of La Reunion

2013 was marked by significant reduction in movements at Roland Garros (-7.9%), which, however, continues to remain above the threshold of two million annual passengers. Air

Austral continued the turnaround of its financial situation by closing the province and Asia networks and selling off three B777. In June 2013, Air Austral opened the Reunion-Chennai route and announced the reopening of a route between La Reunion and Seychelles. Air France stabilised its offering between La Reunion and Paris-Orly by scheduling up to 12 flights a week in B777-300ER. Corsair International recovered some market share and has retained a daily service with night flights in B747-400 and A330 between Paris-Orly and La Reunion. XL Airways, which serves Marseille in A330 with two weekly flights picked up the traffic abandoned by Air Austral on this route and has emerged as the 4th operator serving the La Reunion-metropolitan France route.

MAYOTTE

Operation of the inspection authority

Second year of implementation of the franchise agreement, 2013 was characterised by seven inspection authority meetings, a role entrusted to the DSAC OI, to monitor correct execution by the franchisee, of the operations related to initial work.

Work of the future terminal

The construction site of the new terminal continued in 2013, this construction of major importance to Mayotte should be completed in March / April 2014. The delivery of this equipment will significantly increase the processing capacity of airport passengers and will greatly improve the comfort of the airport's terminal facilities. The delivery of the terminal will be followed by an aircraft parking expansion phase.

Air services of Mayotte

Commercial airport traffic grew by 7.1% compared to 2012 with a total of 325,670 pax.

Air Austral is still the main operator of the Dzaoudzi aerodrome, mainly served by 737-800 and occasionally by B777. In addition to Corsairfly, which in 2013 ran three weekly flights from Paris in A330, XL Airways serves Mayotte from Marseille in A330

with one flight a week and continues onward to La Reunion. Inter Iles Air, the Comorian carrier, commissioned a Cessna 208B Grand Caravan on 22 September 2013, which expanded the fleet comprising one SF34, two Cessna 404 and one Cessna 207. Air Madagascar and Kenya Airways continued to operate scheduled services between Mayotte and their State of origin.

Creation of the company EWA

Air Austral created a subsidiary in Mayotte named «Ewa» («yes» in Shimaore) which has a common AOC. The shareholders of the subsidiary, excluding Air Austral, which holds 51% stake, include the maore group Ylang Invest, the CCI of Mayotte and the Caisse des Depots et Consignations, which share the remaining 49%. The fleet comprises one ATR72. The young company, which has 19 employees, got its operating license in September 2013 and made its first commercial flight on 31 October 2013 to Nosy Be (Madagascar). Ewa serves Mahajanga, Nosy Be, Moroni and Dar es Salaam and plans to connect Anjouan and Pemba (Tanzania) in 2014.

Mayotte, the new outermost region.

101st French department and 5th overseas department since 31 March 2011, Mayotte became the 9th «outermost region» of the European Union (RUP) on 1st January 2014, which gives it access to the sector support European funds. Mayotte has already received a contribution from the European Development Fund (EDF) amounting to 22.92 M€ for the State Region plan contract (CEPR) period 2008-2013. The DSAC OI has contributed actively to the generation and drafting of the Strategic State Action Plan (PASE) for the period 2014-2020 and is participating in the GT RUP/ESF hosted by the Prefecture of Mayotte. Contribution of DSAC OI to territorial diagnosis of Mayotte prior to the development of the 2014-2020 European programmes 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
- 2 aerodromes approved for restricted use
- 1 approved aerodrome for State use
- 1 approved heliport for State use
- 4 microlight platforms
- 4 heliports
- 1 heliport for private use
- 4 model aircraft zones

ENVIRONMENT

- 1 aerodrome with a noise exposure plan
- 2 noise exposure plans in the course of revision or creation

SAFETY

Air navigation

Participation in 1 AFIS audit outside the territory of the DSAC

Airports

- 3 certified aerodrome operators (1 in 2013)
- 3 type-approvals for runway
- 6 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 1 aeronautical protection zones approved by ministerial order (0 in 2013)

SECURITY

- 3 approved security programmes for aerodrome operators (3 in 2013)
- 1 local security committee meeting
- 3 operational security committee meetings
- 8 authorised agents
- 15 known shippers
- 2 known in-flight catering suppliers
- 4 security committees

PUBLIC TRANSPORT SURVEILLANCE

- 4 air transport companies incl. 1 for aeroplanes and 3 for helicopters

11 audits in 2013

Technical inspections in 2013:
73 SAFA, 34 SANA

GENERAL AVIATION

- 21 aerial work companies
- Missions with flying clubs 1 surveillance action
- Aviation events in 2013: 5 small
- 397 aeronautical qualifications issued in 2013
- 10 infringement files processed
- 1 disciplinary committee meeting held

ECONOMIC REGULATION

- 18 ground handling company approvals incl. 6 issued or renewed in 2013
- 3 air carrier operation licences incl. 1 issued in 2013

RESOURCES

Headcount: 50
Budget per BOP:
24 A: AE € 21,297 / CP € 21,600
24 B: AE € 129,677 / CP € 95,994
24 C: AE € 599,504 / CP € 561,504



Director: Yves GARRIGUES
Head Office: Guipavas



2013 has been a year of consolidation for DSAC West marked by the achievement of objectives set in the domains of certification and surveillance of operators as well as in that of sovereign action. The other major project is the territorial reorganisation, under the social protocol signed on 23 October 2013 by the Minister and the trade unions of the DGAC, which includes closing three out of the four current territorial delegations; the scope of DSAC O's territory, bound to that of the Defence West zone, requires great attention in the implementation of this project.

The results of airport traffic in western France for 2013, are mixed. Still excellent for Nantes-Atlantique, which is close to 4 million passengers (3,939,849) with sustained growth (8.2%), one of the strongest airports of metropolitan France. The introduction of new operators, especially the young Volotea company with its B717, the creation of new domestic or intra-European routes serving either the hubs or the economic or tourist centres and especially the economic and demographic dynamism of the airport's commercial hub explain such results. In 2014, four new operators are expected (Etihad to Geneva, Turkish to Izmir, Aegean to Athens and TAP to Lisbon). With such expansions, whether the current infrastructure will be suitable to traffic in the future years remains to be seen.

Brest Bretagne managed to stay above the symbolic figure of one million passengers (1,003,638) in spite of a moderate decrease that can be explained by flight cancellations due to major runway restoration work, by the withdrawal of easyJet from CDG and Lyon as well as the implementation of a new Air France group strategy for connecting Orly (replacement of A320 or A319 by CRJ 1000 Hop! Britair definitely with a higher number of frequencies). The holiday flights offer could be diversified, especially at the initiative of the Airpost group.

The Rennes traffic (481,271 pax) is up by 5.9%. The scheduled European traffic was particularly robust and generated most of the growth in the activity, especially with the opening of the new Vueling to Barcelona route. Quimper-Cornwall (113,769 pax, +3.4%) has strengthened its position with the consolidation of routes to London and Figari. Lannion (35,114 pax) is also witnessing increased traffic.

Lorient (166,034 pax -5.8%), and Dinard (130,816 pax -5.5%) were able to arrest the fall in traffic.

Lannion and Lorient were awarded a new public service obligation contract with the financial participation of the State

through subsidy funding for the Lannion-Orly and Lorient-Lyon routes respectively with Hop! Airlinair and Eastern Airways.

Caen (105,000 pax + 4.2%) with scheduled traffic and Deauville (138,554 pax -2.6%) with holiday flights have shown good results for Normandy, while in Upper Normandy, Le Havre and Rouen are losing ground.

The Tours Loire Valley joint airport, where commercial traffic is almost exclusively composed of Ryanair flights, has witnessed an increase of 7.3% to 181,676 passengers.

In the cargo sector, Châteauroux has suffered due to the stoppage of flights to Afghanistan following the withdrawal of French troops in this country.

Strong industrial activity

Continuing with Châteauroux, the «Air Livery» Anglo-Indian group is consolidating its aeronautical maintenance activity and especially the painting of aircrafts.

Aeronautical construction is a major feature in the DSAC O territory. Airbus plants in Nantes Bouguenais and Saint-Nazaire Montoir de Bretagne have witnessed increased activity with the ramp-up of the A350 XWB programme. DSAC O specifically intervened to allow the extension of cargo buildings of Belugas in Saint-Nazaire in line with the «FLY 10,000» project.

Sustained certification and surveillance work

Under the «Transform 2015» plan of the new Regional Air France office, renamed Hop!, DSAC O issued air carrier certificates of companies Hop! Brit Air and Hop! Regional, which succeeded Brit Air and Regional.

«Historic» event: the issuance of an air carrier certificate, with authorisation to run public passenger transport with single engine IFR, to two airline companies: the very new «Vol Direct» operating a TBM 850 from Rennes and the oldest, Finist'Air, which provides regular connection between Brest-Ouessant using a recently built Cessna Caravan, equipped with an FMS.

Finally, the continuation of the airport safety certification program has enabled the completion of the Le Havre and Saint-Nazaire cases.

The sovereign action dominated by the Notre Dame des Landes airport file

In its report submitted to the government in April 2013, the dialogue committee concluded about the usefulness of the proposed transfer of the ND Landes airport while proposing

some measures, including the in-depth assessment of costs and the redevelopment nuisance of the current Nantes-Atlantique site, provided it is maintained. DSAC O, under the authority of the DTA, participated in three additional studies requested by the committee:

- a noise study at various stages for Nantes Atlantique which showed that the acoustic impact on the heart of the city of Nantes would be growing in the future;
- a study of infrastructure development of Nantes Atlantique which showed a financial impact nearly equivalent to that of the construction of the new airport;
- a study to adapt the Nantes-Atlantique platform for the sole purpose of aero-industrial centre, as provided in the DUP, after the airport is transferred to the new site.

In terms of sustainable development and airport safety DSAC O was also very active. Examination of several wind projects, participation in environmental committees of aerodromes and development of PEB, participation in committees acting on breaches or the drafting of police orders.

There was also strong participation, in conjunction with the CDAOA and under the authority of the Prefect of Basse-Normandie region, in preparing for the 2014 major events component: 70th anniversary of the «D DAY» and the World Equestrian Games.

All these sovereign and surveillance safety actions were possible due to the efficient support of the support functions with regard to both logistics and finance, procurement, social action and secretariats.

AERODROMES

- 67 aerodromes open to public use incl.
- 22 commercial aerodromes (commercial aerodromes are subject to taxation)
- 15 aerodromes approved for restricted use
- 76 aerodromes for private use
- 195 microlight platforms
- 53 heliports
- 28 helipads (prefectural)
- 92 permanent balloon platforms (prefectural)
- 148 model aircraft zones

ENVIRONMENT

- 18 aerodromes with a noise exposure plan
- 13 noise exposure plans in the course of revision or creation
- 3 signed environmental charters (0 signed in 2013)
- 2 codes of good conduct signed (0 signed in 2013)
- 1 aerodrome with a noise nuisance plan
- 1 meeting of the consultative committee for aid to local residents (CCAR) and 54 files presented
- 5 meetings of the environmental consultative committee (CCE).

SAFETY

Air navigation

- 10 AFIS audits
- 2 CCRAGALS meetings
- Participation in 7 AFIS audits outside the territory of the DSAC-O and 8 DSNA audits

Airports

- 10 certified aerodrome operators
- 198 type-approved runways including 0 type-approvals granted in 2013
- 4 SMS audit
- 28 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 58 aeronautical protection zones approved by ministerial order (1 in 2013)

SECURITY

- 11 approved security programmes for aerodrome operators (3 in 2013)
- 2 national security audits (in the territory of the DSAC-O)
- 3 local security committee meetings
- 4 operational security committee meetings
- 14 authorised agents
- 29 known shippers
- 4 authorised suppliers

In brief

- Presentation to the Prefects, collectivités and operators about organisational changes of the DGAC under the social protocol 2013, specifically, in the case of DSAC O, the closure of territorial delegations of Rennes, Tours and Le Havre, and stopping inspection services at the aerodromes of Lannion, Vannes, Angers, Le Mans, Cherbourg and Le Havre.

• The microlight Blois trade show has become a key European event. The hot-air balloon championship of France took place in the region of Angers in July.

• Change of the Brit Air and Regional companies to Hop! Brit Air and Hop! Regional. These two companies, had a total of 84 aircrafts in late 2013.

• Complex restoration work of the runway and the runway lights of the Brest Bretagne airport was carried out by the operator, with the implementation of displaced thresholds and provisional IFR procedures and a temporary suspension of the CAT III.

• The aerial work using drones is booming. A presentation to the operators of this regulation was made at the «Forum de l'Eau» in Rennes in the domains of energy transport and surveillance of the dams.



PUBLIC TRANSPORT SURVEILLANCE

- 48 air transport companies, of which 8 for aeroplanes, 6 for helicopters, 34 for balloons
- 46 audits in 2013
- Technical inspections in 2013: 171 SAFA, 71 SANA

GENERAL AVIATION

- 226 aerial work companies
- 220 declared flying clubs
- Missions with flying clubs: 20 surveillance actions
- Aviation events in 2013: - 194 small - 23 medium - 7 large
- 8,301 aeronautical qualifications issued in 2013
- 26 infringement files processed
- 2 disciplinary committee meetings held

ECONOMIC REGULATION

- 61 ground handling company approvals incl. 12 issued or renewed in 2013
- Number of PSO lines: 3 pending
- 59 air carrier operation licences incl. 8 in 2013

RESOURCES

- Headcount: 120
- Budget per BOP: BOP 1: AE € 141,000 / CP € 180,000 BOP 2: AE € 1,608,000 / CP € 1,550,000

SOUTH



Director: Georges DESCLAUX
Head Office: Toulouse- Blagnac



2013 pivotal year for civil aviation, where significant actions involving DSAC South were conducted to promote new regional dynamics to the extent of development promises of the sector of activities.

Airport side first: at Toulouse Blagnac airport, the economic regulation agreement no. 2 was signed. This gives visibility to all the air transport stakeholders on the Toulouse platform for the 2014/2018 period under an agreement that combines price moderation and improvement in service quality given to passengers.

At Toulouse Franczal, the DGAC ordered the appointment of a dealer consortium comprising SNC-Lavalin, the Aéroport de Toulouse Blagnac (ATB) and the Toulouse CCI to operate and develop the infrastructure dedicated to military aviation aero-industry and business aviation for 45 years.

The airports of Brive Souillac and Castres Mazamet have been certified.

Company side: the continuation of the Transform 2015 plan of Air France is worth mentioning, which consolidates its base opened in 2012 in Toulouse as well as the creation of the company Hop! which aims to rebuild the regional route network of Air France in close contact with local players.

In addition, Air Méditerranée added a second B737 to its fleet on 30/08/2013.

Manufacturer side: how can we forget the firm and final setting-up of the EADS, Airbus Group headquarters on the Blagnac site, the first stone of which was laid in early January 2014, in addition to major development work programme of roads to facilitate access to the site and more generally to the airport. A new page opens in the aeronautical history of Toulouse.

Regulatory side: as part of the transition to the new European regulations laying down requirements for aerodromes, the airports of Toulouse Blagnac and Limoges Bellegarde volunteered to act as «pilot» airports for certification and should be among the first to meet this requirement in 2014.

Finally, after signing of the DGAC protocol in 2013 and under the territorial reorganisation project of the DSAC, the DSAC S will gradually close its two Tarbes and Limoges delegations and will concentrate its resources at the headquarters in Blagnac. New operating methods will be implemented in order to preserve the quality of service and a satisfying level of closeness with the inter-region territories. This process will result in major adjustments to DSAC-S's property in Blagnac, adjustments that had already started in 2013. Thus, the Ocean room for theory examinations of airline pilots will be enlarged in 2014.

In brief

• Restoration of the 14L/32R runway of Toulouse Blagnac:

runway 14L/32R of Toulouse Blagnac was renovated in the summer of 2013 for receiving widebody aircrafts under optimal conditions and for upgrading the runway lighting system and the sanitation network. This large-scale construction lasting more than two months, which resulted in the closure of the runway, was managed by the operator to ensure safe operation with minimal disruptions. This did not for example prevent **the first A350 flight at Toulouse Blagnac on 14 June 2013**. During construction operations, the operator used the tools implemented as part of airport certification to manage security: the SMS system with assessment of impact on airport security and analysis of the security events. The DSAC S made sure that the methodology implemented by the operator would ensure compliance with the regulatory requirements and the highest level of security.

• **Toulouse Franczal:** the Franczal operator was certified as an air navigation service provider for the CNS (Communication, Navigation, Surveillance) services related to the operation of the NDB «TLF» beacon in order to recommission the instrument based approach procedures.

• Strengthening of the «environment» issue at Toulouse Blagnac:

2013 helped in consolidating the consultation bodies such as the observatory of aeroplane movements in «the middle of the night» (from midnight to 6 a.m.) set up in February 2011 at the Toulouse-Blagnac airport. This observatory now meets two times a year, at the end of each aeronautical season and carries out fully transparent, quality exchanges on night traffic in Toulouse and its impact on noise nuisance. Furthermore, the sharp decline in 2013 in the number of breaches noted against companies shows better knowledge and better consideration by all of the environment protection measures. In this context, the noise prevention plan around Toulouse Blagnac was approved by the Prefect of Haute Garonne on 12/03/2013 in accordance with the European directives on environmental protection.

• The establishment, on an experimental basis, of the **single urban planning window** has helped DSAC South to focus its work on so called «complex» files, of particular importance for the operation of airports and air navigation. The single window, managed by SNIA (French for National Airport Engineering Service), provides an initial answer to the aeronautical constraints against urban planning authorisation requests.

This requires close collaboration between the services of the DSAC, SNIA, SNA and the Technical and Innovation Division of the DSNA. In line with the Airbus C65 hangar, new buildings (M70, Barquill logistics hub) required innovative adaptations to become compatible with the working of the radio navigation resources present on the platform. In 2013, DSAC South and DSNA also supported the project managed by Airbus at the aerodrome of Cahors, which aims to define new materials for making the existing buildings compatible with the ILS operations.

• **Security:** from 11 to 15 February 2013, the ECAC for the first time in France carried out an experimental study to identify vulnerabilities on the city side of an aerodrome.

• In a more transversal manner, DSAC South, in accordance with the national aim, implemented a mechanism for issuing **surveillance licences** for its agents with a high turnover in 2013. These licenses ensure a competency level compliant with the changing requirements of the surveillance business lines.

AERODROMES

31 commercial aerodromes incl. **6** open to public use (commercial aerodromes are subject to taxation)

7 aerodromes approved for restricted use

108 aerodromes for private use

115 microlight platforms

11 heliports

13 helipads (prefectural)

2 floatplane bases

20 microlight floatplane strips (prefectural)

1 altiport

19 mountain airstrips (prefectural)

48 permanent balloon platforms (prefectural)

78 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

4 meetings of the consultative committee for aid to local residents (CCAR) and **718** files presented

6 meetings of the environmental consultative committee (CCE).

SAFETY

Air navigation

4 AFIS audits

9 monitoring activities of safety studies for the DSAC central division

250 airspace modification files, including 84 with simplified safety study

4 participations in AFIS, DSNA outside the territory of the DSAC-S

Airports

6 certified aerodrome operators (2 in 2013)

3 audits incl. 2 initial ones for safety certification and 1 for SMS monitoring (in DSAC-S)

8 participations in certification and SMS audits outside the territory of the DSAC-S

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

8 inspections relating to ARFF and the prevention of animal hazards

4 inspections relating to heliports

35 aeronautical protection zones approved by ministerial order (1 in 2013)

SECURITY

6 aerodrome operators are holders of a security certificate, with 3 having been issued (renewals) in 2013

1 national security audit (Limoges Bellegarde in May 2013)

2 local security committee meetings: Blagnac and Rodez

15 operational security committee meetings (Toulouse-Blagnac: 9 meetings, Tarbes-Lourdes-Pyrénées: 5 meetings, Castres-Mazamet: 1 meeting, Rodez-Marcillac: 1 meeting)

7 known shippers

1 approved supplier

10 known supplier for airport supplies

PUBLIC TRANSPORT SURVEILLANCE

12 air transport companies, of which **2** for aeroplanes, **2** for helicopters, **8** for balloons

33 audits in 2013 (incl. 20 outside DSAC-S)

Technical inspections in 2013:

181 SAFA, **56** SANA

GENERAL AVIATION

138 aerial work companies (including 57 drones)

Missions with flying clubs:

10 surveillance actions

Aviation events in 2013:

- **82** small

- **12** medium

- **4** large

631 aeronautical qualifications issued in 2013

4 infringement files processed

1 disciplinary committee meeting to address 4 cases

ECONOMIC REGULATION

61 ground handling company approvals incl. 16 issued or renewed in 2013

Number of PSO lines: **6** pending

11 air carrier operation licences incl. 0 issued in 2013

RESOURCES

Headcount: **95**

Budget per BOP:

Social action:

AE **€ 706,000** / CP **€ 706,000**

Surveillance and certification:

AE **€ 1,586,000** / CP **€ 1,529,000**

Air transport:

AE **€ 179,000** / CP **€ 183,000**





Director: Philippe GUIVARC'H
Head Office: Aix-en-Provence



«There is nothing constant except change.»

This maxim fully illustrates the context of the DSAC South-East's work in 2013. Change in outlook, with the signing of the social protocol signed in October 2013 by the Minister and the trade unions of the DGAC, organisational change, with the decision to close the Languedoc-Roussillon delegation under this same protocol, change in the business lines with the professionalization and strengthening of the implementation of the surveillance licence. Finally changing the regulatory framework with the implementation of new Aircrew and airports regulations being the main changes.

In each of its fields of action the DSAC SE has seen a very productive year: in the security field with two European audits, in that of air transport with many fleets put in operation and the delivery of two new air transport certificates, and finally airports, with continuation of the compliance programme. It is perhaps in the regulatory and sustainable development field that the changes were most visible, with the implementation of the new VPT («Visual pattern with prescribed tracks») procedure by Estaque, as also with the heavy and complex issues such as the arrival of the tramway and the development of the North zone of the airport of Nice, the call for tenders for the franchise of Toulon, establishment of the «Aéroport de Marseille» SA, the project for transferring the Civil Defence airbase to Nîmes or the launch of a broad strategic orientations plan of the State at Montpellier.

The year 2013 has therefore been full of major developments and important issues and we are confident that 2014 will match up to 2013 with its set... of changes.

Sovereign action

An amendment to the Marseille-Provence airport franchise agreement was signed by the airport operator and the Marseille-Provence CCI for creating an airport company.

Regarding Toulon-Hyères, the three applicants who made an offer to take over the operation of the civilian area were invited, after analysis, to submit an improved offer.

Since Montpellier-Mediterranean does not have an updated aviation easements plan, long-term infrastructure scenarios, especially the possible construction of an additional runway forming a close twin, were discussed.

A reconstruction work of the DGAC property is underway for the Nice airport. The compatibility of changes related to the Eco Vallée project of the EPA Plaine du VAR with the safety requirements of air navigation is given special attention.

Environment and sustainable development

At the Marseille airport, long work, undertaken in collaboration with the SNA-SSE, the airport operator and the air transport professionals, ended in May 2013 with the implementation of a procedure for Visual manoeuvring using Prescribed Track to avoid overflying Estaque. This has resulted in decreasing the estimated number of overflown people by more than 9200 using a trajectory that prefers overflying the sea.

Withdrawal of the noisiest aircrafts from night operation and continuous surveillance of trajectory deviations are key components of the noise nuisance management system around the airports of Nice and Marseille. DSAC SE keeps a watch on the application of restrictions while ensuring that breaches are noted and examined, and subsequently submitted to ACNUSA, to decide on the application of sanctions. 12 cases of breaches were investigated at the Marseille airport.

Regarding noise nuisance, a new power supply device was presented and validated that will reduce the usage time of auxiliary power units (APU) alongside the business aviation parking area of the airport of Nice.

On the helicopter service to the Saint-Tropez peninsula, meetings within observatories enabled the local residents and elected officials to air their views in the presence of air carriers and State departments.

Surveillance

Adaptation to changing surveillance methods of air operators was a success. A part of the audits is now pooled with teams comprising agents from several DSAC/IR.

2013 was also a year of preparation and support of air operators in order to end 2014 with the implementation of European regulations (IR OPS) and the issuance of new certificates to the air carriers.

Two new operators were certified, Jet Azur and Languedoc Aviation. The latter was the first local flight operator to get a specimen operations manual developed and made available by the DSAC.

In terms of innovation, DSAC SE issued the first French authorisation to use night vision goggles to the company Inaer. This device mounted on helicopters undertaking medical evacuation missions, meant to improve the comfort and safety of night flights, requires very specific usage procedures.

In terms of air work, 2013 saw the rise of the drone activity and consequently a significant increase in the number of files to be processed.

A specific case concerns the aerial part related to the Tour de France-bicycling with, one the one hand, handling of the ZRT that specifically protects the mountain stages and, on the other hand, examination of the request for exemption at overflying

heights beyond the usually allowed values.

The new aircrew regulation was implemented without real problems with regard to pilot licenses.

In the airport area, the surveillance plan developed for the 13 DSAC SE certified aerodromes, the monitoring of type-approvals of uncertified aerodromes and the TAC compliance report of the heliports were completed successfully.

Avignon, Beziers and Cannes have been certified. The transition to the European regulations has now been launched and its early impact on infrastructure is being assessed.

Cat III type-approval of Marseille was granted following the compliance of the ILS.

2013 was the year of international safety audits conducted successfully.

Marseille Provence was inspected by the European Commission in January 2013 with a follow-up inspection in November, the first case of its kind in France. After the initial inspection, all corrective actions were implemented within the stipulated time and notified to the Commission.

A follow-up audit was conducted at the airport of Ajaccio by the ECAC, which noted the improvements made since the previous audit.

AERODROMES

37 aerodromes open to public use incl. **17** commercial aerodromes
21 aerodromes approved for restricted use
20 aerodromes for private use
79 microlight platforms
51 heliports
76 helipads
1 floatplane base
17 floatplane strips
25 mountain airstrips
12 permanent balloon platforms
110 model aircraft zones

ENVIRONMENT

28 aerodromes with a noise exposure plan
7 noise exposure plans in the course of revision or creation
4 environmental charters signed
5 code of good conduct signed
2 aerodromes with noise nuisance plan
4 meetings of the consultative committee for aid to local residents (CCAR)
1 operating restriction order issued in 2013
6 meetings of the environmental consultative committee (CCE).

SAFETY

Air navigation

8 AFIS audits
2 CCRAGALS meetings
Participation in **2** AFIS audits outside the territory of the DSAC-SE

Airports

13 certified aerodrome operators
21 type-approved runways including 13 type-approvals granted in 2013
7 SMS audits including 3 by DSAC-SE and 4 by national teams
26 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
27 aeronautical protection zones approved by ministerial order and 1 taken into consideration in 2013

SECURITY

13 approved security programmes for aerodrome operators (11 in 2013)
3 national security audits
10 local security committee meetings
40 operational security committee meetings
77 authorised agents
12 known shippers
16 authorised suppliers
7 security committees

PUBLIC TRANSPORT SURVEILLANCE

20 air transport companies, of which

In brief

- Air meeting for the 50th anniversary of the Civil Defence water bombers at the Aix-les-Milles aerodrome on 1st and 2nd June.
- Air meeting in Frejus for the centenary of the Mediterranean crossing by Roland Garros on September 22, with reopening of the former air base.
- Publication of the new VPT Estaque procedure to avoid overflying the northern districts of Marseille.
- Finalisation of the draft agreement for the use of Aix-les-Milles with France Domaine.
- Relocation of the Pézenas Nizas flying club and closure of the aerodrome.
- Creation of the Henri Fabre floatplane base on the Berre pond.



7 for aeroplanes, **10** for helicopters, **3** for balloons

41 audits in 2013

Technical inspections in 2013:
510 SAFA, **127** SANA

GENERAL AVIATION

122 aerial work companies
Aviation events in 2013:
- **147** small
- **6** medium
- **15** large
8,678 aeronautical qualifications issued in 2013
12 infringement files processed
2 disciplinary committee meetings to address 8 cases

ECONOMIC REGULATION

242 ground handling company approvals incl. 40 issued or renewed in 2013
Number of PSO lines: **12** pending, all in Corsica
15 air carrier operation licences incl. 3 re-examinations in 2013

RESOURCES

Headcount: **142**
Budget per BOP:
Sovereign (BOP1 of p 614):
AE € **447,000** / CP € **665,000**
Surveillance and Certification (BOP 2 of p 614):
AE € **1,707,000** / CP € **1,684,000**
Pensions (BOP1 of p 613):
AE/CP € **106,000**
Social action:
AE € **991,000** / CP € **822,000**



Director: Pascal REVEL
Head Office: Bordeaux-Mérignac



While the year 2013 is not likely to be remembered by the oenophiles, this would not be the case for managers of the three largest airports in the southwest.

Biarritz consolidated its successive growth over several years which took the Basque platform well beyond one million passengers. Meanwhile, Pau reversed its downward trend of the past four years and in 2013 returned to a level of traffic equivalent to that of 2011 (nearly 650,000 annual pax). But it was especially Bordeaux-Mérignac which, with a fifth consecutive year of growth, reached almost 4.7 million passengers and may consider celebrating the threshold of five million passengers a year by 2014. Bordeaux's growth was driven by «low cost» companies that open up new destinations each year and the installation, in 2013, of the Volotea airline company's regional base on the platform. The Air France group's lines and especially the Bordeaux-Orly shuttle are continuing however with the backdrop of the planned arrival of the TGV train in 2017 which should affect this route strongly.

Other inter-region commercial airports have stable or slightly growing traffic.

The main challenges for the future of the Bordeaux airport platform pertain to its accessibility, both by road as well as the connectivity with the regional and high speed rail network. This is to take advantage of inter-modality to make the Bordeaux-Mérignac airport more easily accessible. Studies are underway to set up public transport systems on a dedicated right of way (systèmes de transports en commun en site propre - TCSP) that would connect the airport to the town centre and to the Bordeaux St Jean railway station, around which a new business centre is being built (Euratlantique project).

The development of the airport platform is by itself a major challenge for the future with the planned development of an area of 7 hectares at the entry to the airport that must host new high-end offices and hotel («45th parallel» project), the grouping of several local offices of Thales at a single site at the border of the airport and the renovation of existing roads.

With regard to **security**, the year was marked by preparatory work for the implementation of new European regulations, renewal of airport security approvals and major audits of our regional platforms, including an European audit for Bordeaux-Mérignac and another in Poitiers.

In the **airport domain**, various working groups were involved including especially the one for the practical implementation

of the European regulations establishing requirements for aerodromes. Audit, training and support activities were also held overseas and abroad (air navigation audit by ASECNA - African air navigation agency - for example).

For DSAC-SO, **General aviation** generates an activity that is far from declining in spite of a general scenario that may seem bleak. This major activity results in a high number of applicants for the exams or licenses issued and in the tasks related to the disciplinary committee of non-professional flight crews, the light aviation assistance committee, especially the start of conversion of the flying clubs approvals to ATO (European standard). There is also an important work of handling files of the air meetings.

In the wake of innovative national regulations adopted in 2012 by the DGAC, we are witnessing the unprecedented development of a new activity: remote-controlled unmanned aircraft (drones). In 2013, nearly 50 companies have thus filed a special activities manual with the DSAC-SO. Using innovative and promising technologies, this sector must be supported by the DSAC while ensuring that an adequate level of safety is maintained for people and property. Within this framework, DSNA has conducted the Tempaeris experiment at Bordeaux at the end of the year to test the integration of drones in the shared airspace.

Finally, while aviation safety in its global sense, and thereby the surveillance actions, remain the priority of the DSAC-SO, it is also necessary to emphasize the importance of advance actions taken towards **sustainable development**: environmental charters, codes of good conduct, environmental consultative committees, etc. The year 2013 showed that this aspect of aviation was increasingly better integrated into the southwest inter-region. Whether it is at an airport of the ACNUSA, such as Bordeaux, or at an airfield for general aviation such as Biscarrosse, Poitiers or La Rochelle up to Pau and Biarritz, environmental issues are taken into account in tune with the representative associations of the residents.

In this context of dynamic air traffic and regulatory developments, the DSAC-SO agents have demonstrated their motivation and availability to respond to them in their jurisdictions for the benefit of the DSAC «customers», whether individuals or corporates.

In brief

Firsts...

- First commercial flight of the A300 Zero G from Bordeaux, the aircraft thus became the oldest commercially operated Airbus worldwide.
- First ATO certificate issued to Aquitaine Hydravions.
- First trade fair of the special air forces at Bordeaux-Mérignac.
- For the first time the French Connect conference of Franco-phone stakeholders (airports and airline companies) was held in Bordeaux.
- The first Emirates A380 was received at Bordeaux as part of a maintenance contract with Sabena Technics.
- New Supervisory Board of the Bordeaux Merignac airport; the composition of the airport's supervisory board was changed and Ms. Geneviève Chaux-DeBry is now the chairperson.

Economic activity

- DSAC-SO is involved in the local economic and aeronautical development: the Aerocampus of Latresne, undergoing major expansion, was visited by the President of the Republic this year along with several ministers.
- The AEROPARC / Technowest, very active especially in the field of drones, partnered with its Quebec counterpart at the Paris Air Show in June 2013.

Aviation Training of the DGAC Personnel

The aviation training management base of the DGAC personnel has increased; The Steering Group (COFIL) endorsed the taking over of the pilots of the Antilles-Guyana region by the DSAC-SO.



AERODROMES

- 44** aerodromes open to public use incl. **17** commercial aerodromes
- 7** aerodromes approved for restricted use
- 58** aerodromes for private use
- 126** microlight platforms
- 40** heliports (incl. 7 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 2013)
- 5** codes of good conduct signed (1 signed in 2013).
- 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**
- 2** CCRAGALS meetings

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

Airports

- 7** certified aerodrome operators (**3** in 2013)
- 114** type-approved runways including 13 type-approvals granted in 2013
- 3** SMS audits in DSAC-SO
- Participation in **5** audits outside the territory of the DSAC-SO
- 57** on-site contacts of aerodrome operators (approval conditions & aerodrome operating procedures, SMS, ARFF, Animal hazards prevention service)
- 49** aeronautical protection zones approved by ministerial order (0 in 2013)

SECURITY

- 1** European inspection commission
- 6** aerodrome operators security certificates (1 certificate pending issuance)
- 2** national security audits (incl. 1 outside the territory of the DSAC-SO)
- 9** local security committee meetings
- 7** inspections of airline companies
- 3** airline companies managed by the DSAC-SO
- 57** authorised agents
- 6** known shippers
- 2** meetings of security commission

PUBLIC TRANSPORT SURVEILLANCE

- 18** air transport companies, of which **2** for aeroplanes, **5** for helicopters

(incl. 3 OPS 3R), **1** OPS 3 AOC under examination, **10** for balloons
18 audits in 2013 incl. 3 balloon audits
Technical inspections in 2013:
158 SAFA, **55** SANA

GENERAL AVIATION

- 129** aerial work companies (including drones)
- 20** surveillance actions
- Missions with flying clubs:
26 surveillance actions
- Aviation events in 2013:
- **135** small
- **14** medium
- **11** large
- 6,295** aeronautical qualifications issued in 2013
- 36** infringement files processed
- 1** disciplinary committee meeting held (6 cases)

ECONOMIC REGULATION

- 78** ground handling company approvals incl. 11 issued or renewed in 2013
- Number of PSO lines: **3** pending
- 7** air carrier operation licences

RESOURCES

Headcount: **95**
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)

EASA
European Aviation Safety Agency

AFIS
Aerodrome Flight Information
Service

AGNA
Advisory Group of National
Authorities

NSA
National Safety Authority

ATCO
Air Traffic Controller

ATPL
Airline Transport Pilot Licence

ATO
Air Training Organisation

ATSEP
Air Traffic Safety Electronic Personal

BASA
Bilateral aviation safety agreement

BOP
Programme Operational Budget
(POB)

CAG
General Air Traffic

CCA
Cabin crew attestation

CCAR
Consultative committee for aid
to local residents

CCE
Environmental Consultative
Committee

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

CDN
Airworthiness certificate

ECAC
European Civil Aviation Conference

CHEA
Conditions of type-approval
and operating procedures for
aerodromes

CLS
Local security committee

CMA
Continuous Monitoring Approach

CNPN
National Nuisance Prevention
Commission

CNSK
Restricted Airworthiness Certificate
for Kit-built Aircraft

CNRA
Restricted Airworthiness Certificate

CNRAC
Restricted Airworthiness Certificate
for Vintage Aircraft

COS
Operational security committee

CP
Payment credits

CPL
Commercial Pilot Licence

DRC
Comment Response Document

CRE
Class Rating Examiner

CS-CC
Certification Specification - Cabin
Crew

CSS
Safety-Rescue Certificate

AOC
Air Operator Certificate

CTE
Technical Operations Inspector

CTP
Technical Parity Committee

DCPAF
Central Directorate of Border Police

DGA
General Delegation for Armament
(French Ministry of Defence)

DIRCAM
Military air traffic directorate

DSAC
Civil Aviation Safety Directorate

DSAC/IR
Civil Aviation Safety Directorate/
Interregional

DSNA
Air Navigation Services Directorate

DTA
Air Transport Directorate

EASA
European Aviation Safety Agency

EASAC
European Aviation Safety Advisory
Committee

EASP
European Aviation Safety Plan

ECCAIRS
European Coordination Centre for
Accident and Incident Reporting
Systems

EGNOS
European Geostationary Navigation
Overlay Service

ENACT
European National Authorities
Certification Transition

ESSG
European SAFA Steering Group

ESSP
European Satellite Services Provider

ETOPS
Extended Time Range Operations

FABEC
Functional Airspace Block Europe
Central

FCL
Flight Crew Licensing

F/N-IR (A)
Instrument flight qualifications

FNPT
Flight and Navigation Procedure
Trainer (Simulator)

FSTD
Flight Simulation Training Devices

FTD
Flight Training Device (Simulator)

FTO
Flight Training Organisation

GANP
Global Air Navigation Plan

GASP
Global Aviation Safety Plan

GTA
Air Transport Gendarmerie

ICNA
Air navigation control engineer
(DGAC)

IEEAC
Civil aviation design and operation
engineer (DGAC)

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

IESSA
Air safety system electronics
engineer (DGAC)

IFR
Instrument Flight Rules

ILS
Instrument Landing System

IMC
Instrumental Meteorological
Conditions

IPEF
Bridges, Waterways and Forests
engineer

IR
Implementing rules

IR
Instrument Rating

JAR
Joint Aviation Requirements

JORF
Official Journal of the French
Republic

JOUE
Official Journal of the European
Union

LAPL
Light aircraft pilot licence

LFI
Initial Finance Act

MEAS (DSAC)
Safety management coordination
office

MNPS
Minimum Navigation Performance
Specification

NPA
Notice of Proposed Amendment

ICAO
International Civil Aviation
Organisation

OCV
Flight Control Organisation

OPS
Operations

OSAC
Civil aviation safety organisation

OSP
Public Service Obligation

PANS
Procedure for Air Navigation Services

PN
Flight crews

PP
Professional Pilot Licence (F)

PPBE
Environmental Noise Prevention
Plans

PPL
Private Pilot Licence for
aeroplane or helicopter

PSE
National Safety Plan (NSP)

ANSP
Air Navigation Service Provider

QT
Type qualification

AFTN
Aeronautical Fixed
Telecommunication Network

SAFA
Safety Assessment of Foreign
Aircraft

SANA
Safety Assessment of National
Aircraft

SCN
Department with National Authority

SMS
Safety Management System

SPPA
Animal hazards prevention service

ARFF
Aircraft rescue and fire-fighting

TRE
Type Rating Examiner

TRTO
Type Rating Training Organisation

TSEEC
Civil aviation design and operation
advanced technician (DGAC)

TT
Private Pilot Licence (F)

UAF
French Airports Union

ULM
Ultralight/microlight aviation

VFR
Visual Flight Rules

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