

ACTIVITY REPORT 2014



Civil Aviation
Safety Directorate
NATIONAL OVERSIGHT AUTHORITY



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

www.developpement-durable.gouv.fr



 dgac

DSAC



CONTENTS

ORGANISATION CHART.....	4
HIGHLIGHTS	6
ASSESSMENT AND IMPROVEMENT OF SAFETY	8
RESOURCES MANAGEMENT	10
EUROPE AND ITS SAFETY REGULATIONS	14
AIRCREWS	18
AIRWORTHINESS AND AIR OPERATIONS	24
AIRPORTS AND AIR NAVIGATION	28
SECURITY	32
ENVIRONMENT AND SUSTAINABLE DEVELOPMENT	34
THE DSAC/IRs	36
GLOSSARY	56

FOREWORD

Safety, a permanent quest

At the time of writing this introduction to the 2014 annual report of the Civil Aviation Safety Directorate (DSAC), our thoughts inevitably turn to the crash of the Germanwings airliner in France in March 2015, and the profound shock resulting from it.

This disaster succeeded others occurring in 2014, all of which marked black days for aviation.

Every major accident, whatever the circumstances, brings distress to citizens and professionals alike, calls the authorities to account, mobilises the mass media, and revives the fear of flying.

Since the very act of aviation seems to contradict the laws of nature, safety is - and must remain - the absolute priority in air transport, in order to ensure that the citizen retains confidence in this mode of transport, with its capacity to instil fascination just as much as dread.

We all have our role to play in this permanent mobilisation: the companies first and foremost, through the commitment and actions of their executives and employees in their daily operations, and through efficient risk management by way of safety management systems. Then there is DSAC, which checks standards compliance within a now overtly European framework, serving as a safety barrier but also as a leading investigator in identifying paths for improving safety and promoting adoption of these paths by operators. Lastly, there is the European Aviation Safety Agency (EASA), now responsible for most of the regulations, and for overseeing the harmonisation of their application in Europe.

More than just a mission, safety is a strict obligation for every stakeholder concerned, and is the very focal point of everything that DSAC undertakes. The fear of accidents becomes in reality a powerful driving force for making progress and for pushing back the limits ever further; for attempting to make further inroads in securing the confidence of our fellow citizens for whom, in answer to the question posed in a recent survey carried out by a polling institute: *"Do you sometimes get frightened flying in a plane?"*, 34% of those polled answered that they were afraid of being involved in an accident.

Rather than pooh-poohing these fears, or dismissing them on the basis of the statistics which, it is true, do offer reassurance in terms of the safety levels today attained, let us consider them as a salutary reminder never to let up in our efforts.



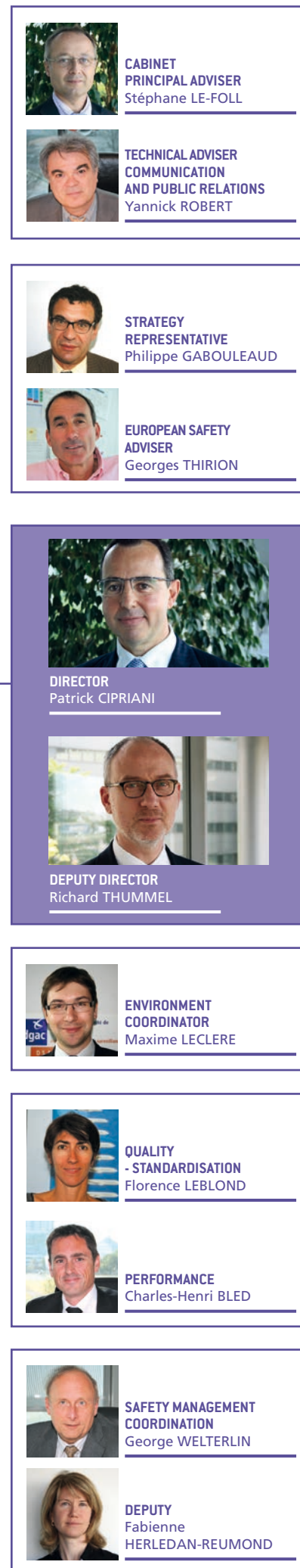
Patrick CIPRIANI
DSAC Director

ORGANISATION CHART

18/05/ 2015



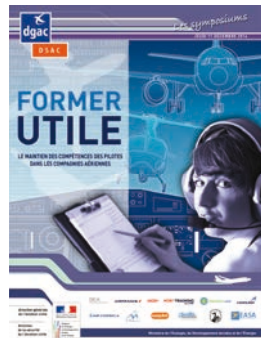
LOCAL DEPARTMENTS



HEADQUARTERS



SOME HIGHLIGHTS



Symposium on flight crew training

“Useful training: maintaining the skills of airline pilots” was the title of this 9th edition of DSAC safety symposia, which took place on 11 December 2014. This symposium formalised an increased aware-

ness of the need to change the principles governing the training and inspection of pilots, so that they are better suited to modern aircraft and may be targeted, for each airline, to the airline's particular safety needs.

ENAC/DSAC Agreement

Signed in early January, this agreement lays out the conditions of collaboration between ENAC and DSAC, covering in particular aviation courses and training. The development of a close partnership with ENAC is a means of consolidating recognition of DSAC know-how, and promoting the French model in matters of oversight.

1st national security convention

On Tuesday, 18 March 2014, the first security convention organised by DSAC took place. The event brought together all the stakeholders in the domain: security instructors from civil aviation, along with certified and qualified instructors from training



organisations specialised in airport security, from airlines, from airport management bodies, and from freight companies, who deliver their training internally. The event provided the opportunity for fruitful exchanges concerning ongoing regulatory projects, the obligations and responsibilities of instructors, the organisation of the training and certification of personnel, and new equipment.

AIRCREW

Implementation and adaptation was pursued of the new “Aircrew” regulation, which came into force in April 2013, and which concerns both aviation professionals and recreational aviation. For light aviation therefore, which is particularly concerned, DSAC pursued exchanges with all partners involved, in particular with regard to the establishment of a competency-based instrument rating.

Entry into force of “AIR-OPS”

Effective since 28 October 2014 for all public air transport operators by aeroplane and helicopter, the new European “AIR-OPS” regulation is off the ground. Throughout the transition process, DSAC supported the operators and organised for them, on 9 and 10 April 2014, in the presence of EASA and the Belgian authority, a final seminar which included a briefing of the state of progress in the process and an assessment of the current European regulation and the changes this involves. The main topics addressed related to the training of flight crews, time limits for flights and services, the safety management system, etc. DSAC will continue to meet with the operators to discuss feedback and regulatory developments.



New European certification regulation for aerodromes: ADR IR

Airport certification within the new European framework designated ADR IR is currently in the draft stage, and involves the conversion of existing national airport safety certificates into European certificates by the end of 2017, for the 60 or so French airports concerned.

DSAC has anticipated this transition by providing support for operators, and implementing a mechanism enabling the airfields concerned to meet the deadline.

FCL Implementation Forum (FCL IF)

The 5th FCL IF took place in Paris on 23 and 24 September 2014. Established in 2013 at the initiative of the oversight authorities of the Member States and the industry, the meeting of this Forum, organised by DSAC, provided the opportunity to address the difficulties of interpretation relating to the implementation of the Aircrew regulation, and to identify avenues to be pursued in order to develop this.

In matters of aerobatics, in particular, France has promoted its national system, based on two levels, whereas the European regulation only stipulates a basic level.



UAVs: a highly dynamic emerging market

In the wake of national regulations initiated in 2012 and currently being adapted to take account of the experience acquired over recent years, the development of the UAV business continues to thrive, growing from 50 professional operators in 2012 to around 1,000 in 2014, operating some 2,000 drones. DSAC has been able to organise itself in order to face up to this boom in activity, and satisfy demands within reasonable time frames. Furthermore, DGAC is participating actively in work overseen by the General Secretariat for Defence and National Security (SGDSN), following reports of drones overflying sensitive sites.

Publication of Regulation 376/2014 of the European Parliament and Council

This new regulation, published in April 2014, on the reporting, analysis and follow-up of safety-related events, will come into application on 15 November 2015.

This regulation consolidates the previous mechanism, and places the emphasis on the need to analyse reported occurrences, to assess the associated risk, and to lay the groundwork among operators for an environment conducive to the notification of occurrences by way of the implementation of a “just culture”.

Territorial reorganisation of DSAC

Determined in the framework of the 2013-2015 social protocol signed on 23 October 2013, the territorial reorganisation of DSAC entered its operational phase in 2014. Consultation was intense, since working groups at both national and local level, tasked with monitoring this important and structural development, regularly met all year long, as from January 2014. Between March and June, the organisation rules were published, transforming 11 delegations into regional offices. Henceforth, without any forced displacement but with the aid of support measures, tasks are progressively being reoriented towards the regional bases of the DSAC/IR, as personnel gradually depart from the sites concerned.

Professional elections

Voting in the professional elections for DGAC took place from 2 to 4 December 2014, to renew the mandates of all the consultation bodies. For DSAC, there was 84.77% participation, representing 996 voting members out of 1,175 registered: a remarkable participation rate, confirming the excellent social democracy dynamic within the oversight authority.

“My microlight space”



“Mon espace ULM” (“My microlight space”) was opened to the public, enabling users to do the admin for their microlights online, and the validity expiration date for ID cards was done away with. ID cards now have unlimited validity, with the introduction of the notion of acknowledgement of receipt of the fitness for flight declaration. These are two significant developments that came into force simultaneously in January 2014.

70th anniversary of the Allied landings in Normandy

From 5 June to 21 August 2014, Normandy celebrated with pomp and ceremony, and no little emotion, the 70th anniversary of the Normandy Landings, in the presence of 24 Heads of State, Heads of Government and VIPs, arriving by air. In the framework of this event, which had a particularly international flavour, DSAC West, under the authority of the Prefect, and in close cooperation with the State services and the airport operators, put in place secure and efficient reception conditions for the VIPs and their aircraft, by means in particular of “temporary restriction zones” (ZRT - zones réglementées temporaires), to ensure flight protection and segregation. This work was undertaken by means of deployment of a DPSA (Dispositif Particulier de Sécurité Aérienne - Specific air safety mechanism), in association with CDAOA (Centre de Défense Aérienne et d'Opérations Aériennes - Air defence and air operations centre) and DSNA.





01 ASSESSMENT AND IMPROVEMENT OF SAFETY

The Safety Management Coordination Office (MEAS) is in charge of collecting safety-related data, coordinating its analysis, and proposing associated improvements, in the framework of the State Safety Programme (PSE).

Publication of Regulation (EU) 376/2014

The European regulation on “the reporting, analysis and follow-up of occurrences in civil aviation” was published in April 2014. The Safety Management Coordination Office (MEAS) that was in charge to prepare and defend the French position. The new legislation is meant to replace directive 2003/42/EC, which had generalised the principle of notifying safety-related occurrences to almost every civil aviation operator. An Act, a Decree and two Orders had been adopted to transpose this previous directive into French law one may note that the analysis of the most significant occurrences, in terms of their impact on aviation safety, had already been formalised in this transposition.

Regulation 376/2014, in force on 15th November 2015, is based on the foundations laid down by the directive in order to underpin an extended notification mechanism; it includes piston-engined aircraft operators, and details the respective operators and Authority roles related to the occurrences' analyses. The new legislation also mandates both operators and Authority to notify certain occurrences types, and organises systems to collect

lect voluntary. For this to happen, the new regulation defines the implementation policy for a “just culture” among operators and entities concerned, particularly through the provisions description aimed to protect persons who may find themselves in the position of notifying occurrences.

The adoption of the new regulation led MEAS to set up a think-tank to consider all kinds of actions to be implemented in order to prepare the legislation coming into force. Mainly communications means were deployed inside DGAC and at operators management level in order to address any request, in particular for new parties joining the mechanism. The undertaken actions also relate to the tools facilitating the transmission and automatic recording of reports.

“Efficient training” symposium

“Efficient training” was the - deliberately provocative - theme of the aviation community yearly DSAC symposium which took place on 11th December at Paris Farman in a packed lecture hall. The topics addressed and the quality of the speakers provided the opportunity to match up the traditional crew recurrent training and checking system with the actual typology of accidents and incidents. As a conclusion, immersing crews in scenarios as close as possible to situations, including new ones, likely to be encountered, gives the opportunity to better train actors. Adapting the training programme to the aircrew profile was also an identified improvement during the symposium. Several guides, developed by stakeholders in collaboration with DSAC, were published in the framework of the symposium. They enable operators to dispense a more efficient training fully adapted to their own risks.

ECCAIRS 5

ECCAIRS software Version 5 was deployed on 9th January 2014 in all DGAC services using this tool for recording safety occurrence reports from operators, such as incident and accident reports. This deployment, prepared and orchestrated by MEAS, was globally successful, despite several inherent technical difficulties. The integrity of the 371,000 or so occurrence reports recorded there in ECCAIRS 4 Format was preserved when switching to the new version. At the end of 2014, 42,000 occurrence notifications transmitted by the operators and BEA reports/analyses had been added to this amount.

MEAS abroad

In 2014, the international activity of MEAS was not restricted to the ICAO or the European Commission formal meetings, aimed to consolidate the regulatory and IT tools required for safety management. Indeed, MEAS not only undertook the institutional activities within its remit, but also served as DGAC's voice for the latter's work on safety topics, such as the non-compliant approaches topic (NCA). Focused by fine-scale accidents and incident reports recorded in the ECCAIRS database, this relevant subject, raised several years ago by MEAS, is now adopted by ATM, operators, and acted by the European authorities as a Safety improvement. In addition, invited in international conferences such as Infoshare (Seattle in March 2014), Flight Safety Foundation International Air Safety Summit, (Abu Dhabi in November 2014), MEAS agents took the floor to address the question of NCAs in front of audiences which, very often, were discovering this problem for the very first time.

Recreational aviation

The “Horizon 2018 strategic action plan for safety improvement” includes a section related to the recreational aviation sector, whose stakeholders recognise the worrying safety situation. This



observation, shared by DSAC, has provided fresh impetus for ISAL, the body in charge of recreational aviation safety, and the hub of coordination and exchange for the work carried out in bilateral meetings between MEAS and the pilot federations. This exchange platform - which brings together the Chairs of every federation's safety commission, alongside MEAS - aims in particular to coordinate the risk mitigation actions that were previously defined by joint agreement. The fourth ISAL meeting, which took place in late October 2014, had a busy agenda including, in particular, the presentation of the missions and concerns of OSAC; a close look at Regulation (EU) 376/2014; an analysis of accident research in the sector (by BEA); the presentation of the structure of the “towards the runway” action plan aimed at working on the technical skills of pilots and on risk behaviour, in order to reduce the number of accidents or serious incidents was a main topic. Lastly, the federations were able to present their safety initiatives and publications.

NON-COMPLIANT APPROACHES: THE RISKS OF FLYING TOO FAST OR TOO HIGH

A DSAC accidents analysis that have occurred worldwide concluded that many runway excursions, losses of control in short final, and CFIT were linked to excessive speed on final, at a position well ahead of the traditional stabilisation point at 500 or 1000 feet. Such high speeds, may be due to air traffic control requests (i.e. traffic regulation) or on-board actions performed by flight crews traffic regulation (i.e. commercial pressures). Whatever the reason, this type of situation generates risks linked to the need to absorb the energy of the aircraft. On approach, a particularly busy flight phase for the crew, which may not detect deviation below manoeuvring airspeed. To raise the awareness of the airlines and the air navigation service providers to these risks, DSAC has published a safety bulletin on the topic, and MEAS has helped to promote the topic among targeted operators: not later than 8 NM from the runway threshold, the speed should be limited at 180kt maximum, dropping back toward the approach speed.

Intercepting the descent path from above is also a non-compliant approach criteria that is relatively widespread. In addition to the risks stated above linked to the greater difficulty in absorbing the speed, there are other risks, of varying significance depending on aircraft type and the degree of the flight crews training in this practice. DSAC identified the need to raise the awareness of airlines to the risks associated with this type of manoeuvre, and to this end published a further safety bulletin, widely distributed to the operators concerned.



02 MANAGEMENT OF RESOURCES

The “Resources management” department, in association with the general secretariat of DGAC, is responsible for drafting and implementing the management policy for the human resources and for the financial, material and IT resources of DSAC. It is also responsible for collecting fees for services rendered by the State as regards safety and security of civil aviation.

In 2014, DSAC pursued its contribution to the efforts undertaken by DGAC within the framework of optimising services and reducing overheads.

With regard to human resources, it met the set commitments in terms of reducing staffing by some 40 agents over the three-year term 2013-2015, in particular in the field of support functions, with reference to protocol measures on closing delegations and reassigning their agents to the DSAC/IR regional head offices. The DSAC budget fell by 2% in 2014 in terms of operations and investment, compared to 2013. Just as in previous years, DSAC proceeded with a precautionary budget freeze of almost 11%, with at least 5% being lifted in midyear.

Income fell by 1% in 2014, reaching the same level as 2011, attributable both to the continued unfavourable economic situation in the sector and to the changes in European regulations allied with a transfer of competences to the European Aviation Safety Agency (EASA).

In parallel, the weakened condition of the European players, and the French in particular, generated structural reforms within the air transport industry, reducing the proportion of activities subject to oversight and certification fees.

This national

and European context, a difficult one for civil aviation, implies searching and developing new strategies for executing the requisite missions, both in terms of cost-cutting measures and in the development of oversight methods and techniques, requiring therefore efforts in terms of both skills and training & business tools.

Human resources and training/skills

Just as in the other DGAC services, staffing was reduced in 2014, from 1,213 to 1,186 (between 01/01/2014 and 31/12/2014). Developing our activities in this pared-down framework requires us to redouble the training and development efforts dedicated to our professional skills.

DSAC's ambitions in this regard result in the creation of a “Training-Skills” office and a “Business information systems (IS)” office, along with the arrival at maturity of the safety oversight licence management tool. A training master plan has therefore been launched for 2015, and the business IS project is being pursued, while maintaining the development and design of applications specific to the needs of the technical departments. In addition, the development of internal auditing aimed at facilitating the coordination of resources of the SCN (agency with national authority), along with those of the interregional departments, was initiated in 2014.

Safety oversight licence and certification management

2014 stood as the culmination of the first full cycle in the issuing of safety oversight licences, thereby making it possible to collect feedback and improve the procedures. This will all be taken into account by means of a simplified and consolidated mechanism in 2015. On 31 December 2014, 614 agents had a valid safety oversight licence, for a total of 1,291 qualifications.

Definition and development of a business IS tool

The development of a single business information system, common to all the technical departments, was decided upon in 2011. It is intended to replace progressively the existing business tools and to cover the full spectrum of safety oversight and certifica-

tion activities. In 2014, it was subject to an assessment of the results obtained, which showed that the tools proposed had not produced the anticipated results. This major project therefore requires reorientation, and this was decided upon in early 2015 in order to ensure conformity both with the objectives of “professional safety” needs and with the constraints of a restricted context.

Income and budget subject to restrictions

The total fees received by DSAC amounted to almost €41.6 million, slightly down compared to the previous year (-€0.3M). The proportion attributable to air navigation control oversight came to €13.5 million (+€0.2M). Oversight and certification fees (RSC) in 2014 brought in €28.1 million, down by some €0.5M, mainly on account of changes to European regulations (carrier air security fees, synthetic flight trainer qualification fees, in particular).



The DSAC budget published in the French Finance Act (programme 614 – BOP 2) amounted to €26.05 million, of which €22.16 million in AE (commitment authorisations) and CP (payment credits) for current-account transactions and €3.89 million for capital transactions in AE and CP. This budget too, like all the budgets of DGAC, fell in comparison to previous years and, what is more, a precautionary freeze of €1.44 million in CP and €0.44 million in AE was imposed in 2014, amounting to almost 11% of the initial allocation. In order to enable missions to be carried out effectively, part of this freeze (less than 5%) was lifted in the second half of 2014. However, this provision constrained budget implementation, involving in particular deferment of large-scale operations and budgetary redeployments in the course of the year, with the corollary of more than 95% consumption on average.



FEES 2014

Fee	Forecast for 2014	Invoiced as of 31/12/2014
Aircraft operator fees	11,650,000	10,454,512
Aerodrome operator safety and security fees	11,950,000	11,640,501
Carrier air security fees	2,500,000	1,941,065
Aircrew training organisation fees	500,000	407,431
Exam fees	2,200,000	1,294,443
Civil aviation personnel fees	1,200,000	763,009
Training programme fees	60,000	3,200
Synthetic flight trainer qualification fees	1,500,000	557,660
Aircraft rescue and fire-fighting fees	85,250	7,320
Safety equipment fees	1,000,000	892,692
Fitness for flight fees	200,000	146,315
Inspection fees	20,000	5,957
Overflight fees to oversight authority	10,900,000	10,900,000
Navigation fees to oversight authority	2,600,000	2,600,000
Total	46,365,250	41,607,940

DSAC PERSONNEL AS OF 01/01/2014

Department	ADAAC	ADM	ASI	ASAAC	ATTAC	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPEF	OE	PNT	TSEEAC	Total
DSAC	49	3		20	24	31	1	2	47	1		16	4	10	54	262
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	43	120
DSAC/OI	10			4	2			1	6				11		15	49
DSAC/S	18		1	8	4	1			10	1	1	1	16	3	30	94
DSAC/SE	22	1	2	13	6	8	1	1	20	1	3	2	8	3	50	141
DSAC/SO	16		1	9	2	3	1	1	9	1	2	1	12	2	33	93
Total	218	4	10	93	55	73	6	13	143	7	10	31	113	33	404	1,213

DSAC PERSONNEL AS OF 31/12/2014

Department	ADAAC	ADM	ASO	ASAAC	ATTAC	Contra.	EQT	ICNA	IEEAC	IESSA	INF	IPEF	OE	PN	TSEEAC	Total
DSAC	45	3		19	20	31	1	2	53			19	5	8	53	259
DSAC/AG	23		1	9	1	2			11	1		2	20	1	19	90
DSAC/CE	8		1	5	5	3			5		1	2	12	3	38	83
DSAC/N	26		1	12	4	15	2	1	11		2	4	4	8	76	166
DSAC/NE	15		2	6	5	3			7		1		7	1	38	85
DSAC/O	19		1	8	3	6		7	12	1		1	14	2	41	115
DSAC/OI	10		1	4	3			1	5			1	11		15	51
DSAC/S	17		1	7	4	1			10	1	1	1	15	3	30	91
DSAC/SE	19	2	2	12	6	9	1	1	19	1	3	1	8	3	51	138
DSAC/SO	16		1	11	2	3	1	1	9	1	2	1	13	2	31	94
Total	198	5	11	93	53	73	5	13	142	5	10	32	109	31	392	1,172

SAFETY OVERSIGHT LICENCES, END OF 2014

Qualifications per domain

	ANA		NO		PN	DSAC/SUR		TOTAL
	AERODROME	AIR NAVIGATION	AIRWORTHINESS	AIR OPERATIONS	AIRCREWS	SECURITY	SSI	
INSPECTOR/CTE	142	72		77	66	88		445
SENIOR INSPECTOR/ PRINCIPAL CTE/AUDITOR/ R&D CORRESPONDENT/ ASSESSOR	343	92	7	147	119	18	1	727
AUDIT COMMISSION MANAGER/ EXPERT/CONSULTANT	22	12	9	35	30	9	2	119
Total	507	176	16	259	215	115	3	1,291

Qualifications and licence cards per department (DSAC and non-DSAC)

	ANA		NO		PN	SUR	SSI	Total number of qualifications	Total number of licence cards
	AER	NA	NAV	OA					
DSAC-AG	32	3		17	18	7		77	30
DSAC-CE	41	10		21	13	10		95	43
DSAC-N	62	5		41	26	21		155	92
DSAC-NE	70	21		21	19	11		142	49
DSAC-O	44	20		26	18	9		117	54
DSAC-OI	15	6		8	6	4		39	16
DSAC-S	50	5		18	16	7		96	36
DSAC-SE	46	9		29	17	17		118	67
DSAC-SO	36	16		19	16	7		94	39
DSAC DT-ANA office	31	41						72	24
DSAC DT-NO office			16	41				57	42
DSAC DT-PN office		3			52			55	46
DSAC DT-SUR office						13	3	16	15
Total DSAC	427	139	16	241	201	106	3	1,133	553
DAC-NC	19	9		9	4	2		43	12
ENAC	6					2		8	4
SEAC-PF	39	10		9	7	3		68	19
SEAC-WF	2					1		3	2
SNA-CE					3			3	3
SNIA	1							1	1
STAC	13	18				1		32	17
Total non-DSAC	80	37		18	14	9		158	58
Total	507	176	16	259	215	115	3	1,291	611

BUDGET

Financial resources at the disposal of DSAC in 2014

	AE (Commitment authorisations)	CP (Payment credits)
Current-account transactions	€22.16M	€22.16M
Capital transactions	€3.89M	€3.89M
Total	€26.05M⁽¹⁾	€26.05M⁽²⁾

⁽¹⁾ LFI = €24.82M / Freeze = - €0.44M / DTA transfer = -€1M / Income allocation (open + carryover) = €2.67M

⁽²⁾ LFI = €24.82M / Freeze = - €1.44M / Income allocation (open + carryover) = €2.67M



03 EUROPE AND ITS SAFETY REGULATIONS

DSAC plays an essential role in the debates on envisaged changes to regulations at national, European and international level. This action is organised within DSAC by ERS, the technical Directorate in charge of European cooperation and safety regulations.

2014 was a particularly intensive year, with many and diverse regulatory projects aimed at simplifying regulations for users, particularly with regard to general aviation.

ERS also replied on time to 19 ICAO States letters and 29 EASA consultations, and carried out some 40 other regulatory initiatives.

Increasing resources were also dedicated, both nationally and internationally, to regulatory aspects concerning UAVs, with a view to supporting the economic development of this promising industrial sector.

2014 also saw the culmination of major coordination work with EASA, with the publication of a new European regulation on aerodromes.

Concerning the work of the co-legislator carried out in 2014, based on two communications from the Commission, one of June 2013 targeting the recast of the "Single Sky" regulations (COM 410), named SES 2+, and the other one adapting accordingly

the basic EASA regulation (COM 409), the European Parliament adopted two legislative resolutions in March 2014. The Transport Council

voted, on 3 December 2014, on the general orientation (agreement in principle on the policy) of the Single Sky 2+ and EASA legislation. The Council

maintains the functional separation model between the air navigation provider and the oversight Authority,

pending the trilogue phase due to take place in 2015.

With a view to a possible revision of the

EASA basic regulation, 2014 was a year of particularly rich reflection: in Spring 2014, the Commission published a policy initiative on air safety accompanied by a questionnaire, and the Agency launched a consultation (A-NPA 2014-12) on the same topic, in order to gather the comments of the Member States. 2015 should see this initiative come to a conclusion with a legislative proposal from the Commission, to be discussed by the Council and the Parliament.

AIRCRAFT AND AIROPERATIONS

ICAO and internationally

In the field of air operations, among the work of ICAO completed in 2014, we would underline the publication, in the three parts of Annex 6, of provisions concerning the use of electronic flight bags (EFB), and the criteria for approving operational credits associated with the use of enhanced vision systems (EVS), synthetic vision systems (SVS) and "combined" vision systems (CVS) (these systems make it possible, in particular, to compensate for fewer ground installations with no degradation of the operating minima). Certain amendments are limited to Part 1 (public transport) of this same annex: this is the case for the requirement relating to the training of aeroplane pilots in Upset Prevention and Upset Recovery Training (UPRT), originating in the wake of the Rio-Paris accident.

The Flight OPS Panel (FLTOPS), successor to the OPS Panel, should soon be bringing other tasks to a conclusion: the PBN (Performance Based Navigation) operations approval regime should be streamlined, following the European line, and the use of area navigation routes and conventional procedures examined, etc. The work of the "Friction Task Force", associated with the aerodrome panel, should also be translated into the requirements of annex 6 to include, for example, feedback from pilots on runway surface friction or reassessment in flight of the performance expected on landing.

In the field of airworthiness, the Airworthiness Panel has continued to develop proposals for standards in response to the job cards approved by ANC. The topics addressed concern the harmonisation of certification for maintenance organisations; clarification of the tasks of the countries in which aircraft were desi-

gned in the event of suspension of the type-approval certificate; the management process for airworthiness directives relating to security needs; harmonisation of the provisions associated with the SMS; and, lastly, extending the standards to include new-generation light aircraft (weighing less than 750 kg). Furthermore, 2014 also saw the creation and the first meeting of the Remotely Piloted Aircraft Systems Panel (RPAS-P) of ICAO, succeeding the former UASSG.

Still in relation to RPAS, 2014 witnessed DSAC's first active participation in the work of the JARUS (Joint Authorities for Rulemaking on Unmanned Systems) working group. JARUS is an international, non-ICAO, grouping of experts made available by various civil aviation authorities, and whose objective is to publish recommendations for technical regulations in order to enable the integration of RPAS in the airspace while ensuring safe cohabitation with the



other users. The recommendations produced, applicable to all types and all sizes of RPAS, are intended to help the civil aviation authorities and EASA in drawing up their regulations, and to encourage them to harmonise their practices.

Lastly, a new ICAO working group, called the "Space Learning Group", also came into being in 2014, in order to anticipate the potential development of suborbital flights.

Europe

In the field of air operations, 2014 saw the publication of the third regulatory component(*) of the "IR-OPS" regulatory system, defining the conditions applicable for public air transport in balloons, in gliders and for circular flights, along with the conditions applicable to specialised activities corresponding globally to aerial work. This regulation came into force on 1 July 2014. Since the possibility was offered, France chose to defer the entry into force of the regulation until 21 April 2017 at the latest.

In addition, in the field of airworthiness maintenance, Regulation



(EC) 2042/2003 was abrogated and replaced by Regulation (EU) 1321/2014 of the Commission, of 26 November 2014. This new regulation is a consolidation within the existing laws of the previous regulation, to which were added a host of regulatory amendments, resulting in a more simplified reading of this regulation.

France

At national level, regulatory activities were focused on the publication of several Orders relating to aircraft, which remain within the regulatory competence of the French authorities. This involves, for microlights in particular, the implementation of an ID card with unlimited validity, and extending the Order of 23 September 1998 to French Polynesia. With regard to unmanned free balloons, an Order was also published, clearing them of the obligation to carry an airworthiness document.

Many projects were also initiated in 2014 in the framework of revising legislation relating to air displays. Two projects are currently being discussed with the other ministries concerned, the first concerning the removal from the scope of introductory flights for the 2015 season, and the second consisting in a more global revision enabling simplified procedures for users. DSAC aims at an implementation schedule for the 2016 season.

It is also worth underlining the revision launched in 2014 of the Order of 11 April 2012 relating to the design of unmanned civil aircraft, their operations and the competences required for the persons using them. The publication is expected in mid-2015. This new legislation takes into account the gained experience and aims at clarifying certain provisions, extending the scope of current activities and simplifying user procedures and the action of DSAC.

* Regulation (EU) 379/2014 amending Regulation (EU) 965/2012 of the Commission of 5 October



AVIATION PERSONNEL LICENSING

ICAO

Concerning ICAO regulatory activities involving personnel licences, improve pilot training in the wake of the flight AF 447 accident. In this context, more and more resources have been dedicated by DSAC to the work and reflections underway within ICAO regarding fields to be explored in order to reduce the risk of loss of control in flight.

Also, significant DSAC efforts have gone into participating in reflections conducted worldwide aimed at defining the reference framework for the training of future aviation professionals (pilots, air traffic controllers, and maintenance personnel for air navigation systems).

Europe

As far as aviation personnel are concerned, it should be noted that there have been major developments aimed at applying the strategy of the European Commission for general aviation (European General Aviation Safety Strategy). In this context, the application of certain provisions of the "Aircrew" regulation has been deferred to 2018 for pilot licences on light aircraft, balloons, gliders and for some training organisations, in order to start quickly in-depth reflections aimed at defining a third way for simplifying the regulatory framework for general aviation.

About air navigation personnel, after several years of important work carried out at European level, the regulation relating to the licensing of air traffic controllers (IR/ATCO) was adopted in 2014.

France

Nationally, the regulatory activity focused mainly on the publication of several Orders required for pursuing the implementation of the European "Aircrew" regulation.

This involves, in particular for test pilots and holders of military licences, to define the conditions for credit and conversion in order to obtain licences in compliance with European requirements. Furthermore,

in the field of general aviation, major consultation work has been undertaken with the aeronautical federations in order to enable pilots with a basic French private pilot licence ("brevet de base" - BB) and national instrument rating to pursue their activity, within



the "Aircrew" system. In this context, two important Orders were published. The first one was published to make enforceable the conditions concerning the conversion of the "BB" licence to the light aircraft pilot licence (LAPL), and the other one to determine the conditions of issuing national instrument rating for private pilot (F/N-IR(A)) and the associated privileges. There was also in 2014, the renewal of the "Professional Aircrew Council" (Conseil du Personnel Navigant professionnel) and of the "Disciplinary Council and Commissions" (Conseil et des commissions de discipline) for a period of one year.

AERODROMES SAFETY

ICAO

2014 saw the achievement of several major tasks undertaken at ICAO and related to aerodromes, and to which DSAC has been actively contributing for several years.

The second phase of the ICAO Aerodromes Panel work programme, which was completed in early 2014, had enabled the adoption, among others, of amendment 11B to Annex 14 - Volume I "Aerodrome design and operations". This amendment took effect on 30 November 2014, and France notified its differences to ICAO with respect to this amendment.

Other draft amendments to Annex 14 - Volumes 1 and 2 were subject in 2014 to a review and validation by the Aerodromes Panel. In addition, the third phase of the Panel work programme began.

ICAO "PANS Aerodromes Study Group" (PASG) took another step towards the achievement of the first phase of PANS-Aerodromes, in order to complement Annex 14 Volume 1 of ICAO with regard to aerodrome certification and oversight procedures, compatibility studies for the accommodation of a given aircraft at an aerodrome, and safety studies. ICAO analysed and took into consideration the comments made by the States during consultation on this draft document, and DGAC actively contributed to the drafting of the document, which is due to be published in early 2015 for applicability in late 2015.

The second work phase of PASG, which began in 2013, was pursued in 2014 with the production of PANS-Aerodromes drafts containing improved operation procedures for aerodromes. This production pertains, initially, to the fields of runway safety, apron safety, works, wildlife strike hazard, FOD management and runway inspections. PANS-Aerodromes drafts in the field of runway surface friction have also been produced by the Friction Task Force in charge of the production of amendments and guidance on this topic, and reviewed by the PASG.

Europe

Concerning aerodromes, DSAC also responded to multiple requests and consultations relating to the regulatory work of EASA. In 2014, Regulation (EU) 139/2014 establishing the administrative requirements and procedures relating to aerodromes was published. Non-binding regulations (acceptable means of compliance, certification specifications) and guidance to complement this new regulation were produced by EASA. The aerodromes concerned by the new European regulation shall obtain their European aerodrome safety certificate before 31 December 2017. In line with the provisions of Regulation (EC) 216/2008, France has chosen to exempt from these provisions the aerodromes that receive annually fewer than 10,000 passengers and record fewer than 850 aircraft movements linked to cargo operations. Lastly, and in order to eliminate any ambiguity concerning the aerodromes that fall within the scope of European regulation, these aerodromes are listed in a DSAC decision.



EASA also finalised, in 2014, a proposal for regulations aimed at supplementing the initial legislation in the field of apron management services. DGAC responded to the consultation on this draft, and conducted negotiations with EASA in summer 2014. In late 2014, France expressed itself in favour of this regulation project. These new regulations should come into being in 2015.

France

At national level, regulatory activity has mainly been manifested in the publication of various Orders, including two made in application of the new European regulations relating to aerodromes:

- Order of 30 April 2014 amending that of 2007 relating to the prevention of wildlife hazards at aerodromes;
- Order of 22 May 2014 relating to the exemption of aerodromes from the provisions of article 4, paragraph 3a, of the EASA basic regulation;
- Order of 12 June 2014 setting the deadline for requesting the conversion of a national aerodrome safety certificate into a European certificate.

Furthermore, three draft regulations were sent for consultation to the other signatory ministries and users in 2014, and should be published in early 2015. This involves:

- revision of the aviation easements Order of 7 June 2007 (amended), in order to eliminate the margins for fine and filiform obstacles;
- revision of the Decrees relating to wildlife strike hazard reductions, to extend to the overseas communities the provisions of Decree 2011-798 and to abrogate Decree 99-1162 of 1999 (certification of RFF and Wildlife strike Hazard Prevention Service (SPPA) bodies, following publication of Act 2012-1270 of 2012);
- extending to the French Overseas Communities the Order of 30 April 2014 amending the Order of 2007 relating to the wildlife strike hazard reduction at aerodromes.

Lastly, the aerodrome safety regulation office of DSAC has made progress on the revision of landing and take-off procedures outside of an aerodrome, and for the creation of a private aerodrome. The draft Decrees and Orders were sent for consultation and have been worked on jointly with the users and the Ministries concerned (Interior, Defence and Finance).

04 AIRCREWS

Drafting, implementing and organising the safety policy with regard to the competency, skills and medical fitness of aircrews are the main missions of the Aircrew directorate of DSAC.

2014 was marked particularly by the finalisation of the transition of "JAR FTO/TRTO" pilot training organisation into "Aircrew ATO" (aeroplane and helicopter) in accordance with the European Aircrew regulation; establishing the conversion of national licences and qualifications into the corresponding European licences; and pursuing the organisational changes relating to pilots' medical fitness as required by Part MED.

2014 was also marked by several regulatory changes with a direct impact on private pilots : competency-based instrument rating (CB IR), and the decision of the EASA Committee to undertake work on revising the implementation framework for the training of private pilots.

Aircrew exams

The DSAC reorganisation in 2014, involving the closure of certain regional offices, has led DSAC to develop and put in place new means for providing the theoretical examinations service: maintaining a private theoretical examination offer spread across the territory, and developing the implementation of new e-examination centers thanks to the software OCEANE. The use of the OCEANE e-examination tool was satisfactorily checked in 2014. Thus, from January 2015, OCEANE is made available for private license candidates as well as for professional licence candidates.

At the same time, projects for opening new OCEANE exam centres, or for extending the existing centres, were completed in 2014 or will be continued into 2015. DSAC will nevertheless continue to organise theory exam sessions on paper. For certain exam sites, maintaining this organisation will be facilitated by the contribution made by certain aeronautical federations.

The creation of new ways of examining English-language skills was subject to consultation with the operators and professional organisations. The modified

Order enables implementation of extended English-language skills exams during international IFR flights. Several operators have stated that they would like to organise this type of exam. A guide to the implementation of the Order has been drafted and distributed in order to help these operators in drawing up their procedures. Concerning IFR qualification, 2014 will have been marked by the transition between the private national IFR and the European competency-based IFR. Integration of the new European regulation has been accompanied by the publication of a national Order for the conversion of national IFR qualifications into European qualifications, the organisation of theory exams, and information for schools and examiners.

Aircrew licences

Starting in early 2014, DSAC began to issue the first private European aeroplane pilot licences, designated "LAPL-A". These LAPL (Light Aircraft Pilot Licences) are obtained either via ab initio training as stipulated by the European Regulation, or by converting the so-called "BB" (brevet de base) basic licences according to the conditions of the conversion report approved by EASA.

In parallel, DSAC obtained from the Agency the possibility of maintaining the mechanism for issuing the BB basic licence until 2018 and initiated, in consultation with the federations, work on putting into place the modular LAPL licence that is due to replace the BB. All these actions are undertaken while maintaining a training credit mechanism to enable BB basic licence trainees and LAPL trainees to access PPL training.

As far as gliders are concerned, in the framework of collaborative work with the French Gliders' Federation (FFVV), DSAC has put in place a mechanism to manage the conversion of national glider instructor qualifications into European qualifications. This conversion, whose methods have been accepted by EASA, will make it possible to perform training in accordance with the European regulation from the first months of 2015.

Regarding the SIGEBEL IT application used for the management of the aeronautical qualifications and licences of thousands of aircrews, DGAC made the choice of a new IT service provider. This change, as required by the French public contracts code, takes place several months prior to the go-live of a major SIGEBEL upgrade, as from 8 April 2015, which has been generated to ensure conformity with the Aircrew regulation. This will be the third major change since 8 April 2013.

Aircrew training and flight simulation resources

In 2014, DSAC continued to lead working groups with members from the various aeroplane, helicopter, balloon and gliding associations and federations, in order to make available to the airclubs the range of templates of those manuals required to ensure conformity with European requirements, as applicable from 8 April 2015.

DSAC involvement in certain regulatory EASA working groups made it possible to propose amendments to these regulations for improvement and ease of implementation.

- The oversight activities exercised by the DSAC/PN/FOR office concerning 63 professional ATOs (42 aeroplane ATOs and 21 helicopter ATOs) enabled these schools to take on board the new regulation, applicable since April 2013.

- FFA ATO approval dedicated to the training of FE-aeroplane examiners was delivered by DSAC/PN in December 2014.

Concerning FSTD (Flight Simulation Training Devices), DSAC verified conformity with the applicable Safety Management System requirements, as required from 8 April 2014 to flight simulator operators. FNPT (Flight Navigation and Procedures Trainers) operators, for both aeroplanes and helicopters, were encouraged to handle the regulation implementation in order to attain a level of conformity enabling them to be granted an extended interval between two DSAC assessments (passing from one year periodicity to two or three years, depending on their quality performance). Concerning training organisations providing training for cabin crew (CCA), DSAC/PN carried out the first periodic audits of the 12 approved training schools following the implementation of the new European regulation.

Check of Medical fitness for aircrews

2014 was a year of transition towards the application of the European "Aircrew" regulation. This transition was marked by the integration of medical norms that in some cases were revised, and by the overhaul of procedures for processing medical files raising questions and procedures for appeal to CMAC (French civil aviation medical council). For certain aircrew licences (private pilots), the opt-out of the "Aircrew" application date has led to maintaining the former organisation.

- Class 2 medical examiners can now undertake medical examinations of commercial aircrews.
- Each medical examination centre has been certified as in conformity with the Aircrew regulation.
- In 2014, the Medical office observed a strong increase in the flow of pilots' medical files between France and the Member States (see statistics in annex).

- The assessment work carried out to adopt a new IT application, and to implement the CPS card developed to secure sending of medical files, was finalised, and led to the decision to purchase the software package.

Flight Crew Inspections

En 2014, the numbers of pilot assessors (aeroplanes) within the PN/EPN office enabled a greater presence on the ground to be assured in the "Aircrew" and "Air-Ops" domains.

"Aircrew" domain

- 2014 began with the setting up of the first S-TRE standardisation conferences in reference to the new "Aircrew" regulation. The TRE/S-TRE guide has been totally revised.
- Establishment of a guide and recommended practices for high-performance, complex aeroplanes (HPAC).
- Several training organisations have been approved for the initial training and skills maintenance of TRE-MP examiners.
- 71 inspections have been carried out in this Aircrew domain (practical ATPL exams, TRE supervisions, assessment of teaching standards in ATOs, etc.).
- One pilot assessor was able to participate in the Airbus symposium on aircrew training, and another in the WATS symposium.

"Air-Ops" domain

- 182 oversight inspections of airlines were carried out in 2014 At the same time, the technical checks of the operators' manuals and the number of airline audits were handled according to the deadlines.
- Oversight missions on overseas territory operators were carried out at the request of the regional departments in French Antilles/French Guiana, French Polynesia, New Caledonia and the Indian Ocean.
- Participation in the assessment of a new operator and introduction of a new aircraft:
 - launch of a new operator, Dreamjet (B757);
 - introduction of the Falcon 7X with Dassault Falcon Service;
 - introduction of the Falcon F2000 with Michelin.
- Air France-KLM Group
 - Transavia development - migration policy for Air France pilots to Transavia;
 - establishment of the ATQP at Transavia;
 - participation in the oversight of the methods for establishing the ATQP within Air France.

Concerning the training of pilot assessors, DSAC also set up a training programme for FOI (Flight OPS Inspectors) and was able to increase its skills field by benefiting from two A350 qualification training courses.



TRAINING, FLIGHT SCHOOLS AND SIMULATORS

Distribution of ATOs

No. of ATOs certified per year	ATOs managed by PN/FOR		Total PN/FOR ATOs	ATOs managed in DSAC/IR		Total DSAC/IR ATOs	General total ATOs
	Light aviation	Professional		Light aviation	Professional		
2012	0	8	8	0	1	1	9
2013	0	24	24	16	7	23	47
2014	1	28	29	105	11	116	145
TOTAL	1	60	61	121	19	140	201

Distribution of helicopter ATOs

	ATOs managed by PN/FOR		PN/FOR HELICOPTER ATOs	ATO gérés en DSAC/IR		DSAC/IR HELICOPTER ATOs	Total HELICOPTER ATOs
	Light aviation	Professional		Light aviation	Professional		
as of 31 December 2014	0	20	20	18	1	19	39

Distribution of aeroplane ATOs

	ATOs managed by PN/FOR		PN/FOR AEROPLANE ATOs	ATOs managed in DSAC/IR		DSAC/IR AEROPLANE ATOs	Total AEROPLANE ATOs
	Light aviation	Professional		Light aviation	Professional		
as of 31 December 2014	1	40	41	103	18	121	162

Distribution of ATOs per category

	Light aviation ATOs (or section 1)	Professional ATOs (or section 2)	Total ATOs
as of 31 December 2014	122	79	201

Cabin crews

Certified CCA schools	
Type of training	Total as of 31/12/2014
CCA	12

Simulation resources

FSTD assessments	
Aeroplane flight simulators (FFS) (incl. 26 abroad)	75
Helicopter flight simulators (FFS) (incl. 2 abroad)	10
Aeroplane flight trainers (FTD) (incl. 1 abroad)	11
Helicopter flight trainers (FTD) (incl. 2 abroad)	8
Flight navigation and procedures trainers (FNPT) - aeroplanes	57
Flight navigation and procedures trainers (FNPT) - helicopters	17

Trainee statistics

	2013	2014	Variation
Aeroplane	2,864	2,902	1.3 %
Helicopter	596	605	1.5 %
CCA	1,396	1,422	1.8 %
Total	4,856	4,929	1.5 %

FSTD operator audits

58 FSTD conformity oversight audits carried out (incl. 13 abroad).

OSD A350 **4** missions

EXAMS

Aeronautical exams for private flight crews

Private non-FCL theory exams							
Non-FCL exams	Applied for exams				Present	Passed	%
	2011	2012	2013	2014	2014	2014	2014
BB	790	771	601	546	536	387	72%
Microlight	2,471	2,678	2,958	3,315	3,110	2,192	70%
Remote piloting (microlights)	-	-	-	1,590	1,493	819	55%

Private FCL theory exams							
FCL1 / FCL2 exams	Applied for tests				Present	Passed	%
	2011	2012	2013	2014	2014	2014	2014
PPL/H JAR FCL	1,037	970	936	161	108	87	81%
PPL/H PART FCL	-	-	-	192	184	109	59%
PPL/A JAR FCL	14,617	17,281	14,737	4,685	4,465	3,291	74%
PPL/A PART FCL	-	-	-	4,262	4,089	3,040	74%

Number of candidates passing private FCL and non-FCL theory exams				
Exams	2011	2012	2013	2014
PPL/A JAR FCL	2,357	2,715	2,507	986
PPL/A PART FCL	-	-	-	1,579
Microlight	1,689	1,897	2,156	2,192
Microlights (purpose: remote piloting)	-	-	-	819
BB	543	565	404	387
Glider pilot	-	-	-	34
PPLH JAR FCL	153	128	128	55
PPLH PART FCL	-	-	-	128

F/N - IRAT exams				
Total applications	Applied	Present	Passed	% passed
F/N - IRAT (private)	141	140	102	72.86%

Aeronautical exams for professional aircrews

F/N - IRAT exams				
Total applications	Applied	Present	Passed	% passed
ATPLA	7,053	7,015	5,847	83.35%
ATPLH / IFR	534	533	495	92.87%
ATPLH / VFR	134	134	106	79.10%
CPL Aeroplane	137	137	115	83.94%
CPL Helicopter	1,337	1,321	1,042	78.88%
IR professional	755	742	620	83.56%
CCA	2,036	1,810	1,198	66.19%
All candidates combined	11,986	11,692	9,423	80.59%



LICENCES

Issuing of aeronautical qualifications in 2014

Professional pilot licences	
Professional aeroplane pilot	419
Airline pilot (aeroplane)	174
Professional helicopter pilot	118
Airline pilot (helicopter)	25
Public transport flight engineer	0
Parachutist	33
Flight crew photographer	4
CCA (PNC)	1,378
Total	2,151
Private pilot licences	
Basic pilot	756
Light aircraft pilot (aeroplane) LAPL(A)	3
Private aeroplane pilot PPL(A)	1,813
Private helicopter pilot PPL(A)	110
Microlight pilot	2,357
Glider pilot	479
Balloon pilot	66
Total	5,584
Instrument rating	
IR aeroplane	624
IR helicopter	63

Aeronautical qualifications valid on 31/12/2014

Professional pilot licences		Private pilot licences	
Professional aeroplane pilot	5,491	Basic pilot	2,417
Airline pilot (aeroplane)	7,382	Private aeroplane pilot PPL(A)	26,664
Professional helicopter pilot	1,293	Private helicopter pilot PPL(A)	1,357
Airline pilot (helicopter)	211	Microlight pilot	71,295
Public transport flight engineer	23	Balloon pilot	970
Parachutist	231	Total	102,703
Flight crew photographer	5		
CFS - CCA	55,559		
Total	70,195		

Glider pilot
The validity of glider pilot licences is subject to skills maintenance requirements that are not recorded by DSAC. No valid licence statistics can therefore be supplied.
For any information, please consult the FFVV.



MEDICAL

Medical office activity / CMAC

	YEARS		
	2012	2013	2014
Files processed in the medical office	-	777	1,425
Files processed at CMAC	1,960	1,152	480
Appeal files and accountability processed at CMAC	25	29	103
Total CMAC/médical office	1,985	1,958	2,008
Processed files for foreign licences	142	745	1,457
Mail in and recording	5,855	5,475	7,410
Mail out	1,532	1,444	2,148



05 AIRWORTHINESS AND AIR OPERATIONS

The main missions of the Airworthiness and Operations technical department, which exercises its activity in compliance with the international, European and national standards, are as follows: drafting, implementing and organising safety policy with regard to technical attestations and oversight for air transport companies, for aerial work companies, for others involved in the operation of aircraft in general aviation, and for bodies involved in production, airworthiness monitoring and maintenance, and the personnel concerned, certification, airworthiness maintenance and the conditions under which aircraft are used.

DSAC under the vigilant gaze of EASA

Regulation (EC) 216/2008 confers on the European Aviation Safety Agency (EASA) the power to inspect national authorities. Within this framework, DSAC is frequently subject to standardisation inspections by EASA.

The EASA standardisation inspections are governed by Regulation (EU) 628/2013. They are organised per field of activity. Since 2014, the Agency has implemented a continuous oversight strategy for the authorities, based on risk assessment. Periodically, EASA updates a list of indicators specific to each authority, which determines the frequency and duration of the inspections that it carries out. With such a high level of aviation activity in France, DSAC is regularly inspected by EASA.

In 2014, three EASA inspections concerned the field of operations and airworthiness: one inspection relating to technical operation inspections in September, one relating to airworthiness in November (this inspection also concerned the OSAC-certified technical body), and one relating to AIR-OPS in December.

Each of these inspections provides DSAC with the opportunity to improve the quality of its actions. In an international setting, where the organisation of the French authorities is considered to be atypical, these inspections naturally generate methodological developments within DSAC.

DSAC also acts as service provider on behalf of EASA within a contractual framework. EASA, as the contracting client, regularly audits its service providers. An accreditation audit took place in April 2014.

A major regulatory change: the coming into force of "AIR-OPS"

28 October 2014 represented, for the DSAC services involved in the certification and oversight of airlines, a red-letter day. This day marked the coming into force of Regulation (EU) 965/2012 (designated the AIR-OPS regulation) concerning public transport flights by aeroplane and helicopter, and which took the place of the "EU-OPS" regulation, in force for many years.

Although there are not many changes to the technical requirements applicable to flights, compared to the previous benchmarks, the organisational framework has been drastically changed, both for the airlines and for the oversight authorities.

For the airlines, the new regulation imposes in particular structural constraints for their safety supervision actions, according to new concepts and by way of new functions. Over and above major documentary modifications, the regulation needs to be accompanied by a cultural change, which had been initiated in France to a certain degree through the obligation incumbent on operators since 2008* to implement safety management systems by 1 January 2012 at the latest.

For the authorities, their missions are now framed by highly precise rules regarding their own organisation, their methods, their documentation and their management of safety risks. These rules, similar to those introduced in 2013 for the "Aircrew"

* Order of 22 December 2008 relating to the implementation of safety management systems by public air transport companies and maintenance bodies.

regulation, are meant to be applied across the board in all fields of oversight within the remit of the authorities, in line with progressive modifications of the European regulations. It should be noted in particular that the new European regulatory framework is stricter with respect to the correction of deviations as notified to the operators by the authorities.



This regulatory change regarding air operations has led DSAC to re-certify the aeroplane and helicopter operators. This work, begun back in 2012, has entailed in particular for DSAC many meetings, specific audit missions for each operator, and the drafting of new operations manuals and the associated authorisations. DSAC has supported the operators right through the transition process, in particular by way of supplying tools, numerous exchanges, and technical seminars that were highly appreciated by the operators. In 2014, two seminars took place, in February and in April, one of which featured the participation of EASA representatives and representatives of other European authorities. DSAC internal documents were comprehensively reviewed, in order to reflect the coming into force of the Air Operations Regulation. The tools provided to the safety oversight inspectors are now structured according to the broad chapters of the regulation. They have been conceived from the start for ease of use by the DSAC officers in the course of their certification and oversight missions and so, to reflect the generalisation of electronic documentation among operators, the manuals of airworthiness and operations (DSAC/NO) inspectors are available in electronic version, with internal navigation tools. In parallel with this modernisation of the documents of the authority, DSAC has embarked upon a process for producing and updating guides meant for aircraft operators, to be published progressively on the Ministry website. Thanks to the mobilisation of all concerned, the Air-Ops transition has run without a hitch. A real success!



AIRWORTHINESS

Fleet registered in France

(as of 31/12/2014)	13,490
--------------------	--------

Aircraft possessing a valid airworthiness certificate (as of 31/12/2014)

General aviation	7,852
Commercial air transport	753
Total	8,587

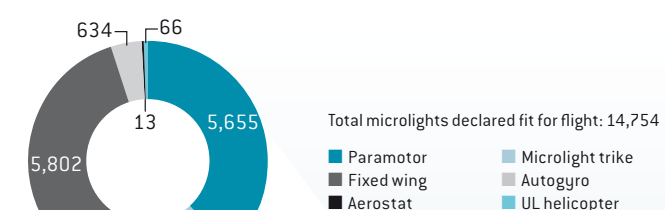
Issuing of airworthiness documents

as of 31/12/2014	2,299
------------------	-------

Valid microlight ID cards

as of 31/12/2014	14,754
------------------	--------

Distribution of microlights declared fit for flight per class (as of 31/12/2014)



Remote-controlled aircraft Airworthiness documents delivered in 2014

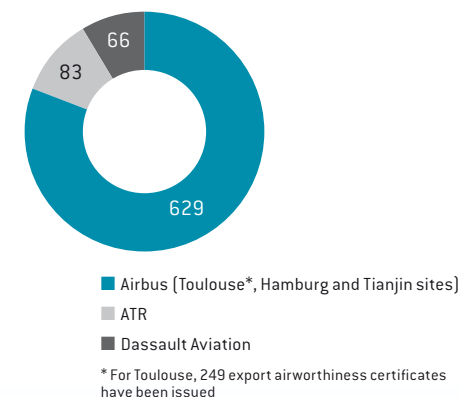
Type design attestations (including revisions) (104 covering S-2, 110 covering S-3, 1 covering S-4)	156
Specific authorisations (including revisions) (67 covering S-2, 96 covering S-3, 1 covering S-4)	124
Specific authorisations, mainly for S-3 captive > 4kg	32
Passes (including revisions)	65

Production (as of 31/12/2014)

Production organisations subject to French oversight (as of 31/12/2014)

Part 21G	201 + 1 foreign organisation (monitored on behalf of EASA)
Part 21F	4

Transport aircraft



General aviation

Aérophile SA	3
Robin Aircraft	2
Ballons Chaize	3
EADS Socata	51
Issoire Aviation	0
Llopis Balloons	2
Reims Aviation	0

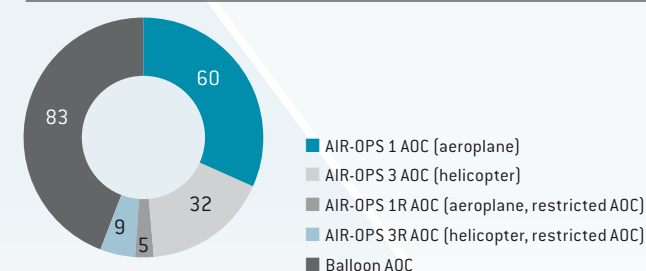
Civil helicopters

Eurocopter	191
Guimbal	27

AIRCRAFT OPERATIONS & MAINTENANCE

Air operator certificates

as of 31/12/2014	189
------------------	-----



Airlines

In-flight inspections	355
Training inspections on simulator	146
Ground course training inspections	84

Technical assessments issued to the air transport directorate

issued in 2014	412
----------------	-----

AOC safety oversight acts carried out in 2014	385
Operator support meetings	350
Authorised ETOPS companies	357

Aircraft operation ramp inspections

Total number of inspections in 2014	2,869
For French airlines (SANA)	721
For foreign airlines (SAFA)	2,148

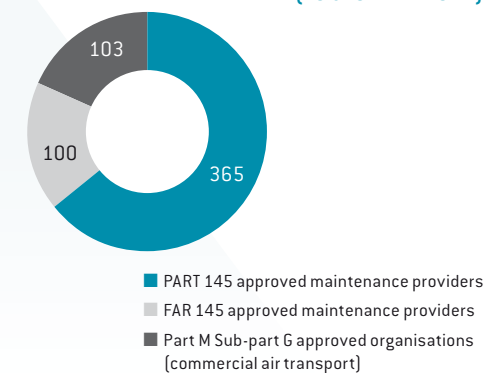
Hazardous materials transport authorisations (class 1)

64

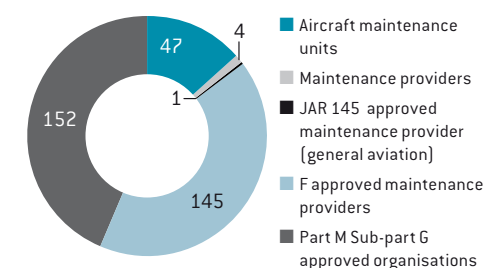
Remote-controlled aircraft (as of 31/12/2014)

Referenced operators	1,256
Referenced UAVs	2,058

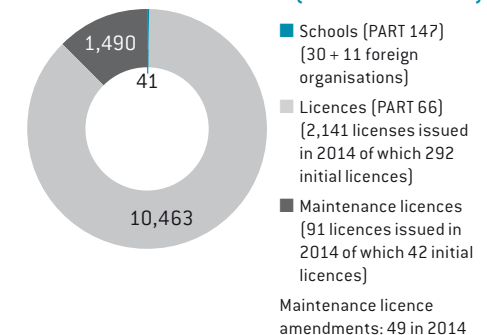
Oversight of PART 145, FAR 145, JAR 145 maintenance providers (as of 31/12/2014)



General aviation maintenance surveillance (as of 31/12/2014)



Maintenance personnel training oversight (as of 31/12/2014)





06 AIRPORTS AND AIR NAVIGATION

The Airports & Air Navigation Department (ANA) is responsible for: certification and oversight of air navigation service providers and aerodrome operators; drafting and implementing the safety policy in regard to the fitness for flight and competences of personnel; and for the technical approval of the systems and materials involved in these services.

DSAC/ANA also provides the air transport department with its technical expertise for drafting national and international regulations in the field of air navigation and airspace.

Airports: toward the conversion of airport safety certificates

Since 2006, when the appropriate national regulatory framework was put in place, DSAC has delivered airport safety certificates to 76 aerodrome operators.

This process reached a conclusion in 2014 with the certification of all aerodromes receiving more than 10,000 commercial passengers per year, excluding aerodromes in the COM (overseas French territories) with traffic between 10,000 and 30,000 commercial passengers per year (to be concluded at a later date).

These certifications are produced in accordance with the recommendations of ICAO, with the production of an aerodrome manual and the implementation of a safety management system. The certificates are delivered following an 18-month process including a DSAC audit aimed at ensuring the conformity of the aerodrome with all requirements linked to the certificate.

The oversight of non-certified aerodromes and certificate follow-up are carried out on a continuous basis by the interregional departments for civil aviation safety. This aims at ensuring that the aerodrome is permanently compliant with the applicable standards, and that the operator duly takes account of the observations arising from inspections.

This national mechanism is now replaced by certification in accordance with European prescriptions. This process began in March 2014 with the coming into force of Regulation (EU) 139/2014 defining the implementation rules of Regulation (EC) 216/2008 concerning the common rules in the field of civil aviation and instituting a European Aviation Safety Agency (EASA). This regulation provides in particular for a transition period until the end of 2017 for converting all national certificates into European certificates. It should be noted that, in accordance with what is authorised by the European provisions, DSAC has exempted aerodromes not receiving more than 10,000 passengers per year and not more than 850 annual aircraft movements linked to freight operations. A total of 58 French aerodromes are therefore concerned by the European certification process, with the other aerodromes (essentially in the French overseas territories) remaining subject to the national certification regime.

An implementation mechanism for this regulation has been put in place by DSAC. This mechanism should make it possible to convert all certificates before the end of the transition period. An Order has therefore been published in order to organise progressively the conversion of the certificates in line with the commercial traffic. In addition, DSAC is updating its oversight and certification methods in order to adapt them to European requirements. Lastly, DSAC is offering support to aerodrome operators in order to limit as far as possible the impact of the conversion on their activity. Furthermore, reflections on the convergence between the national regulation and the European regulation have been initiated. This will make it possible ultimately to obtain consistent requirements between the aerodromes remaining under a uniquely national regulatory regime and those that will be subject to the European regulatory regime.

Certifications and continuous oversight of air navigation service providers

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

- Météo France: delivered in December 2006 and renewed in December 2010 for a duration of six years, for providing meteorological services to air navigation;

- DSNA: delivered in December 2006 and renewed in December 2010 for a duration of six years, for supplying the following services:

- route and approach control,
- aerodrome flight information service,
- communication, navigation and surveillance (CNS),
- aeronautical information;

- AFIS service providers: excluding French overseas territories (cf. below) more than 60 certificates delivered for providing the aerodrome flight information service. Two of these AFIS providers are also certified for providing CNS services;

- French overseas territory service providers: French Polynesia, New Caledonia, Wallis-&-Futuna, and Saint-Pierre-&-Miquelon, comprising nine service providers rendering ATC, flight information and/or CNS services to around 30 aerodromes.

DIRCAM (military air traffic directorate) exercises the oversight and certification activities for military service providers on behalf of DSAC and by applying the methods defined by DSAC. The certified military service providers are as follows: ALAVIA (Naval Aviation General Staff), CFA (Air Force Command), CSA (Air Force Support Command), COMALAT (Army Light Aviation Command), DIA (Aeronautical Information Division), DGA-EV (Flight Testing) and DIRISI (Joint Armed Forces Directorate of Infrastructure Networks and Information Systems for Defence).

In 2014, DSAC renewed the certificate for Jersey, which provides control and CNS services in FIR (flight information region) France on behalf of DSNA. This certification was made possible thanks to the excellent relations with the UK authority, which handles oversight of this service provider on behalf of DSAC.

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

- audits: every two years, every functional domain of each service provider must be audited;
- change monitoring: safety studies are verified by the oversight authority, whose agreement is required for the implementation of the changes that it decides to monitor. Approximately 100 operational changes are verified in this way every year;
- oversight of safety performance: in particular, by monitoring safety performance indicators imposed by the European Commission, associated with national indicators;
- oversight of the European interoperability regulation. This regulation aims at encouraging the development of a consistent and interoperable air navigation system. The Commission publishes, in this context, interoperability regulations concerning the technical systems and/or the methods for operating these systems. DSAC also provides oversight for organisations involved in designing instrument ratings procedures. 2014 was also marked by the first EASA audit of DSAC, involving its oversight activities for air navigation service providers (ATM/ANS domains and ATCO licences). This inspection mobilised for two weeks the central division, three DSAC/IR offices, and numerous



service providers (including DSNA). Validation, followed by the implementation, of the corrective action plan will be one of the major projects in 2015 for the Airports and Air Navigation department. Lastly, it should be noted that the European regulatory framework is in the throes of major overhaul, with the impending implementation of IR ATM. DSAC services have been mobilised to take part in the process of drafting future regulations, by formulating a raft of comments.

Air Navigation Services Personnel oversight

Since 17 May 2008, DSAC has handled the delivery and maintenance of licences, endorsements and licence qualifications for air traffic controllers, involving 4,500 DSNA controllers and 1,500 controllers attached to the Ministry of Defence.

These licences comply since September 2011 with the requirements of Regulation 805/2011 of the Commission of 10 August 2011 establishing the modalities relating to the licences and certain certificates of air traffic controllers. This Regulation 805/2011 replaces the Orders issued in transposition of licence directive 23/2006.

With the aim of optimising licence management procedures, DSAC has moved progressively towards electronic licensing in a process that began in November 2010, with military air controller licences, and terminated in June 2012 with the licences of DSNA controllers. This means that the licence management services for the military air navigation and DSNA service providers can access up-to-date licence information for their controllers from a dedicated website developed by the IT services department (SG-DSI) in coordination with DSAC.



Since 1 January 2013, DSNA has a single certificate covering all its training organisations, which has made it possible to streamline DSAC oversight while remaining compliant with the requirements of the Single Sky regulations. DSAC resumed the oversight cycle for Defence training organisations following a suspension of oversight in order to enable these organisations to put in place a major corrective action plan following the first audits campaign. DSAC is involved in FABEC work on training, defining the means of oversight by the 6 competent FABEC authorities, and the implementation of the initial training methods for air traffic controllers for the 6 air navigation service providers of FABEC.

SOME STATISTICS

ATCO (Air Traffic Controller) licences for air navigation control engineers

- Trainee licences delivered: 133 (112 DSNA – 21 Defence)
- Licences delivered: 100 (55 DSNA – 45 Defence)
- Licence extensions: 8,272
- Competence examiners approval: 268

ATSEP licences

On 11 September 2014 the Order was published enabling the establishment of ATSEP (Air Traffic Safety Electronic Personnel) licences for IESSA (air safety system electronics engineers) delivered by DSAC. The graduates of 2011 obtained their licences, and the first licences issued based on past experience were delivered. In all, 116 licences were issued in 2014.

From a joint manual for the FABEC air navigation oversight authorities to the pooling of regulatory audits

In 2011, the national oversight authorities of Belgium, Luxembourg, Germany, Netherlands, Switzerland and France adopted an agreement aimed at sharing and harmonising the oversight methods of service providers within FABEC.

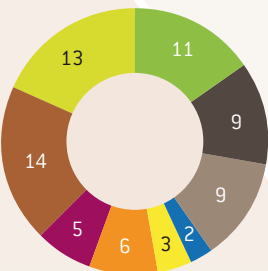


The first work undertaken in this framework culminated in 2012 with the drafting of a joint manual defining the methods of oversight for service providers offering cross-border services and for safety performance, and of the methods for notifying and reviewing functional system changes with an impact on safety. In late 2013, a new stage in oversight pooling was broached with approval by the FABEC NSA Committee (the decision-making body for the oversight authorities of the FABEC Member States) for the regular participation of auditors from the other States in regulatory audits of FABEC service providers. So it was, in 2014, that a Belgian auditor took part in the CRNA-SE audit as an observer. Likewise, a French auditor took part in an audit for the Luxembourg service provider. This first phase of exchanging observers will provide input for feedback in early 2015, and will be pursued with exchanges of auditors. In parallel, the FABEC joint manual continues to evolve in order to integrate these new methods and harmonise practices within FABEC. This manual draws on the contribution of many working groups.



AIRPORTS

Airports to be certified



- > 1,500,000 pax
11 certified in 2007
- 1,500,000 > pax > 750,000
9 certified in March 2008
- 750,000 > pax > 350,000
7 certified in 2009 and 2 certified in 2010
- 350,000 > pax > 300,000
1 certified in 2010 and 1 certified in 2011
- 300,000 > pax > 250,000
2 certified in 2011 and 1 certified in 2012
- 250,000 > pax > 150,000
5 certified in 2012 and 1 certified in 2013
- 150,000 > pax > 100,000
5 certified in 2012
- 100,000 > pax > 30,000
8 certified in 2013 and 6 certified in 2014
- 30,000 > pax > 10,000
13 certified in 2013

Certified airports 74

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

Aerodromes open to public use and with restricted use502

Heliports.....308

edited training organizations	
ARFF	5
Wildlife hazards prevention service	2

AIR NAVIGATION PERSONNEL

Controller licences delivered	100
of which 55 DSNA licences and 45 Defence licences	
Trainee controller licences delivered	133
of which 112 DSNA licences and 21 Defence licences	
Licence extensions	8,272
Competence examiner attestations	268
Licences for maintenance personnel and for technical monitoring of air navigation systems	116
Training audits	10

AIR NAVIGATION SERVICE PROVIDERS

Certified AFIS service providers as of 31/12/2014	69
incl. 24 renewals, 1 service provider change in 2014	
Certified military service providers as of 31/12/14	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 French overseas territories certified on 31/12/2014	
• French Polynesia: DAC-PF (21 AFIS), Tahiti airport (1 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), STP-WF (1 AFIS)	
• Saint-Pierre-&-Miquelon: extension of the DSNA certificate for the control service 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 carried out per Service Providers Certification (CNA):	
National air navigation service provider audits	12
Participation in AFIS audits of DSAC/IR	3

SYSTEMS AND EQUIPMENT

Changes subject to a follow-up decision in 2014	38
incl. 2 MET changes and 1 change in the French overseas territories	
Changes being followed up in 2014	54
Changes accepted following examination of the safety file	31
incl. 2 MET and 2 for the French overseas territories	

07 SECURITY

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 illicit activities. This is the main role of the 120 or so DSAC officers involved in this domain.

Training and certification of personnel carrying out security inspections

Since 1 January 2013, the security officers carrying out the screening of passengers, cabin and hold baggage, freight, in-flight supplies, airport supplies and vehicles, as well as those conducting surveillance and patrol operations, are certified in compliance with the obligations of the European regulation by DSAC, upon delegation from the Minister responsible for civil aviation. With the implementation of a transitional phase in order to spread over three years the certifications of the almost 12,000 security officers in French airports, 7,991 candidates presented themselves for examination in 2014: 4,087 for initial certification and 3,904 for certification renewal exams. For these exams, DSAC works alongside ENAC, which has accredited 55 examination centres (metropolitan France and overseas territories combined). The exam pass rate is close to 90%.

In addition, since the security instructors deliver initial and periodic training courses to these officers, they are also certified by DSAC. In 2014, 18 new instructors were trained by ENAC on behalf of the Minister, then certified by DSAC, which chairs the interministerial certification juries (DSAC, ENAC, GTA and PAF). In all, at the end of 2014, 233 instructors had been certified by DSAC, which brought them together for a conference held on 18 March 2014 in the DGAC amphitheatre (around 150 instructors were present).

DSAC and ENAC produced in 2013, and maintained up-to-date in 2014, a complete panel of 16 teaching kits to serve as reference courses to be used by these instructors. For the instructors who chose not to take up these DGAC reference courses, a total of 110 sets of course content were approved, including 66 in 2014. This concerns principally the approval of imaging software aid courses.

OUR MISSIONS:

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

Approval and oversight of stakeholders

In 2014, **373 approvals or designations** (first issues or renewals) were issued by DSAC to organisations implementing security measures, based on examination of their security program and inspection of the implementation of these programmes. These approvals concerned 16 aerodrome operators, 13 airlines, 194 freight and in-flight companies and 140 designations of airlines transporting freight from third-party countries (ACC3).

Furthermore, 15 EU validators were trained and certified by DSAC in 2014 for exercising tasks in a new field of activity: the validation of known suppliers (in-flight and/or airport supplies). These EU validators will enable France to ensure its conformity in relation to the changes in European regulations, occurring in 2014, in the field of the secure chain of goods and products for use on board aircraft (in-flight supplies) or in regulated-access security zones (airport supplies).

Additionally, DSAC exercises regular oversight of approved entities in order to ensure that the conditions pertaining for deliverance of the approval are maintained. To this end, it carried out, in 2014, **329 continuous oversight inspections**.

Operational oversight actions

In addition to the oversight of approved stakeholders, DSAC coordinates and implements **operational oversight of the security mechanism** so as to ensure the correct implementation and efficiency of the security measures at airports.

To this end, DSAC launched 10 airport security audits in 2014. These audits make it possible to ensure correct observance of the security rules and to judge on the ground the interrelations between the various stakeholders concerned.

DSAC also organises **the coordination of standardised oversight actions** carried out by the other State services, including in particular targeted inspections aimed at checking the correct application by an operator of a particular point of regulation, and tests in

operational situations aimed at measuring the capacity for detecting prohibited items, and ensuring that security officers at the major hubs demonstrate the requisite vigilance.

Within this framework, **the Air Transport Gendarmerie (GTA) and the Border Police (PAF)** carried out 845 targeted inspections in 2014 on behalf of DSAC and **1,791 tests in standardised operational situations**. This mechanism was supplemented by the Border Police, which carried out 2807 tests in operational situations.

Inspections of the European Commission

The European Commission regularly carries out inspections in order to check the uniform conformity of the security regulations within the Member States. In 2014, an **inspection of Orly airport** and **inspection of Bordeaux airport** took place. DSAC supported and followed up these inspections.

The major nonconformities recorded in the course of the first inspection, and which concerned the handling of the security of in-flight supplies and security searches for certain aircraft, were rapidly corrected. For all the points raised in the course of this inspection, the involvement of the various airport stakeholders, the various State services and the whole of DSAC led to the establishment of a situation of conformity with the European regulation following the implementation of various corrective actions.

The second inspection produced globally satisfactory results, and this inspection is currently being followed up.

Implementation guides for security stakeholders

Generally, whenever there is a change to the regulations, DSAC produces implementation guides aimed at the operators and inspection services. These guides describe the acceptable means of ensuring conformity with European and French security regulations, so that practices are uniform throughout the territory. They are therefore published or modified following consultation with all security stakeholders. In 2014, the implementation guide was published relating to the screening of LAGs (liquids, aerosols and gels). The updated guides were: the hand search guide, the guide relating to aircraft security (aircraft searches and protection) and three guides relating to training (attestations, instructors and training course content).

Securing the information systems

In 2014, 14 management information system security audits were carried out:

- 11 audits concerned the following entities: CRNA/SE, CRNA/SO, DO/EC, DSAC CE, DSAC NE, DSAC O, DSAC OI, DSAC S, SNA/S, SIA, SSIM. The goal was to check that the sites deployed the systems that they use in compliance with the stipulated operating provi-

NUMBER OF ENTITIES POSSESSING SECURITY CERTIFICATION / APPROVAL DELIVERED BY DSAC:

- 59 aerodrome operators
- 20 air transport companies (airlines)
- 519 regulated agents (freight companies)
- 166 known consignors (freight companies)
- 85 regulated suppliers (in-flight catering companies)
- 140 ACC3 designations (Air Cargo or mail Carrier operating in the European Union from a third-party country airport)

sions. It should be noted that the DSAC/S and SNA/S audits, on the Toulouse site, were conducted with the assistance of two different service providers, on a complementary basis, in order to reduce the workload while at the same time ensuring the efficiency of the inspections.

- 3 audits concerned Information Systems (KASPERSKY antivirus and IT protection system; PERICLES support tool for the oversight of operators in matters of security; and STITCH system for processing personal ID documents (access control pass, vehicle pass, etc.)). The goal was to verify that these systems satisfied the requirements arising from the security policy. The KASPERSKY audit focused on the sites using this software. Concerning STITCH, this was the second audit upstream of system development, aimed at assessing the development specifications. The previous audit had concerned the provisions of the invitation to tender.

The "S.U.R." method, developed in 2013, and based on the Sensitivity of the system, its functional Utility and the uRgency of the inspection, and enabling more rational planning of the management information system audits, was rolled out for the first time in 2014. This planning takes account of the date of the last audit for a given system, the system technology, and the imminence of a major change.

08 ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

Seeking the best compromise between aviation activity and respect for the environment and the populace

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

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

In 2014, DSAC took part in consultative environmental committees dealing with 48 airports that are particularly sensitive from an environmental point of view, and in working groups assembled under their aegis (environmental charter follow-up committees, thematic meetings). The interregional offices (DSAC/IR) bring

objective elements into the discussion (traffic statistics, oversight

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. Monitoring compliance with "least noise" flight paths constituted a priority in 2014.

The DSAC/IRs also take part in consultative committees for aid to local residents (CCARs), tasked with studying projects to help with the soundproofing of homes situated within the zones defined by the noise nuisance plans. 12 airfields in France have traffic levels enabling, according to the regulations, the implementation of such a mechanism. In 2014, the rate of soundproofing aid amounted to 100% of the costs of the diagnostics and the work carried out. By way of example, the CCAR of the three major Paris airports (Paris Charles-de-Gaulle, Paris Orly and Paris-Le Bourget) led in 2014 to the approval of work to be carried out on 1151 homes, representing €13 million in expenditure*.

Ensuring compliance with environmental regulations

16 airports in France, among the most significant in terms of traffic and noise pollution, are today subject to environmental restriction orders aimed at reducing the noise nuisance linked to their operations. Breaches of these rules are systematically recorded by certified DSAC officers and communicated to the airport nuisance control authority (ACNUSA - Autorité de contrôle des nuisances aéroportuaires). The operators risk incurring a fine of up to €20,000, which may be increased to €40,000 for certain breaches recorded as from 1 January 2014, and in particular those relating to failure to comply with night-flight restrictions or aircraft noise performance. In 2014, DSAC passed on to ACNUSA 395 reports for non-compliance with environmental restriction orders, compared to 418 in 2013. This slight drop can be explained both by more responsible behaviour on the part of the operators, particularly evident with regard to certain types of breach, and by improvements in the information supplied to pilots (specification or redefinition of procedures). To encourage this trend, DSAC is pursuing its prevention actions with operators at the same time as dealing with breaches, by way of correspondence and meetings.

* including approximately 85% within the scope of the noise nuisance plan of the three airports of the Paris region.

Urban planning: another aspect of sustainable development

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

Around airports, DSAC is working on updating the noise exposure plans: 187 aerodromes today have a noise exposure plan, and 32 are currently being drafted or revised. Most of the current files are concerned by the recent Decree 2012-1470 which takes better account of the airfields with lower or less regular traffic, such as general aviation aerodromes. Lastly, for the smallest airfields, for which this exercise is not justified, the procedures for drafting noise exposure plans have been cancelled.



Close to aerodromes, or around navigation facilities, the DSAC/IRs seek sometimes innovative solutions in order to reconcile local development issues with aviation safety. The DSAC/IRs were called upon to express opinion in many consultations in 2014, including a high proportion of wind farm projects. Some of the most complex dossiers include projects for installing wind farms near to VORs, or high-rise building projects (for example, at Issy-les-Moulineaux, along the take-off and landing trajectories for Paris-Issy-les-Moulineaux heliport). In most of the regions, SNIA (the national aeronautical engineering service) already constitutes the single entry point for all DGAC urban planning files. This deployment in the last of the regions will be finalised in 2015.

The DSAC/IRs will continue to be called upon for complex projects in which their expertise and their field knowledge are precious commodities.





09 THE DSAC/IRs

DSAC/IRs: closer to the end user

In order to conduct its mission in as close proximity as possible to users, and subject to the competences of the central division, the “interregional departments” - designated DSAC/IR - are tasked with taking the measures and applying the decisions required in the fields of aviation safety and security, with regard to the persons, the organisations and the systems and materials that fall within their territorial remit.

The scope of the DSAC/IR extends to all natural or legal persons, public or private entities, that are subject to the requirements of regulatory, EU and national legislation with regard to the economic and financial, safety, security and environmental oversight incumbent on the Prefects of the zone, the region, the department or the DTA (air transport directorate), when the latter is responsible for

the activities concerned. In addition, the DSAC/IRs are called upon to participate in the actions of the DTA with regard to the use of the airspace and relations with airspace users.

Lastly, each DSAC/IR actively assists the officers under its territorial responsibility with their integration in their professional environment, through initiatives targeting their housing, catering, social, sports and cultural activities, as well as their health & safety and working conditions.

The DSAC/IRs can also take charge of actions relating to the real estate policy, IT or logistics, according to the methods and procedures defined by the DGAC General Secretariat.

There are nine such interregional departments, spread throughout metropolitan France and in the overseas territories, in French West Indies and French Guiana and the Indian ocean.

KEY FIGURES

9 DSAC/IRs

7 in metropolitan France

2 in the French overseas territories

915 officers

FRENCH WEST INDIES FRENCH GUIANA



Director:
Philippe GUIVARC'H
Head Office:
Fort-de-France



A WORD FROM THE DIRECTOR

The airport : a tool in the service of economic development

The airport: a tool in the service of economic development? It most certainly is, and it represents far more than that in our island regions such as the French West Indies, or a territorial enclave such as French Guiana. But that isn't all. The aeroplane is also, in our regions, a vital tool for society, and therein no doubt lays the major difference with respect to air transport in mainland France. The aeroplane represents territorial continuity, and not just between mainland France and our three major airports Pointe-à-Pitre Le Raizet, Martinique Aimé Césaire and Cayenne Félix Eboué. It also opens up the interior of French Guiana, accessible via the airports of Maripasoula, Saül, Grand-Santi and Saint-Laurent du Maroni. Moreover, it provides the link with Saint-Martin, Saint-Barthélemy, and soon with the airfields of the Guadeloupe archipelago: les Saintes, Marie Galante, la Désirade. All these names seem so exotic, but for the territories themselves, for the populations, the aeroplane represents a social link, an ambulance service, life itself. The figures for air traffic in 2014 reflect this reality. There is the bedrock of traffic generated by social activity, and there is the air traffic variation that is in large part linked to tourism, and therefore to the economic - or even political - situation, since traffic flows also evolve to reflect geopolitical criteria. In this context, the French West Indies passenger traffic is quite stable, despite a depressed economic situation. Traffic for Martinique Aimé Césaire airport, with 1,624,500 passengers in 2014, is stagnant with respect to 2013, and has still not returned its 2000 levels. Worthy of note is the launch of a direct route to Cuba, and also with San Juan.



Pointe-à-Pitre Le Raizet is down slightly, with 2,030,000 passengers. In both cases, the withdrawal - off-season - of XL Airways has had a detrimental impact on the results.

In French Guiana, Cayenne Félix Eboué is also slightly down: 414,646 passengers (down 1.3%), whereas the Maripasoula and Grand-Santi airports have witnessed a significant increase in traffic, up by 5.5% and 11% respectively.

With regard to major national airports, the airport company Guadeloupe Pôle Caraïbes was created at the end of 2014, to sit alongside SA Martinique Aimé Césaire. It may also be noted that freight traffic has risen slightly, from 3% to 5%, which augurs for a possible upturn in traffic.

Activity stretching across the Caribbean, to South America and also to Europe

European regulations are fully applicable in our overseas regions and 2014 was, just as in metropolitan France, the year for conversion of the air carrier certificates to the AIR-OPS standard, and for launching the conversion processes for the safety certificates of the Guadeloupe and Martinique airports. The application of these regulations demands rigour, but also the capacity to adapt to the local context, such as for the airfields in the French Guiana interior. In the field of light aviation, the Saint-Martin flying club was the first in the French West Indies zone to obtain its ATO certificate, in early 2014.

2014 was also a year of transition. The executive team was entirely renewed, with a new director and a new vice-director. A new delegate was designated in Guadeloupe. The post of delegate for the islands of Saint-Martin et Saint-Barthélemy was not renewed. The DSAC AG organisation was also reviewed in order to adapt more effectively to the requirements of the new regulations and to increasing levels of professionalisation.

The islands of Saint-Martin and Saint-Barthélemy were therefore attached to the Guadeloupe delegation, and the personnel of the former Martinique oversight division were attached to the technical divisions of the head office, according to their respective specialities.

IN BRIEF

Airport safety

- Conversion of safety certificates: organisation of conversion process launch meetings for Pointe-à-Pitre Le Raizet, Fort-de-France Aimé Césaire and Cayenne Félix Eboué.
- Pointe-à-Pitre: establishment of a certificate valid until December 2017 for the Guadeloupe Pôle Caraïbes airport company.
- Status change from private aerodrome to restricted usage aerodrome for Kourou.

Air transport

- Opening of routes between: Martinique - Havana, Fort de France - San Juan and Pointe à Pitre - San Juan.
- Annual meeting with all incumbent airlines, for exchanging ideas relating to various aspects of aviation safety.
- Cooperation between the DSAC AG and the civil aviation authorities of the Netherlands and Sint-Maarten (SACA and SAFA inspections carried out jointly).
- Creation of a database recording the fleet of aircraft based in the French West Indies and French Guiana.

Territorial - environmental - sustainable development aspects

Ground handling and Economic regulation

- Organisation and convening of COCOECO meetings at Pointe-à-Pitre Le Raizet, Cayenne Félix Eboué, Martinique Aimé Césaire.
- Transfer, on 19 December 2014, of the Pointe-à-Pitre Le Raizet airport franchise to the Guadeloupe Pôle Caraïbes airport company.

Security

- National security audit for Pointe-à-Pitre Le Raizet airport.
- National security audit for Saint-Martin Grand Case airport.



General aviation

- Disciplinary committee meeting in December.
- Meeting with the International Field Office of the FAA in Miami to discuss various subjects, including some linked to the significant number of aircraft with US registration based in French West Indies and French Guiana.

Air navigation

- Two continuous oversight and follow-up actions implemented for corrective action plans at Saint-Martin and Saint-Barthélemy.

AERODROMES

- 7** open to public use including **6** commercial aerodromes (aerodromes subject to taxation)
- 10** aerodromes approved for restricted use
- 1** aerodrome for private use
- 16** microlight platforms
- 3** heliports
- 10** helipads

ENVIRONMENT

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

SAFETY

- Airports**
- 6** certified aerodrome operators
- 7** approved runways
- 2** SMS audits
- 6** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 3** aeronautical protection zones approved by ministerial order

SÛRETÉ

- 10** security approvals - renewed in 2014:
- **0** aerodrome operators (out of 3 approvals)
- **1** air carrier company (out of 2 approvals)
- **3** authorised agents (out of 8 approvals) as DSAC management body
- **2** authorised suppliers (out of 5 approvals) as DSAC management body
- **4** known shippers (out of 7 approvals) as DSAC management body
- 2** security audits for a DSAC/IR airport
- 2** local security committee meetings
- 14** operational security committee meetings
- 2** security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 5** air transport companies incl. **4** for aeroplanes and **1** for helicopters
- 12** audits in 2014
- Technical inspections in 2014:
- 134** SAFA, **80** SANA

GENERAL AVIATION

- 51** aerial work companies (incl. 27 UAV)
- Missions with flying clubs: **4** oversight actions
- Airshows in 2014: **9** minor
- 2** approved training organisations
- 419** aeronautical qualifications issued in 2014
- 12** infringement files processed
- 1** disciplinary committee meeting held

ECONOMIC REGULATION

- 72** ground handling company approvals
- Number of PSO routes: **7** pending
- 5** air carrier operation licenses

RESOURCES

- Headcount: **91**
- Budget: AE **€1,632,000** / CP **€1,886,000**
- Air transport:
- AE **€77,000** / CP **€89,000**
- Surveillance and certification:
- AE **€1,451,000** / CP **€1,693,000**
- Social action & annuities:
- AE **€104,000** / CP **€104,000**

CENTRE EAST



Director:
Michel Hupays
Head Office:
Lyon-Saint Exupéry
airport



A WORD FROM THE DIRECTOR

2014 has not been a vintage year for commercial air traffic in the Rhône-Alpes region

After several years of continuous growth, passenger traffic at Lyon Saint Exupéry fell by 1.16%, to close the year on fewer than 8.5 million passengers. The low-cost airlines growth was unable to compensate in 2014 for the weakening of the Air France Group, which re-centred its activity on the Paris hubs. Freight alone was able to boast healthy figures, with 11.13% growth. Faced with the persistent fragility of the national carrier, the State has imposed on airports significant moderation of the regulated fees. For the same reasons, despite heavy lobbying from Lyon and Nice airports, the State refuses to issue new air traffic rights to the Gulf airlines. Coupled with the decision to launch an IPO for the Lyon airports, these arbitrations were perceived at local level as an obstacle to regional economic development. In this context, local stakeholders voted early in the year, though somewhat grudgingly, on the first economic regulation contract for Lyon Saint Exupéry. This contract will offer pricing transparency to the air transport stakeholders for the period 2015- 2019 a period during which ADL will be investing massively to prepare for an upturn



in traffic. This ambitious investment programme will double the capacity of the terminals for the Lyon Saint Exupéry airport. Lyon-Bron, the business aerodrome for the Lyon metropolitan area, has been subject to heated renegotiations of its environmental charter, notwithstanding a significant drop-off in activity due to the constraints linked to its urban environment. ACNUSA, [Airport pollution control authority] at the request of local residents, has accepted to act as mediator for this dossier.

For its part, Saint-Etienne airport is considering its future, faced with the investments for renewal and standards compliance to be carried out in the medium term, and the constraints of the European guidelines with regard to State aid. The CCI was the founder of the airport and this will be transferred to a joint management committee which will be a milestone of the year 2015. The Chambéry and Grenoble alpine airports maintained their levels of niche traffic (ski weekends) and benefit from the transfer of business aviation from Geneva airport, which tends to reach saturation point in the winter.

In Auvergne, the Regional Council renewed delegation to Vinci for the public services at Clermont-Ferrand airport at end December 2014, valid until 31 December 2025. In a constrained budgetary environment, it is also worth noting the participation of the State in the renewal of the public service obligation contract for the Paris-Le Puy route. This will be followed in 2015 by the Paris-Aurillac route.

In the field of operator oversight, our core business, DSAC is implementing the European regulatory mechanisms defined by the European Aviation Safety Authority (EASA). With regard to general aviation, the application of Regulation (EU) 1178/2011 Aircrew has led to the certification of 20 pilot training organisations. Concerning airlines, the implementation of Regulation (EU) 965/2012 IR OPS has imposed the comprehensive re-examination of the AOCs (Air Operator's Certificates) of the 15 Rhône-Alpes and Auvergne airlines. A similar exercise should take place starting in 2015 for airports with more than 10,000 passengers per year, with conversion of the national airport safety certificates into European certificates, in accordance with Regulation (EU) 139/2014 concerning airports.

In the highly dynamic domain - in Rhône-Alpes in particular - of general aviation, 2014 was marked by an exceptionally high accident rate, resulting in damage to 13 aircraft, 11 of which had instructors on board, due to heavy snow conditions. Given this situation, DSAC/CE, through its FOIs, has decided to undertake an initiative in training and skills maintenance for instructors in mountainous regions.

Lastly, 2014 was characterised by the boom in the UAV phenomenon, which DGAC has striven to support by means of a pragmatic regulatory approach. The number of companies operating UAVs professionally thus broke the 200 barrier at the start of 2015, for the Auvergne and Rhône-Alpes regions as a whole.

IN BRIEF

Airshows

- Vichy hosted three of the biggest sporting airshows in 2014: the French glider championship from 16 to 23 August; the 58th Gordon Bennett Cup from 29 August to 6 September, the prestigious international competition for flying the furthest distance in a hot-air balloon; and, during the same week, the 2nd junior FAI world balloon championship.

Airports

- Publication of the second amendment to the Lyon airports concession contract (in the Official Journal of the French Republic on 20 August 2014), relating essentially to the real-estate aspects.

- Assistance to Valence Chabeuil aerodrome in order to create an aerodrome flight information service (AFIS) following the withdrawal of the DSNA (French Air Navigation Services Directorate) control service.

Security

- Renewal of security approval for Lyon-Saint Exupéry airport.



AERODROMES

- 37** aerodromes dedicated to public use incl. **10** commercial aerodromes (commercial aerodromes are subject to taxation)
- 22** aerodromes approved for restricted use
- 43** aerodromes for private use
- 109** microlight platforms
- 72** heliports
- 53** helipads
- 1** floatplane strip
- 6** altiports
- 40** mountain airstrips
- 12** permanent Balloon platforms
- 39** model aircraft zones

ENVIRONMENT

- 31** aerodromes with a noise exposure plan
- 3** noise exposure plans pending
- 9** environmental charters signed
- 1** aerodrome with a noise nuisance plan
- 1** meeting of the consultative committee for aid to local residents (CCAR)
- 5** meetings of the environmental consultative committee (CCE)

SAFETY

- Air navigation**
- 4** AFIS audits
- 8** AFIS follow-up meetings
- 2** CCRAGALS meetings
- Participation in **2** AFIS audits outside of DSAC territory

Airports

- 7** certified aerodrome operators
- 21** approved runways
- 3** SMS audits
- 12** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)

SECURITY

- 31** security approvals - initial or renewed in 2014:
 - **4** aerodrome operators (out of 6 approvals)
 - **0** air carrier companies (out of 0 approvals)
 - **22** regulated agents (out of 69 approvals) as DSAC management body (20 authorised agents in management)
 - **1** regulated supplier (out of 6 approvals) as DSAC management body
 - **4** known consigners (out of 17 approvals) as DSAC management body
- 9** operational security committee meetings
- 2** security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 28** air transport companies, of which **8** for aeroplanes, **7** for helicopters, **13** for balloons
- 60** audits in 2014
- Technical inspections in 2014: **233** SAFA, **95** SANA

GENERAL AVIATION

- 263** aerial work companies
- 16** approved maintenance units
- Airshows in 2014:
 - **176** minor
 - **13** medium
 - **5** major
- 22** approved training organisations
- Missions with flying clubs: **7** oversight actions
- 703** aeronautical qualifications issued in 2014
- 21** infringement files processed
- 2** disciplinary committee meetings held

ECONOMIC REGULATION

- 93** ground handling company approvals incl. 19 issued or renewed in 2014
- Number of PSO routes: **2** pending
- 33** air carrier operation licences

RESOURCES

- Headcount: **83**
- Budget:
 - Air transport: AE **€94,000** /CP **€94,000**
- Oversight and certification: AE **€950,000** /CP **€950,000**
- Social action & annuities: AE **€208,250** /CP **€208,250**

NORTH



Director:
Lucette LASSERRE
Head Office:
Athis-Mons



A WORD FROM THE DIRECTOR

An activity resolutely turned toward the future

2014 was the year of new European regulations implementation process: Air-Ops in late October for airlines operators, the first stages in the airport certificates conversion process, and the implementation of SERA (Single European Rules of the Air), which designate the framework in which the main operators now need to conduct their actions.

Naturally, this change to the context will lead us to adapt our oversight methods, as the initial considerations on the strategic plan initiated nationally in the autumn clearly identified.

DSAC/N has made a significant contribution to these developments, due in particular to its portfolio of airlines and airport hubs, although many other specific elements have helped to prepare the future.

For example, while Orly airport initiated major conversion works to its terminals and in-depth renovation of the traffic areas while maintaining operations, a process scheduled to last until 2018, the 4 million passenger step was jumped in Beauvais, and these two developments make even more acute the need to exercise our safety and security missions.

It is also worth underlining the promising prospect with the opening to public use of Melun-Villaroche aerodrome in October, the creation of a new airline operated commercially out of Paris Charles-de-Gaulle under the name "La Compagnie", or else the confirmation of the imminent growing up of Transavia fleet at the end of the year.

A fresh boost has also been given to making Toussus-le-Noble a full-scale demonstrator of the exemplary airport for the 21st-century, both in terms of technological and environmental aspects and in terms of the usage and its integration in the environment. This represents a true laboratory for the sustainable development of the light aviation platforms of tomorrow.

In parallel, the first meetings have been taking place in preparation for the Euro 2016 football tournament and, more traditionally, since the autumn for the next Paris Air Show at Le Bourget.

Lastly, an ultimate challenge for the future has already begun to mobilise us: France will be the host and the chairman of the 21st Conference of the Parties of the United Nations Framework Convention on Climate Change, in 2015 [COP21/CMP11]. This conference, of unusual dimensions, will take place at Le Bourget, and we are already strongly mobilised alongside the other State services to ensure that the organisation of the event, in particular with regard to safety and security, does nothing to inhibit the conclusion of the anticipated new international agreement on the climate, applicable to all countries, with the objective of maintaining global warming at below 2°C, a challenge that reaches well beyond the aviation world alone!

IN BRIEF

Airport safety

- The conversion process for the airport safety certificates of Paris-CDG, Orly and Beauvais into European certificates was started in spring 2014. The process for Lille-Lesquin was initiated in November, with a view to submitting a conversion request before 1 October 2015. The conversion request for Paris-Le Bourget should come through prior to 1 December 2016.
- The runway of the Villacoublay military aerodrome was endorsed on 16 May 2014 for use by civil aircraft up to category I precision approaches.

Air transport

- DSAC/N provides oversight for 29 airlines. In 2014, two airlines stopped their operations, while a new one came into being.
- 2014 was relevant by the coming into force on 28 October of the Air-Ops regulation. Airlines wishing to migrate towards this new European framework have obtained an AOC in compliance with the new regulation.
- It worth remembering also the issues of the EASA inspection that took place in November: 3 airlines were audited, with highly positive results (EuropeAirpost, Aigle Azur, HOP!).

Territorial and environmental aspects

- Toussus-le-Noble. Works aimed at improving flight path compliance are currently being issued.
- The CALIPSO tool, which classes light aircraft according to their noise level, has seen its database grow.
- Many urban planning projects around the Issy-les-Moulineaux heliport (Ministry of Defence, future towers of the Issy Bridge) were followed up, with the objective of reconciling this new environment with a particularly vital heliport activity.
- For the first time, the national action plan in the event of extended peaks of pollution was triggered at the Paris airports of Orly, Roissy and Le Bourget.

Ground handling

- In 2014, risk mapping and "Safety forum" days were established at Paris-CDG. This forum received more than 1,200 visitors over five days. It is also worth underlining the significant drop in the number of approval certificates delivered or renewed, falling from 160 in 2010 to 147 in 2012 and 90 in 2014: a drop indubitably linked to the economic situation.

Urban planning

- At Le Bourget, a new aviation easements plan was established for enabling the arrangement of the "Gonesse Triangle".
- A solution was found for the file relating to the Cambrai VOR to make it compatible with the wind farm projects in this territory.

Security

- Inspection of the European Commission at Orly and national audits of Lille, Roissy and Orly. The ADP-CDG operator certificate was renewed for a period of four years.
- The national security audit of Lille-Lesquin airport demonstrated that there was good coordination between the various local stakeholders, namely the State services and Sogarel, the Lille airport operator.

Air navigation

- Closure, in November, of the Calais control navigation services and switch to auto-information at the airfield, pending AFIS certification for the aerodrome operator.
- The audit of the Amiens AFIS body and the follow-up meetings for audits already carried out at Albert-Bray and Valenciennes were successfully concluded.
- Substantial changes to the organisation of the Paris region airspace following the implementation of the European SERA regulation.

General aviation

- Significant increase in "aerial work" activity using UAVs, necessitating numerous notifications to prefectures and major support to operators, in particular through the drafting of "specific activities manuals" (MAP - manuel d'activités particulières).
- The Tour de France cycle race required being capable of delivering prefectural authorisations for very low altitude flight outside of built-up areas (below 50 meters) to the air operators concerned, involving close coordination with the relevant prefectures.
- Toussus saw the arrival of the "Breitling Cup". To mark the occasion, a static presentation and flight demonstration were laid on for the Ministry for Ecology, Sustainable Development and Energy of the E-Fan electric-powered aircraft prototype, designed by Airbus.
- Several airshows took place in the framework of the centenary celebrations of the First World War and the 100 years of Le Bourget airport.

AERODROMES

44 aerodromes open to public use
incl. **13** commercial aerodromes (aerodromes subject to taxation)
10 aerodromes approved for restricted use
incl. **3** military
16 aerodromes for private use, excluding heliports
64 microlight platforms
50 heliports
39 helipads
1 floatplane strip
17 permanent Balloon platforms
98 model aircraft zones

ENVIRONMENT

23 aerodromes with a noise exposure plan
5 noise exposure plans pending
6 signed environmental charters of which 0 signed in 2014
1 aerodrome with a noise nuisance plan
3 meetings of the consultative committee for aid to local residents (CCAR)
12 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation

1 AFIS audit in DSAC/N
2 CCRAGALS meetings
70 IFRs (examination of files)

Airports

5 certified aerodrome operators
98 type-approved runways including 3 type-approvals granted in 2014
5 SMS audits
24 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
39 aeronautical protection zones approved by ministerial order

SECURITY

Number of security certifications:
• **5** aerodrome operators
• **70** air carrier companies
• **189** authorised agents
• **39** authorised suppliers
• **42** known shippers
• **758** known in-flight catering suppliers
2 security audits of a DSAC/N airport
1 EU inspection of a DSAC/N operator
6 local security committee meetings
11 operational security committee meetings
28 commissions sûreté
22 security premises network meetings (Orly-specific)

PUBLIC TRANSPORT OVERSIGHT

29 air transport companies, of which **15** for aeroplanes, **6** for helicopters, **8** for balloons
87 audits in 2014 incl. **2** balloon audits
Technical inspections in 2014:
680 SAFA, **150** SANA

GENERAL AVIATION

289 aerial work companies
228 training organisations (all activities combined: aeroplane, glider, helicopter, balloon, microlight)
Missions with training organisations: **25** oversight actions (subject to written reports)
Airshows in 2014:
131 minor - **7** medium - **8** major
175 overflight dispensations
18,977 aeronautical qualifications issued in 2014
2,119 microlight files (CI, FI, LSA)
120 infringement files processed
3 disciplinary committee meetings held

ECONOMIC REGULATION

644 ground handling company approvals incl. 90 issued or renewed in 2014
22 air carrier operation licences incl. 1 issued and 4 withdrawn in 2014
24 "T" permit training centres
89 "T" permit certified instructors
10 "M, P, R" permit training centres
36 "M, P, R" permit certified instructors

RESOURCES

Headcount: **165**
Budget: AE **€3,055,228** / CP **€2,947,242**
Air transport: AE **€52,276** / CP **€52,276**
Oversight and certification:
AE **€2,316,000** / CP **€2,183,000**
Social action & annuities:
AE **€686,952** / CP **€711,966**

NORD EAST



Director:
Christian MARTY
Head Office:
Strasbourg-Entzheim



A WORD FROM THE DIRECTOR

The speed of developments in the world of air transport is clearly likely to bring about structural transformations. Yet, we do our best to keep up and to remain proactive in a moving context.

A quick overview of the indicators in the sector initially registers, instinctively and traditionally, the situation concerning air transport, with particular attention paid to traffic-related data. Concerning this point, Strasbourg airport - in the city of the European institutions - is adapting to the changes in its Paris routes by the Air France Group, by way of compensation, in offering a more varied set of destinations, thanks to the opening of new routes with different operators. By the end of 2014, the number of passengers transiting via the airport was down 1%.

Further south, Bâle-Mulhouse airport has benefited from its situation at the crossroads of the borders with Germany and Switzerland to grow by 11% over the year, setting a new record with more than 6.5 million passengers registered. Freight is following the same trend: after stagnation in 2013, it picked up momentum once again and now represents some 100,000 tonnes, a 5% increase. Behind these operational statistics, this platform has been the subject of high-level meetings, relating in particular to tax questions concerning the Swiss customs sector at the airport, or concerning the application of civil aviation tax. On this site, for all the points requiring clarification, 2014 will have been a milestone year, generating a good number of avenues for reflection and proposals for future-oriented solutions.

Yet the presence of DSAC/NE alongside its partners takes many forms, and is manifested as much through one-off events such as the Orsec and Piratair exercises at Bâle-Mulhouse and Vetry respectively, or the OSCE Summit, as through developments with a longer-term perspective, such as the work aimed at mapping out the future of Dijon-Longvic after the closure of airbase 102. DSAC/NE commitments in 2015 remain pitched at a high level, based on a structure that adapts to developments, involving recourse to a management overhaul. On this topic, ISO certification audits will be taking place periodically in the near future, thereby underpinning the clearly-demonstrated desire for quality that runs through DSAC as a whole.

In the months to come, I can illustrate the variety of our missions by way of three ongoing projects: the first, specific to the construction of European civil aviation, consists in relaying the action of the European Commission in its objective to rationalise public subsidies, commonly designated the "new directives". The second, a common thread in the general action of the State to benefit citizens, is a simplified administrative approach. Lastly, the third is symbolic of the proximity that we strive to establish on a daily basis with our partners, and which consists in setting up examination rooms on three sites of DSAC/NE, responding to the criteria of operating as a network, for the benefit of candidates for non-professional pilot exams.

We already know that 2015 will be an intensive year. Yet it will be buzzing with the dynamism that the personnel of DSAC/NE are capable of generating, and to whom I would like to pay my respects here and now for their daily commitment in carrying out our missions. I know just how much I can count on each and every one of them for fulfilling the requirements of an efficient public service that we owe to all our partners and users.

IN BRIEF

Airports and Air Navigation

- The operators at Dôle-Tavaux and Châlons-Vatry were awarded their airport safety certificates.
- The safety certificates conversion process, to the EASA standards, was initiated for the operators of Bâle-Mulhouse and Strasbourg-Entzheim airports.
- In April, the Council of State rejected the appeals against the second closure order for Thionville aerodrome.
- Bâle-Mulhouse pursued its development, both for freight, with the inauguration of a new terminal, and for passenger traffic, with 6.5 million passengers in 2014, thereby for the first time breaking the 6 million barrier.
- On the same platform, AMAC Aerospace initiated the construction of a fourth large-capacity hangar.
- Frequent high-level Franco-Swiss discussions and meetings took place in 2014 with the goal of resolving differences between the two countries on matters of taxation, concerning the public institution operating Bâle-Mulhouse airport and the companies installed in the Swiss customs sector. In addition, DGAC and OFAC continued to have regular meetings about the civil aviation tax.
- The OSCE Summit in Basel in December - at the height of the tensions in Ukraine - led the DSAC/NE services to take a keen interest in the files relating to the aviation aspect of the summit, particularly in terms of coordination with the Swiss authorities.
- The evolution of the Dijon-Longvic platform with, in particular, the departure of the Air Force, and reflections on its future were the subject of sustained presence on the part of DSAC/NE alongside the authorities with a stake in this dossier, so important for the region.

General aviation

- In line with previous years, the significant increase in aerial work using remote-controlled aircraft continued unabated. The DSAC/NE services implemented awareness-raising procedures involving pilots in particular.
- Local workshops were dedicated to the establishment, on the Dijon, Metz and Strasbourg sites, of rooms in which to stage the exams, using electronic media, for private pilots.
- The World Rally Championship bids farewell to Alsace after the final edition in 2014. Once again, special attention was paid to the case of UAVs.

Security

- The Order granting security approval to the Public Institution of Metz-Nancy Lorraine airport was signed by the Prefect.
- DSAC/NE supported the operators in the implementation of new regulatory requirements with regard to the screening of liquids.
- A large-scale Piratair exercise was organised in October. Part of this exercise took place at Châlons-Vatry aerodrome.

Environment

- DSAC/NE processed 37 breach files for ACNUSA.
- The local residents associations of Strasbourg-Entzheim airport expressed the desire to restrict the overflight of military aircraft. Actions will be implemented in 2015 with a view to drafting a protocol with the Air Force.
- The environment consultative committee of Nancy-Essey validated the runway extension project
- The drafting or revision process for the noise exposure plans for category C airports was pursued in 2014 for the aerodromes

of Auxerre-Branches, Saint-Yan, Dole-Tavaux, Epinal-Mirecourt, Chalon-Champforgeuil and Troyes-Barbère.

- For 2014, there continued to be many files relating to the construction of wind farms: 532 requests were received, 60 files for wind measuring masts were processed and 180 NOTAMS were published. There are currently 1,200 wind turbines in operation or in construction on 140 wind farms.



AERODROMES

63 aerodromes open to public use incl. **17** commercial aerodromes (subject to taxation)
15 aerodromes approved for restricted use
53 aerodromes for private use
154 microlight platforms
37 heliports
38 helipads
2 floatplane bases
6 floatplane strips
1 mountain airstrip
75 permanent Balloon platforms
173 model aircraft zones

ENVIRONMENT

24 aerodromes with a noise exposure plan
5 noise exposure plans in the course of revision or creation
3 environmental charters signed
1 aerodrome with a noise nuisance plan
1 meeting of the consultative committee for aid to local residents (CCAR)
1 operating restriction order
5 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation
7 AFIS audits
2 CCAGALS meetings

Participation in **9** AFIS audits outside of DSAC territory

Airports

5 certified aerodrome operators
264 approved runways
1 SMS audit
38 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)

SECURITY

48 security approvals - initial or renewed in 2014:
 • **2** aerodrome operators (out of 4 approvals)
 • **0** air carrier companies (out of 0 approvals)
 • **36** authorised agents (out of 75 approvals) as DSAC management body
 • **0** authorised suppliers (out of 3 approvals) as DSAC management body
 • **6** known shippers (out of 16 approvals) as DSAC management body
1 local security committee meeting
16 operational security committee meetings
4 security committee meetings

PUBLIC TRANSPORT OVERSIGHT

22 air transport companies, of which **4** for aeroplanes, **3** for helicopters, **15** for balloons
25 audits in 2014
 Technical inspections in 2014:
116 SAFA, **26** SANA

GENERAL AVIATION

119 aerial work companies
 Missions with flying clubs: **2**
 Airshows in 2014:
173 minor - **3** medium - **4** major
85 approved training organisations
4,205 aeronautical qualifications issued in 2014
11 infringement files processed

ECONOMIC REGULATION

10 ground handling company approvals
 Number of PSO routes: **3** pending
5 air carrier operation licences

RESOURCES

Headcount: **84**
 Budget: AE **€1,786,000** / CP **€1,834,000**
 Air transport:
 AE **€58,000** / CP **€80,000**
 Oversight and certification:
 AE **€1,288,000** / CP **€1,372,000**
 Social action & annuities:
 AE **€440,000** / CP **€381,000**

INDIAN OCEAN



Director:
Lionel MONTOCCHIO

Head Office:
Sainte Marie



A WORD FROM THE DIRECTOR

Despite relative stagnation of the air traffic in La Réunion, all the aeronautical sectors were highly active in the Indian Ocean in 2014, a year that was marked in particular by the return to financial equilibrium of the incumbent airline, by the extension work on the terminal at La Réunion Roland Garros airport, by the delivery of a new terminal in Mayotte and, lastly, by a major safety promotion campaign in the general aviation sector.

In the field of air operations, 2014 was particularly marked by the issuing of the AOC according to the new European Air-Ops standard, delivered to the four certified air transport companies subject to oversight by DSAC/OI; we can stress that Helilagon was the first French helicopter company to get such a certificate. Furthermore, DSAC/OI oversaw the continuous improvement of safety in the light aviation sector via the implementation of an action plan for inspecting microlight operators in La Réunion, and by raising the awareness of operators to the regulations in matters of air transport for the purposes of preventing illicit public transport. Lastly, an education and communication initiative in close liaison with the Prefecture of La Réunion was undertaken in order to heighten vigilance faced with the exponential increase in the use of UAVs. In the field of air transport, Air Austral, the main company based within the oversight remit of DSAC/OI, confirmed its return to financial equilibrium and pursued the development of its EWA subsidiary in Mayotte, which celebrated its first anniversary in October 2014.

In the field of aeronautical infrastructures, DSAC/OI worked all year long on pursuing the actions undertaken in order to secure the helicopter services for the Cirque de Mafate, by supervising the heliport creation projects. DSAC/OI is also supporting aerodrome operators with the complex issue of fitting out runway end safety areas (RESAs) in the context of recent changes to the European regulation. In Mayotte, DSAC/OI has closely monitored, in its capacity as inspection authority, the termination of the first phase of the initial work scheduled in the franchise contract, and manifested in particular by the opening of the new terminal on 15 May 2014.

In the field of security, aside from following up the national audit of Roland Garros airport that took place in May 2014, DSAC/OI took part in the security inspection of Dzaoudzi-Pamandzi airport, an aerodrome subject to an overhaul of the Police Order. It should be noted that DSAC/OI covers a sensitive zone requiring extreme vigilance in the field of security, in the light of the persistent threats. Regarding Aircrew, the OCEANE IT system for examinations has been operational since 29 August 2014; deployment on the Mayotte site is envisaged. DSAC/OI is, moreover, committed to monitoring scrupulously the appeals submitted by non-professional aircrews, sanctioned by the disciplinary commission, with the permanent aim of promoting compliance with the regulations for the benefits of user safety.

As head of DSAC/OI since 23 May 2014, I have been able to see

for myself the levels of professionalism and commitment of all the oversight inspectors and department staff within a close-knit team that is proud to serve DSAC in an insular zone where air transport is a fundamental component of development.

IN BRIEF

Presidential visit

- 2014 was marked by the visit of the French President to La Réunion and Mayotte on 21, 22 and 23 August, with the Head of State being received at Saint-Pierre Pierrefonds airport before moving on to Mayotte, where he concluded his visit with the inauguration of the new terminal at Dzaoudzi-Pamandzi airport, before flying off to Moroni (Comoros) to chair the summit of the heads of state of the Indian Ocean Commission (IOC), which included an important component dedicated to air connections in the region.

Airports

- In 2014, Roland Garros maintained its total passenger traffic at more than 2 million passengers, for the third year running. The airport has, moreover, obtained the release of European funds indispensable to the financing of extension work on the terminal and converting the RESAs.
- Saint Pierre Pierrefonds airport, which boasts modernised terminal installations, has initiated a strategic approach with a view to exploring new avenues of development.
- Dzaoudzi Pamandzi has experienced sustained growth in its activity, with a 7% increase in its traffic, equating to almost 350,000 passengers. The signing-off of the new terminal and the development of the network of the incumbent airline, EWA, have contributed to this dynamic, which should continue in the same vein in 2015.
- Late 2014 saw 2 civil flights on Tromelin, and DSAC/OI will be supporting TAAF (Administration of French Southern and Antarctic Lands) with the issue of improved air access, in close liaison with FAZSOI (Armed Forces, Southern Zone, Indian Ocean).

Light aviation

- The year was marked by many oversight actions aimed at general aviation operators in order to prevent illicit public transport. Concerning the standardisation process for tourist flights operated in microlights, educational safety checks were carried out in close coordination with BGTA, which carried out inspections of compliance with the limitations applicable to local flights. The disciplinary commission met twice to deal with several infringements.

Crisis management

- The organisation of the operational coordination station for La Réunion, associating the operators and State services responsible for the airport site, was entrusted by the Prefect of La Réunion to DSAC/OI in its capacity as local representative of

DGAC. This organisation demonstrated its efficiency upon the passage of tropical cyclone Bejisa in January 2014, and during the Air Madagascar crisis in August 2014.

Economic regulation

- The procedures with a view to the approval of the noise exposure plans of Roland Garros and Saint Pierrefonds airports were embarked upon, leading up to the preparation of the APPAEB to be presented to the CCE in 2015. The process for implementing aviation easement plans for Roland Garros, Saint Pierrefonds and Dzaoudzi airports was also launched.
- Lastly, DSAC/OI took part in the first territorial workshops combining the overseas territories and SA ARRG in order to ensure better coordination of the urban development and planning projects around the airport.

Safety

- Although no fatal accidents were to be reported in 2014, there was however an autogyro (microlight) crash on the Piton de la Fournaise site. This local flight had not respected the regulations concerning circuits (40 km limit from this starting point), and infraction notices were issued by BGTA.
- The oversight of foreign operators remained at a sustained level (38 SANA inspections carried out), particularly on the Dzaoudzi platform.

AERODROMES

- 3 aerodromes open to public use incl. 3 commercial aerodromes
- 4 aerodromes approved for restricted use
- 4 microlight platforms
- 5 heliports
- 7 helipads
- 5 model aircraft zones

ENVIRONMENT

- 1 approved noise exposure plan, currently being revised
- 1 noise exposure plan in the course of creation
- 1 environmental charter signed
- 1 meeting of the environmental consultative committee (CCE)

SAFETY

Air navigation

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

Airports

- 3 certified aerodrome operators
- 8 runway type-approvals
- 2 SMS audits

- 1 aeronautical protection zone approved by ministerial order

SECURITY

- 8 security approvals - initial or renewed in 2014:
 - 0 aerodrome operators (out of 3 approvals)
 - 0 air carrier companies (out of 1 approval)
 - 1 authorised agent (out of 6 approvals) as DSAC management body
 - 3 authorised suppliers (out of 3 approvals) as DSAC management body
 - 4 known shippers (out of 21 approvals) as DSAC management body
- 1 security audit for a DSAC/IR airport
- 3 local security committee meetings
- 5 operational security committee meetings
- 3 security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 4 air transport companies incl. 1 for aeroplanes and 3 for helicopters
- 13 audits in 2014
- Technical inspections in 2014:
 - 56 SAFA, 38 SANA

Air transport

- Air Austral consolidated its financial situation by means of a prudent development policy that led it in particular to conclude a commercial agreement with Air France extending beyond the PAR-RUN route (Europe & Indian Ocean). Air Austral reopened the route to Seychelles from La Réunion and extended the network of its EWA subsidiary out of Mayotte (serving Anjouan, Pemba in Mozambique, and Diego-Suarez). The incumbent airline confirmed itself to be the primary airline serving Mayotte and prepared for the renewal of its fleet in order to develop regional routes, particularly serving Asia.
- Furthermore, cooperative overtures were made with Air Madagascar with, in particular, the objective of sharing codes for several routes, requiring support from the oversight authority and particular vigilance.
- Lastly, in the context of the IOC, it was decided to put in place in 2015 two coordinated committees (civil aviation and incumbent airlines) in order to improve air connections for the South Western Islands of the Indian Ocean and system productivity.

GENERAL AVIATION

- 34 aerial work companies
- Missions with flying clubs: 4 oversight actions
- Airshows in 2014: 2 minor
- 390 aeronautical qualifications issued in 2014
- 8 infringement files processed
- 2 disciplinary committee meetings held

ECONOMIC REGULATION

- 17 ground handling company approvals
- 1 PSO route
- 3 air carrier operation licences

RESOURCES

- Headcount: 52
- Budget:
 - Air transport: AE €78,500 / CP €65,700
 - Oversight and certification: AE €501,000 / CP €541,000
 - Social action & annuities: AE €29,600 / CP €29,600

WEST



Director:
Yves GARRIGUES

Head Office:
Brest Bretagne
Airport - Guipavas

A WORD FROM THE DIRECTOR

2013 had been a year for adopting new oversight methods, and for the generalisation of pooled audits; 2014 enabled the consolidation of these methods to be pursued. The DGAC social protocol, signed in October 2013, had significant consequences for the organisation of DSAC/O and, moreover, the changes to European regulations made this year a year of significant change.

Before addressing the technical conclusions, it is worth mentioning the structural organisational work linked to the closing of three territorial delegations, transformed into branch offices. Personalised support made it possible to seek the best solutions for DSAC officers, in line with their professional development. These challenges are being addressed, but they will only be definitively overcome once the key players in the Brest head office are up to full strength and the current building extension is completed, the project for which was validated by the strategic real estate committee of DGAC.

Mixed results for airport traffic

Apart from Nantes-Atlantique, Rennes and Caen, the traffic for the airports in the West was generally down. Nantes received its 4 millionth passenger on 19 December, and closed the year up by 5.76%, with 4,157,284 passengers and 48,050 freight movements (up by 2.3%), while the international intra-European traffic continues to develop. Brest fell back below 1 million passengers, to 998,393 (-0.5%). Rennes was able to reach the level of 501,218 passengers, thanks in particular to the opening of new routes such as Porto and Barcelona. Lorient was down by 25.7% to 123,274 passengers. For the rest of the Breton peninsula, Quimper was down by 12%, from 100,000 to 99,673 passengers; also down was Dinard, by 2.8% to 114,016 passengers, and Lannion down by 7.6% to 31,256 passengers. In Normandy, Caen grew significantly by 9.5% to 115,015 passengers, whereas Deauville fell back quite a way with a 20.7% drop to 114,731 passengers. In the Centre region, Tours pursued its growth (up 2.5% to 184,000 passengers). Concerning freight, Châteauroux remained stable at 2923 tonnes. The development of industrial aeronautical activity continues to make progress in Nantes and Saint-Nazaire, where the Airbus factories continue to follow an upward trend with the serial production of the A350 and the A320 Neo.

Air transport

Hop! BritAir was the first French airline to be certified according to the new European Air-Ops Regulation, in March 2014. The two airlines authorised for passenger transport on IFR flights with single-engine aircraft consolidated their experience.

Aircrew

Two training organisations (ATO) were certified in the framework of TRTO/FTO transition to ATO section II, along with 10 LAPL/PPL organisations.

Aerodromes

DSAC/O organised meetings with all certified airport operators and presented the process for converting the airport safety security certificate into a certificate in compliance with the new European IR-ADR regulation. Caen and Rennes decided to pre-empt the certification date imposed by Europe. Nantes, Brest, Quimper, Dinard and Deauville will be directly concerned in 2015.

Air navigation

The new European SERA regulation, which takes the place of the old Air Rules, has required multiple information initiatives aimed in particular at AFIS organisations, the number of which continues to grow, as a direct consequence of the discontinuation of the air traffic control service at six aerodromes, as planned by DSNA.

Environment & sustainable development

The new organisation resulting from the closure of the delegations has required extra effort in order to address the concerns of local residents concerning noise nuisance, sovereign airport issues and urban planning.

Economic regulation

The new directives of the European Commission on State aid, as from 4 April 2014, will inevitably have an impact on airport investment and aid for operations, and on measures designed to support airlines. Intensive communication efforts have been directed at the main commercial airports, along with awareness-raising initiatives targeting the Prefects.

Security

In this area, there have been several regulatory changes including the streamlining of screening constraints for personnel and developments concerning LAGS.

Notre-Dame des Landes airport

Work on the airport, which was due to begin at the start of 2014 following on from the franchise decree, was suspended, pending judgement of the various appeals. Nevertheless, the governance in place for the franchise continued to be pursued during 2014.



IN BRIEF

Work on the airports

- Blois inaugurated its new AFIS control tower. In Châteauroux, work began on the construction of the new tower.

Airshows

- 2014 was marked by several major events such as the 70th anniversary of the Normandy landings and the Battle of Normandy, the French Glider Grand Prix (Saint-Sulpice), the French aerobatics championship (Falaise), the French balloons championship (Sablé-sur-Sarthe), the international microlights meeting (Blois), the Rennes Airshow (Saint-Jacques de la Lande), and the 80th anniversary of the French Air Force (Tours).

Aerial work

- UAV activity grew significantly: 120 initial certification requests were filed in 2014, and 205 UAV operators were attested in DSAC West.



AERODROMES

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

ENVIRONMENT

21 aerodromes with a noise exposure plan
10 noise exposure plans in the course of revision or creation
4 environmental charters signed
2 codes of good conduct signed
1 aerodrome with a noise nuisance plan
8 meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation
7 AFIS audits
2 CCRAGALS meetings
 Participation in **8** AFIS audits outside of DSAC territory
Airports
10 certified aerodrome operators

200 approved runways
5 SMS audits

42 inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
62 aeronautical protection zones approved by ministerial order (4 in 2014)

SECURITY

10 security approvals - initial or renewed in 2014:
 • **3** aerodrome operators (out of 11 approvals)
 • **0** air carrier companies (out of 2 approvals)
 • **3** authorised agents (out of 77 approvals) as DSAC management body
 • **0** authorised suppliers (out of 4 approvals) as DSAC management body
 • **4** known shippers (out of 34 approvals) as DSAC management body
2 security audits for a DSAC/IR airport
4 operational security committee meetings
3 security committee meetings

PUBLIC TRANSPORT OVERSIGHT

45 air transport companies, of which **8** for aeroplanes, **5** for helicopters, **32** for balloons
65 audits in 2014
 Technical inspections in 2014:
151 SAFA, **62** SANA

GENERAL AVIATION

350 aerial work companies
135 flying clubs (powered flight)
12 approved maintenance units
 Missions with flying clubs: **2** oversight actions
 Airshows in 2014:
182 minor - **7** medium - **11** major
12 approved training organisations
5,900 aeronautical qualifications issued in 2014
10 infringement files processed

ECONOMIC REGULATION

91 ground handling company approvals (19 issued and 5 renewed in 2014)
 Number of PSO routes: **3** pending
38 air carrier operation licences (7 issued and 5 withdrawn in 2014)

RESOURCES

Headcount: **116**
 Budget:
 Air transport:
 AE **€224,000** / CP **€264,000**
 Oversight and certification:
 AE **€1,526,000** / CP **€1,608,000**
 Social action & annuities:
 AE **€260,680** / CP **€260,680**

SOUTH



Director:
Georges DESCLAUX

Head Office:
Toulouse Blagnac



A WORD FROM THE DIRECTOR

Territorial reorganisation, determined nationally, led in 2014 to an overhaul of the operations of DSAC/S. Our Tarbes and Limoges delegations were closed in April 2014, and all missions conducted for the Midi-Pyrénées and Limousin inter-region are now coordinated from the Blagnac office. This reorganisation also enabled us to clarify the work we carry out both internally and externally.

In 2014, the activities carried out by DSAC/S were, as in previous years, many and various. It should be noted, however, that our action has not been restricted to the inter-regional scope. Officers coordinate national working groups, carry out pooled missions on behalf of other DSAC entities, and even conduct missions abroad as experts recognised by international bodies such as EASA and ICAO.

Our constant concern to ensure quality service for customers and users linked to the ISO 9001 certification of DSAC is now perfectly embedded in our work process.

In matters of the environment it is worth underlining our permanent participation in a constructive dialogue on the topic of aerodromes. At Toulouse-Blagnac, major work is being carried out in the context of the “Cœur de Nuit” (“Dead of Night”) Observatory in close liaison with Toulouse Blagnac airport, SNA South, local residents associations and the elected representatives.

In matters of urban planning, we would point to the major work carried out on the management of obstacles to air navigation (the proliferation of wind farm installations and photovoltaic panels), along with support for many projects resulting from the dynamism of the manufacturers, and in particular Airbus and its subcontractors. 2014 was the year of delivery of the first A350 and of the maiden flight of the A320 NEO. All this involves major adaptations to the industrial facilities at Blagnac, not to mention the upcoming construction of the Airbus Group headquarters. This support, which requires rigour and reactivity, is shared with our usual partners: DSNA and SNIA.

In matters of oversight, several actions deserve particular mention in 2014:

- DSAC/S was involved in the airport certificate conversion into European format for Toulouse-Blagnac and Limoges-Bellegarde, both pilot sites nationally.
- DSAC/S was also mobilised with respect to the obligation incumbent upon airlines to renew their air transport certificate in the European Air-Ops format before 28 October 2014. Everything went without a hitch for all the airlines that are subject to DSAC/S oversight.
- In matters of security, our teams also worked on the management of the first stage in the process aimed at progressively removing the restrictions applicable to the carrying of liquid/aerosol/gels (LAG) in the cabin.

Concerning general aviation, DSAC/S handled an exponential increase in requests for authorisation relating to UAV activities, and the supervision under the authority of the Prefect of several major airshows: Airexpo at Muret, at Gimont but also - new in 2014 - at Francazal, attracting 35,000 spectators.

IN BRIEF

Francazal franchise

- The decree granting a franchise for the management and operation of Toulouse Francazal airport was published on 3 June 2014. It confirms the allocation of the franchise for a period of 45 years to a consortium designated “Société d’Exploitation de Toulouse Francazal Aéroport”, comprising SNC Lavalin (51% share), Aéroport de Toulouse Blagnac (39% share) and the Toulouse Chamber of Commerce and Industry (10% share). The decree stipulates in particular an initial work programme worth €10 million over the first five years.

IPO for Toulouse Blagnac airport

- The State proceeded with the sale of its stake (49.9% initially) in Toulouse Blagnac airport. At the start of December 2014, the State announced that the buyer of this stake would be the Chinese-Canadian consortium, “Symbiose”. The buyer should be officially designated in the course of the first half of 2015. This process has demonstrated the attractiveness of the platform, and should underpin the driving role of the airport in the economy. DSAC/S will continue, for its part, to work alongside the Prefect in the framework of his sovereign and regulatory functions. The State, indeed, shall remain the owner of the airport platform.

Simplifying the consultation modes for the aeronautical federations

- DSAC/S is heavily committed alongside MALGH and DTA to seeking improvements concerning the mode of consultation of the aeronautical federations for activities affecting the management of the airspace, in particular military exercises (case of the Centre zone).

“Vision Sûreté” (“Security Vision”) programme

- In the framework of the Vision Sûreté programme which aims to promote innovations with regard to the screening of passengers and cabin baggage, a co-operation protocol between DGAC and ATB was signed on 11 December 2014. The project, backed by ATB in association with Optosecurity and Brinks, was judged eligible for this programme since it meets the objectives of improving security levels, increasing passenger comfort and ensuring cost control.

Takeover of Bataillet

- In accordance with the recommendations of the Cour des Comptes, France Domaine has put up for sale the Bataillet holiday centre, including the business and personnel. Thanks to the highly active support of all State services and the local authorities concerned, along with a reinforced consultation mechanism in place within DGAC (SG/CCAS/Aramis/SNIA), and the involvement of the personnel of the centre, a buyer was selected (CAP FRANCE) and the sale went through on 17 October 2014.

Buildings occupied by DSAC/S at Blagnac

- DSAC/S has been heavily involved in a major real estate programme aimed at supporting the structural developments of DSAC/S and improving internal operations. This operation consisted in particular in creating a large “on-screen examination” room for 20 candidates simultaneously taking theory exams for professional and private pilots (OCEANE mechanism),

and offering a revamped space for the union premises. A new building, Eole 2, has also been constructed to accommodate our medical-social service. This major real estate operation is accompanied by a study focusing on the energy performance of our central building.



AERODROMES

- 32** aerodromes open to public use incl. **6** commercial aerodromes (commercial aerodromes are subject to taxation)
- 7** aerodromes approved for restricted use
- 105** aerodromes for private use
- 113** microlight platforms
- 8** heliports
- 14** helipads
- 2** floatplane bases
- 4** microlight floatplane strips
- 1** altiport
- 19** mountain airstrips
- 49** permanent Balloon platforms
- 79** model aircraft zones

ENVIRONMENT

- 21** aerodromes with a noise exposure plan
- 2** 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)
- 6** meetings of the environmental consultative committee (CCE)

SAFETY

- Air navigation**
- 4** AFIS audits
- 2** CCRAGALS meetings
- 5** participations in AFIS and DSNA audits outside the territory of DSAC-S
- Airports**
- 6** certified aerodrome operators
- 1** SMS follow-up audit (in DSAC-S)
- 4** SMS follow-up audits and 1 certification renewal outside the territory of DSAC-S
- 29** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 1** aeronautical protection zone approved by ministerial order

SECURITY

- 4** security approvals - initial or renewed in 2014:
- **1** aerodrome operator (out of 6 approvals)
- **1** air carrier companies
- **2** authorised agents (out of 6 approvals) as DSAC management body
- **1** known shipper (out of 6 approvals) as DSAC management body
- 2** local security committee meetings
- 16** operational security committee meetings
- 2** security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 14** air transport companies, of which **4** for aeroplanes, **2** for helicopters, **8** for balloons
- 28** audits in 2014
- Technical inspections in 2014:
- 156** SAFA, **59** SANA

GENERAL AVIATION

- 163** aerial work companies
- Missions with flying clubs: **17** oversight actions
- Airshows in 2014:
- **69** minor - **8** medium - **4** major
- 574** aeronautical qualifications issued in 2014
- 8** infringement files processed
- 1** disciplinary committee meeting held

ECONOMIC REGULATION

- 9** ground handling company approvals
- 6** PSO routes

RESOURCES

- Headcount: **92**
- Budget:
- Air transport:
- AE **€1,625,000** / CP **€1,653,000**
- Oversight and certification:
- AE **€124,000** / CP **€87,000**
- Social action & annuities:
- AE **€829,000** / CP **€743,000**

SOUTH EAST



Director :
Yves TATIBOUET
Head Office:
Aix-en-Provence



A WORD FROM THE DIRECTOR

Last year, new important European rules has entered in force, such as AIR-OPS for airliners, beginning of work for selected airport operators to obtain their European certificate and the new "section 2" ATO approbation for training operators. The strong efficiency of DSAC South East employees was the key to help operators to succeed in this important European transition. DSAC has strongly evolved in 2014. Languedoc – Roussillon office (DEL LAR) based at Montpellier was closed. Even if the end of the Montpellier office has been decided, I would like to underline the particularly responsible behaviour of the local employees who kept managing the consequences of this restructuring operation on their individual situations. The different tasks from various activities have been dispatched to people from the head office in Aix-en-Provence. The Oversight and Regulation department has been implemented with a fifth division dedicated to general aviation and aircrews. The new Marseille-Provence airport Society has been created in 2014. It takes directly the third place behind Nice and Lyon, no counting Paris airport operators.

Oversight

Air Operator has been strongly supported by DSAC South East to convert before end October their EU-OPS1 or OPS3 AOC to an AIR-OPS AOC. Out of the 12 operators concerned, 11 have been successfully converted where one has been finalised in 2015. This important work has been done in parallel with the annual oversight plan with no impact on it. New management of SANA/SAFA Ramp inspections has been implemented for a better targeting of the inspections. DSAC/SE also contributed significantly to the development of the



MIRZA software, which now offers airlines the possibility to answer online to the findings.

Airport operators have begun the conversion of their National certificates to European certificates. In the South-East, the process began in 2014, with the launch of the conversion processes for Marseille (qualifying airport), Nice and Avignon.

In matters of security, 2014 was particularly marked by the support for operators to implement before March the LAG (liquids, aerosols, gels) Regulation. New Regulation for freight carriers from Third-party Countries has entered in force. DSAC/SE is also part of the new "Vision Sûreté" program.

Monitoring professional General Aviation Training Organisations and UAV activities has been very intense. 5 ATOs out of six based in the South-East - organisations responsible for aircrew professional training - have been certified according to section 2, following certification of the first organisation in 2013. UAV activity continued to grow exponentially in 2014, with 390 declared operators in the South-East, out of 1,328 nationally.

DSAC/SE clearly promote the electronic renewal process for aircrew licences.

Economic regulation and sustainable development

After years of preparation and several months of additional work carried out in 2014, the Marseille – Provence airport Society was founded on the model of other airport companies, in application of April 2005 Law. This company operates the eponymous airport located in Marignane.

Regarding Toulon – Hyères airport operator, and following on from the previous work, the franchise RFP culminated in the choice of one candidate to begin its operations in 2015.

On the Nice platform, the work on reconstituting the assets of DGAC continued, and many exchanges took place between the various stakeholders concerned by the arrival of the tramline connecting the airport to the city.

Challenges of sustainable development set Marseille – Provence as a priority, and consultation with local residents and elected representatives on various issues linked to the environment continues apace. In this regard, the Visual Predescribed Procedure (VPT) to help Estaque suburb inhabitant not to be overflown by aircraft increased its efficiency by using a new tool developed by our partner MétéoFrance to take into account the effects of the wind.

IN BRIEF

Resource management

- Closure of the Languedoc – Roussillon delegation office in the framework of the reorganisation of DSAC, and progressive transfer of missions to the Aix-en-Provence head office.

Security

- Restoration to conformity of the Marseille – Provence explosives depot, operation entrusted to the Air Transport Gendarmerie (GTA).

Economic regulation

- Creation of SA Marseille – Provence.

Environment

- Implementation of air navigation procedures, with the assistance of MétéoFrance, making it possible to avoid overflying the Estaque suburb, a densely populated hilly zone in the vicinity of Marseille.



AERODROMES

- 37** aerodromes open to public use incl. **17** commercial ones
- 21** aerodromes approved for restricted use
- 19** aerodromes for private use
- 73** microlight platforms
- 57** heliports
- 74** helipads
- 1** floatplane base
- 20** floatplane strips
- 23** mountain airstrips
- 13** permanent Balloon platforms
- 105** model aircraft zones

ENVIRONMENT

- 28** aerodromes with a noise exposure plan
- 8** noise exposure plans in the course of revision
- 4** environmental charters signed
- 5** codes of good conduct signed
- 2** aerodromes with a noise nuisance plan
- 4** meetings of the consultative committee for aid to local residents (CCAR)
- 4** operating restriction orders
- 5** meetings of the environmental consultative committee (CCE)

SAFETY

- Air navigation**
- 8** AFIS and **2** DSNA audits
- 2** CCRAGALS meetings
- Participation in **2** AFIS audits outside DSAC territory

Airports

- 12** certified aerodrome operators
- 4** SMS audits
- 14** inspections relating to the conditions of type-approval and operating procedures for aerodromes (CHEA)
- 27** aeronautical protection zones approved by ministerial order and 11 being revised

SECURITY

- 32** security approvals - initial or renewed in 2014:
- **4** aerodrome operators (out of 14 approvals)
- **1** air carrier company
- **18** authorised agents (out of 78 approvals) as DSAC management body
- **6** authorised suppliers (out of 19 approvals) as DSAC management body
- **3** known shippers (out of 13 approvals) as DSAC management body
- 7** local security committee meetings
- 20** operational security committee meetings
- 6** security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 17** air transport companies, of which **7** for aeroplanes, **8** for helicopters, **2** for balloons
- 43** audits in 2014
- Technical inspections in 2014:
- 390** SAFA, **110** SANA

GENERAL AVIATION

- 401** aerial work companies
- Airshows in 2014:
- **145** minor
- **4** medium
- **12** major
- 7,728** aeronautical qualifications issued in 2014
- 30** infringement files processed
- 9** approved maintenance units
- 2** disciplinary committee meetings

ECONOMIC REGULATION

- 239** ground handling company approvals incl. 42 issued or renewed in 2014
- Number of PSO routes: **12** pending, all in Corsica
- 17** air carrier operation licences

RESOURCES

- Headcount: **137**
- Budget:
- Air transport:
- AE **€100,000** / CP **€100,000**
- Surveillance et certification :
- AE **€1,684,000** / CP **€1,380,000**
- Action sociale & rentes :
- AE **€1,139,000** / CP **€1,029,000**

SOUTH WEST



Director:
Pascal REVEL
Head Office:
Bordeaux

A WORD FROM THE DIRECTOR

If we consider the situation of the South-West inter-region (Aquitaine / Poitou-Charentes) as a whole, 2014 appears to have been satisfactory in many regards. In terms of both industry and airports, business is booming, but with sharp contrasts in fortunes across the territory.

With enviable growth of over 7%, Bordeaux-Mérignac leads the way, not only for Aquitaine and the South-West region as a whole, but also for the entire country, topping the league table of national airports. The major Air France strike in September, however, deprived the hub of the chance to reach the historic milestone of 5 million passengers, with the airport closing the year on a total of 4,920,000 passengers (arrivals + departures).

The traffic of the low-cost airlines and, more generally, the international destinations (Europe and the Mediterranean basin) were the main growth drivers in 2014, with the opening of some twenty lines and, above all, the arrival in Bordeaux of Turkish Airlines, the fourth-biggest airline in Europe, with its Istanbul hub, opening to the region's inhabitants the doors to Turkey and beyond, to Asia and to certain long-haul destinations in Africa.

The two other airports, at Biarritz and Pau, maintained their ranking despite a slight drop in traffic, although remaining within the national average.

One of the main challenges for the future of the Bordeaux hub remains its accessibility, both from the city centre and to the high-speed rail network.

Its development also remains a big challenge for the future, with the redevelopment of 7 hectares of land at the entrance to the airport to accommodate new offices and hotels, the consolidation of local Thalès premises on a single site on the fringe of the airport, and the renovation of the existing roads infrastructure. Dassault, for its part, has decided to develop its maintenance division, and has announced the imminent transfer of Dassault Falcon Service to Mérignac. Lastly, Bordeaux Aeroparc may soon see the arrival of a new and prestigious neighbour, with the construction of the assembly line for the future Airbus electric aircraft.



At Pau, work on the new technical block began in September 2014, in preparation for the operational go-live of the new control tower in two years' time.

In this context of economic dynamism, the agents of DSAC/SO needed, in 2014, to take on board the new organisation following the closure of the territorial delegations of Poitiers, Pau and Biarritz, transformed into branch offices.

In the field of security, the year was marked by many audits, the biggest of which was carried out under the aegis of the European Commission at Bordeaux-Mérignac. A major national audit was also conducted at La Rochelle airport.

In the airport domain, the process of converting certificates to the European certification system, begun in 2014, will be pursued in 2015. Late in the year, DSAC/SO also took part in a European air navigation audit.

General aviation and aerial work generate a great deal of activity, manifested in particular by the number of examination candidates (771) and the number of licences (5,400) delivered annually. The same can be said of DSAC/SO management of aviation training for all DGAC personnel, the scope of which now includes part of the French overseas territories.

135 airshows, including several major ones, received significant media coverage in the region, in particular the world model aircraft championship in Marmande and the centenary of Cazaux airbase. 2014 was also the year of implementation of the new European AIR-OPS Regulation, applicable to commercial airlines. 5 AOCs in compliance with this new regulation were delivered to 2 aeroplane companies and 3 helicopter companies.

UAV activity continued to grow, and is structured around a national inspection entity drawing on DSAC/S and DSAC/SO. The international UAV Show, held at Bordeaux-Mérignac airport, confirmed the dynamism of this industrial channel. The Minister of Transport, for whom this was the first official inauguration, underlined this aspect in the presence of the DGAC Director.

As far as sustainable development is concerned (environmental charters, codes of good conduct, environmental consultation committees, etc.), 2014 demonstrated that this dimension of aviation was being integrated to increasingly good effect, and that environmental issues were being taken into account in close coordination with the associations representing local residents and operators.

IN BRIEF

E-fan

- Entirely electric, the E-Fan had its maiden flights in March 2014 at Mérignac airport, and was presented to the press on 25 April by Airbus, in the presence of the Minister of the Economy, DGAC and many elected representatives. The reception, certification flights and the presentation were made possible thanks to close collaboration between DSAC, SNA and ADMB, which manages the airport.

OCEANE exam room

- Le projet de développement de cette salle s'est avéré fédérateur pour les agents des deux départements de la DSAC SO et le résultat obtenu est à la hauteur des enjeux.

Economic activity

- DSAC/SO is involved in many projects aimed at the economic and aeronautical development of Mérignac airport, and takes part in several circles or bodies backed by the Aquitaine Regional Council, such as Aérocampus (aeronautical training) and Technowest (UAVs). DSAC/SO also maintains close relations with Aerospace Valley, with several clusters such as AETOS (dedicated to UAVs), with higher educational establishments and, of course, with local elected representatives who have a keen stake in the development of the airport.

Falcon 8X

- Presentation by Dassault of the Falcon 8X, the latest arrival and flagship aircraft of the Falcon fleet. On the occasion of the rollout on 17 December at Mérignac airport, the CEO of the Group announced the installation of a 100 strong DFS maintenance unit on the site. Another aircraft, the Falcon 5X - a far more innovative aircraft - is due to emerge from the plants in mid-2015.

Low-cost terminal at Bordeaux-Mérignac

- In order to support the strong growth in low-cost airline traffic, ADBM, the airport management company, has begun constructing a second dedicated terminal (Billi 2) that will be operational in summer 2015.

AERODROMES

- 44** aerodromes open to public use incl. **9** commercial aerodromes
- 7** aerodromes approved for restricted use
- 58** aerodromes for private use
- 126** microlight platforms
- 40** heliports (incl. 7 State-run)
- 50** helipads
- 1** floatplane base at Biscarrosse
- 8** floatplane strips
- 37** permanent Balloon platforms
- 94** model aircraft zones

ENVIRONMENT

- 34** aerodromes with a noise exposure plan
- 1** environmental charter signed
- 3** codes of good conduct signed
- 1** aerodrome with a noise nuisance plan
- 2** meetings of the consultative committee for aid to local residents (CCAR)
- 7** meetings of the environmental consultative committee (CCE)

SAFETY

Air navigation

- 4** AFIS audits
- 2** CCRAGALS meetings + **2** CRG meetings
- Participation in **5** AFIS audits outside the territory of DSAC/SO
- Participation in **2** DSNA audits, **3** Météo France audits and **1** ASECA audit
- Participation in the EASA standardisation audit of DSAC
- Approval of **5** IFR procedures

Renewal of **5** LUF (frequency usage licence) Airports

- 8** certified aerodrome operators incl. **1** in 2014
- 120** type-approved runways including 14 type-approvals granted in 2014
- 1** national audit in DSAC/SO
- Participation in **3** audits outside the territory of DSAC/SO
- 90** contacts on aerodrome operator sites (CHEA, SMS, ARFF, Wildlife hazards prevention (SPPA), certificate conversion)
- 49** aeronautical protection zones approved by ministerial order

SECURITY

- Security approvals (initial or renewed in 2014):
- 2** aerodrome operators (out of 7 approvals)
- 0** air carrier companies (out of 0 approvals)
- 31** authorised agents (out of 57 approvals) as DSAC management body
- 0** authorised suppliers (out of 1 approval) as DSAC management body
- 3** known shippers (out of 6 approvals) as DSAC management body
- 1** security audit for a DSAC/IR airport
- 1** CE inspection
- 9** local security committee meetings
- 27** operational security committee meetings
- 2** security committee meetings

PUBLIC TRANSPORT OVERSIGHT

- 16** air transport companies, of which **2** for aeroplanes, **6** for helicopters (incl. 3 OPS 3R), **8** for balloons
- 21** audits in 2012 incl. 4 balloon audits

Technical inspections in 2014: **157** SAFA, **55** SANA

GENERAL AVIATION

- 205** aerial work companies
- 11** oversight actions
- Missions with flying clubs: **26** oversight actions
- Airshows in 2014:
- 113** minor - **11** medium - **11** major
- 5,580** aeronautical qualifications issued in 2014
- 34** infringement files processed
- 1** disciplinary committee meeting held (7 cases)

ECONOMIC REGULATION

- 82** ground handling company approvals incl. 18 issued or renewed in 2014
- Number of PSO routes: **3** pending
- 7** air carrier operation licences

RESOURCES

- Headcount: **95**
- Budget:
- Air transport:
- AE **€154,150** / CP **€154,150**
- Oversight and certification:
- AE **€2,783,660** / CP **€2,483,106**
- Social action & annuities:
- AE **€456,030** / CP **€495,343**
- Air navigation:
- AE **€1,300,000** / CP **€1,300,198**

GLOSSARY

ACNUSA
Airport Nuisance Control Authority

AE
Autorisation d'engagement
(Commitment authorisation)

EASA
European Aviation Safety Agency

AFIS
Aerodrome Flight Information Service

AGNA
Advisory Group of National Authorities

NSA
National Safety Authority

ATCO
Air Traffic Controller

ATPL
Airline Transport Pilot Licence

ATO
Air Training Organisation

ATSEP
Air Traffic Safety Electronic Personal

BASA
Bilateral aviation safety agreement

BOP
Programme Operational Budget (POB)

CAG
General Air Traffic

CCA
Cabin crew attestation

CCAR
Consultative committee for aid to local residents

CCE
Environmental Consultative Committee

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

CDN
Airworthiness certificate

ECAC
European Civil Aviation Conference

CHEA
Conditions of type-approval and operating procedures for aerodromes

CLS
Local security committee

CMA
Continuous Monitoring Approach

CNPN
National Nuisance Prevention Commission

CNSK
Restricted Airworthiness Certificate for Kit-built Aircraft

CNRA
Restricted Airworthiness Certificate

CNRAC
Restricted Airworthiness Certificate for Vintage Aircraft

COS
Operational security committee

CP
Payment credits

CPL
Commercial Pilot Licence

DRC
Comment Response Document

CRE
Class Rating Examiner

CS-CC
Certification Specification - Cabin Crew

CSS
Safety-Rescue Certificate

AOC
Air Operator Certificate

CTE
Technical Operations Inspector

CTP
Technical Parity Committee

DCPAF
Central Directorate of Border Police

DGA
General Delegation for Armament (French Ministry of Defence)

DIRCAM
Military air traffic directorate

DSAC
Civil Aviation Safety Directorate

DSAC/IR
Civil Aviation Safety Directorate/ Interregional

DSNA
Air Navigation Services Directorate

DTA
Air Transport Directorate

EASA
European Aviation Safety Agency

EASAC
European Aviation Safety Advisory Committee

EASP
European Aviation Safety Plan

ECCAIRS
European Coordination Centre for Accident and Incident Reporting Systems

EGNOS
European Geostationary Navigation Overlay Service

ENACT
European National Authorities Certification Transition

ESSG
European SAFA Steering Group

ESSP
European Satellite Services Provider

ETOPS
Extended Time Range Operations

FABEC
Functional Airspace Block Europe Central

FCL
Flight Crew Licensing

F/N-IR (A)
Instrument flight qualifications

FNPT
Flight and Navigation Procedure Trainer (Simulator)

FSTD
Flight Simulation Training Devices

FTD
Flight Training Device (Simulator)

FTO
Flight Training Organisation

GANP
Global Air Navigation Plan

GASP
Global Aviation Safety Plan

GTA
Air Transport Gendarmerie

ICNA
Air navigation control engineer (DGAC)

IEEAC
Civil aviation design and operation engineer (DGAC)

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

IESSA
Air safety system electronics engineer (DGAC)

IFR
Instrument Flight Rules

ILS
Instrument Landing System

IMC
Instrumental Meteorological Conditions

IPEF
Bridges, Waterways and Forests engineer

IR
Implementing rules

IR
Instrument Rating

JAR
Joint Aviation Requirements

JORF
Official Journal of the French Republic

JOUE
Official Journal of the European Union

LAPL
Light aircraft pilot licence

LFI
Initial Finance Act

MEAS (DSAC)
Safety management coordination office

MNPS
Minimum Navigation Performance Specification

NPA
Notice of Proposed Amendment

ICAO
International Civil Aviation Organisation

OCV
Flight Control Organisation

OPS
Operations

OSAC
Civil aviation safety organisation

OSP
Public Service Obligation

PANS
Procedure for Air Navigation Services

PEB
Noise exposure plan

PN
Flight crews

PP
Professional Pilot Licence (F)

PPBE
Environmental Noise Prevention Plans

PPL
Private Pilot Licence for aeroplane or helicopter

PSE
National Safety Plan (NSP)

ANSP
Air Navigation Service Provider

QT
Type qualification

AFTN
Aeronautical Fixed Telecommunication Network

SAFA
Safety Assessment of Foreign Aircraft

SANA
Safety Assessment of National Aircraft

SCN
Department with National Authority

SMS
Safety Management System

SPPA
Animal hazards prevention service

ARFF
Aircraft rescue and fire-fighting

TRE
Type Rating Examiner

TRTO
Type Rating Training Organisation

TSEEAC
Civil aviation design and operation advanced technician (DGAC)

TT
Private Pilot Licence (F)

UAF
French Airports Union

ULM
Ultralight/microlight aviation

VFR
Visual Flight Rules

Publishing director:
Patrick Cipriani, DSAC Director

Coordination - Editing:
Yannick Robert, Communication and Public Relations
The DSAC would like to thank all those, both centrally and in the regions, who have contributed to the production of this report.

Design and production:
R2D2 communication - 01 40 09 90 39

Photo credits:
Arnaud Bouissou, Michel Coste, Bernard Delattre, DSAC, François-Xavier Dulac, Jean-Baptiste Eric, elxeneize/Fotolia, Marie-Ange Froissart, Pascal Joubert, Hop !, Daniel Hubert, Stéphane Le Foll, Richard Metzger, Philippe Naas, OSAC, Véronique Paul, Photothèque STAC, Guilhem Rénier, Bertrand Ridel, Yannick Robert, Nicolas Rommé, Gabrielle Voinot.

Printing:
SharePrint

Direction générale de l'Aviation civile
Direction de la sécurité de l'Aviation civile
50, rue Henry Farman
75720 Paris cedex 15
Tél. : 33 (0)1 58 09 43 21
Fax : 33 (0)1 58 09 43 38

