



Activity Report 2019

French civil aviation safety
directorate

National oversight authority



Ministry of Ecology Transition

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D S A C



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foreword

by Patrick Cipriani
French Civil Aviation Safety Director



At the time of publication of this report, the world is having to confront the COVID-19 pandemic.

This crisis of exceptional magnitude and consequences, is hitting domestic aviation very hard: the sector is experiencing historically low traffic and prospects for a return to normal are low, given that signs of fragility could already be seen in the pre-crisis context. DSAC supports companies in the domestic aviation sector by making derogations to allow private flights or extraordinary use, strengthen the resilience of players during this period of low activity and facilitate the subsequent recovery. It adapts its oversight methods without ever losing sight of its main priority: ensuring an optimal safety level.

In fact, France did not mourn any deaths in commercial air transport in 2019. There has also been a notable decrease in the global number of fatal accidents, with 259 deaths. Among these accidents, that of the Ethiopian Airlines Boeing 737 Max in Addis Ababa and the unprecedented safety issues that it has exposed, reminds us that safety is never attained but is the product of constant vigilance.

As far as light aviation in France is concerned, the long-term trend of a slight reduction in the number of fatal accidents continues (28, resulting in 38 deaths), although large variations continue to be observed year-on-year.

This is the context, across the whole national territory, in which DSAC has celebrated its 10-year anniversary in the service of flight safety, security and the territorial actions of the French Civil Aviation Authority.

As you will discover throughout this report, the theme of this tenth year was modernisation through the launch of the METEOR application, which unifies and simplifies exchanges between DSAC and its partners and operators, as well as mainly European regulatory action in which DSAC plays a major role.

Another theme of 2019 was drones, with the publication of the new European regulatory framework for aircraft and operations and the development in France of increasingly varied uses. DSAC is supporting the sector in its transition towards this new framework, which is inspired by our national framework and for which France has been a frontrunner. As far as safety is concerned, drones were also in the foreground of the poster at the annual DSAC Safety Symposium devoted to their integration into airspace alongside manned aviation.

Finally, as regards security, we should mention continuation of the very constructive work undertaken with the support of DSAC public partners and private operators, aimed at further strengthening the efficiency of the security system and optimally anticipating the risks it must face.

During this troubled period, I should like to express my sincere thanks to all DSAC agents for all their hard work in 2019 and in this start of year 2020, under exceptional conditions, as well as to all those within each company or organisation who contribute to maintaining the high safety level of our aviation.

Patrick Cipriani

Highlights

DSAC is 10 years old

Heir to the Aviation training and technical inspection service (Service de la formation aéronautique et du contrôle technique - SFACT), the Safety control directorate (Direction du contrôle de la sécurité - DCS) and the civil aviation directorates (Directions de l'aviation civile - DAC), in 2019, DSAC celebrated its first 10 years of existence working for safety, security and regional DGAC action in support of the prefects and in liaison with the central administration. Ten years in which it has developed its skills, its capacity to adapt and the consistency of its actions, in an increasingly European context.

The Drones and Airspace symposium

Held on 28 November 2019, the symposium related to the integration of drones into the airspace, alongside manned aviation. The exchanges, which took place between administrations, private and State drone operators, manufacturers, U-Space service providers, airports, airlines and manned aviation representatives, related to matters as diverse as:

- Current and future use of airspace by drones;
- Current procedures for segregation and arbitration of airspace demands; and
- Future U-Space services.

The symposium principally illustrated the rapprochement and gradual mutual acculturation of 'historic' aviation communities on the one hand and drone operators on the other.

All of the presentations for the day, as well as the safety promotion posters published for the occasion, are available on the Ministry website¹.

Rolling out METEOR

This acronym stands for Module for Exchanges and TEletransmission with ORganisations (Module d'Échanges et de TÉlétransmission avec les ORganismes), a business tool that optimises DSAC exchanges with the organisations that it oversees in matters of safety. METEOR, which came into service between 9 July 2019 and the beginning of 2020 depending on the different types of organisation, brings together all of the important information and functionalities necessary for DSAC procedures in the same place and makes them accessible in a few clicks.

A second version of the tool came out in March 2020 and includes functionality extensions: management of findings and oversight actions, FAQs and the communication of information, events or documents to organisations, etc.



Increased microlight mass ceilings

Regulation (EU) 2018/1139 provides for the possibility for States to become exempt from European rules and take back responsibility for certain aircraft between 450 and 650 kg. France has therefore decided to increase the maximum mass for Class 3 (3-axis) and 6 (helicopters) microlights to 500 kg (instead of 450 kg) for two-seaters and to 330 kg (instead of 300 kg) for single-seaters, with mass bonuses for certain types of safety equipment.

This decision is the result of consultation work between DSAC, the Mission for Light and General Aviation and Helicopters (Mission de l'aviation légère, générale et des hélicoptères - MALGH) and the French microlight federation (Fédération française de planeur ultra-léger motorisé - FFPLUM), which began in the summer of 2018, in order to establish the parameters of these new specifications and the associated transitional measures. The Order of 24 June 2019 setting forth the new mass, speed and power limits represents a compromise between extension of the microlight usage framework and specifications that are compatible with the liberal and declarative framework that makes for the success of this light aviation segment.

The light aviation safety portal

Co-piloted with the National Council of Aeronautical and Sports Federations (Conseil national des fédérations aéronautiques et sportives - CNFAS), the light aviation safety portal² is a 2019 DSAC undertaking, coordinated with the light aviation federations at Light Aviation Safety Proceedings (Instances de sécurité de l'aviation légère - ISALs), consisting in biannual meetings of the federations with DSAC on this subject).

Together with the CNFAS federations, DSAC has undertaken the creation of a website dedicated to light aviation safety. This communication tool aims to gather information, articles, videos and initiatives dedicated to the promotion of light aviation safety.

It is necessary to inform all pilots of the hazards of their domestic aviation activities and how to manage them, in order to prevent accidents.

The safety portal productions are principally based on notifications of safety events, investigation reports and safety studies by the Civil Aviation Safety Investigation and Analysis Office (Bureau d'enquêtes et d'analyses - BEA), broken down into information, training and skills maintenance activities by instructors.

Safety portal productions are classified by flight phase as soon as possible. This means that they can be accessed in a logical order based on practicality. It also serves as a reminder that each flight phase prepares for those that follow, from a risk management point of view. A brief description of each flight phase has been written to characterise this role.

This classification is also intended to be constructive for pilots and must enable them to become more stronger, safer and more confident.

Introduction of the RQS and ATREEA licences

In October 2019, two new licences were created, each comprising three specialisms and three levels according to the expertise of the staff: It's the following licenses:

- the **RQS** licence, comprising three qualifications: **Technical Safety Regulations** for agents in responsible for drafting regulatory texts in this area; **Quality**, for those responsible for DSAC management system; and **Safety** for analysts in charge of handling flight safety events.

Results of the 2018-2019 satisfaction survey conducted with operators

In 2018-2019, DSAC conducted a survey of all of the operators overseen, to learn how to improve and best meet their expectations.

320 operators replied: mainly aerodrome operators, flight training organisations, and air operators (CAT, SPO, etc.); to a lesser extent, some air navigation service providers and operators of drones or other activities.

The general impression of DSAC oversight actions is very satisfactory: **90% of our operators are satisfied or very satisfied**. This impression is identical regardless of the area of activity.

The methods and rigour of DSAC are appreciated:

- **According to 85% of operators, the oversight procedures and objectives are clearly stated upstream** (particularly in the field of domestic aviation operations) and the process conforms to what is expected.
- **According to 90% of the operators, the comments and findings at the end of the audit were clear and factual**, although there was room for improvement in ATO (only 75%).

Better still:

- **According to 93% of the operators, relations with DSAC teams are considered very constructive** in all areas.

As regards the efficiency of DSAC actions, the results are satisfactory overall, but they identify a number of **routes for improvement**:

- And **ATREEA**, dedicated to agents responsible for governmental matters (not including environmental issues, for which a specific oversight licence already exists) mainly handled by DSAC-IRs; this also includes three qualifications: **Land Use Planning**, **Economic Regulation** and **Airspace**. These activities cover a broad spectrum from monitoring urban planning issues that might impact domestic aviation navigation to airport regulation via airspace allocation.

These new licences will make it possible to improve the management of associated skills to the benefit of these important DSAC missions.



- **For 91% of operators, the time periods for advertising on-site inspection dates no longer present any difficulties**, especially in the field of air operations where satisfaction is almost total. A few suggestions have been noted: take into account the seasonal nature of activities, adapt to the constraints of small structures, improve coordination between areas when the operator has to undergo several audits and inspections.

- **For 81% of operators, procedures for processing DSAC applications are fairly clear**, but with a margin for improvement for airports (only 76%). The guides are generally useful to operators, but some lament the fact that DSAC agents rely on these guides as if they had regulatory value extending beyond the requirements.

- **For 83% of operators, the processing times for DSAC applications were thought to be reasonable**, however with room for improvement in the areas of ATO and domestic aviation operations (barely 80%), especially when expert opinion is required (FOI expert pilot in particular). Some deadlines, which are too long, may end up posing operational or commercial difficulties to operators. However, the responsiveness of DSAC in urgent situations remains highly appreciated. Attention was also drawn to change study processing times.

The results of this survey have been listened to attentively within the various domains and are already integrated into DSAC action: take more into account the specificity of small or multi-activity operators, to continue to pay attention to the fair treatment of everyone at the national level and to further increase the visibility of our organisation and the availability of information. The launch of the METEOR tool, and future developments, constitute significant progress in this regard.



Assessing and improving safety

The Safety Assessment and Improvement Task Force (Mission évaluation et amélioration de la sécurité - MEAS) is tasked with collecting and using information relating to safety, coordinating its analysis and proposing improvements that can be inferred from this, particularly as part of the implementation of the state safety programme (SSP).

Horizon 2023

The Strategic Safety Improvement Plan is a key element of the State Safety Programme, and it identifies the subject matter that should be prioritised for action in order to improve air safety, in both commercial aviation and light aviation.

The Horizon 2023 plan is the fruit of collaborative work between all of the State services dealing with safety (DGAC and BEA, principally) and French civil aviation players. It takes into account the guidelines in the European Plan for Aviation Safety (EPAS) and the ICAO's Global Aviation Safety Plan (GASP).

2019 was the first year of implementation of the Horizon 2023 plan and, in particular, included the launch of the following actions:

- Introduction of indicators for the

following safety items: runway incursions, near-CFITs and loss of separation, in the context of implementing a relevant measure of safety performance;

- Continued support for the CASH (Collaborative Aerodrome Safety Highlights) initiative with the development and publication of new sheets;
- Widening the France Flight Safety networks with the integration of new players (business NCC and CAT operators);
- Implementation of the Light Aviation Safety Portal.



Just Culture

The activities of the Just Culture Observatory in the field of civil aviation safety continued in 2019. The observatory thus continued to promote the concept of just culture to the various entities and gave an opinion concerning a referral by a DSAC agent. During the year, the Observatory published its first annual progress report. This report includes, in particular, the creation and setting up of this organisation, its role and the different cases studied. A DSAC Guide to Just Culture for Operators was developed during the course of the year, and the recommendations contained therein are the result of joint DSAC and Observatory work.

In accordance with Article 15-4 of Regulation (EU) No 376/2014, DSAC and the judicial authorities have concluded an agreement to regulate the use of event reports and the analysis made of them in judicial frameworks. Its main objective is to seek a fair balance between the prevention of future accidents and the proper administration of justice in order to guarantee the wider public interest.



International cooperation

Armed with its SSP expertise, DSAC has played its part in extending the DGAC's international outreach.

In particular, DSAC has actively contributed to exchanges on the issues of the operational classification of NOTAMs in partnership with the UK CAA. It has also taken an active part in drafting the EASA collaborative Human Factors (HF) for Regulatory Staff proposal, together with the

Swedish and UK Civil Aviation Authorities. DSAC has contributed to evaluation of Regulation (EU) No 376/2014 with a view to its possible revision.

DSAC also led a cooperative venture with Togo and Cameroon on the development of national safety plans. Finally, as every year, DSAC has played an active role in the National Civil Aviation School (Ecole nationale de l'aviation civile - ENAC) master's in safety management – a favourite of foreign students – by presenting the French experience as part of the safety at state level component of the master's.





Resource management

The resource management directorate, in liaison with the DGAC General Secretariat, prepares and implements DSAC human resources and financial, material and information technology resources policy, which contributes directly to the quality of service provided to operators and users by DSAC technical and interregional directorates. It is also tasked with collecting fees for services rendered by the State for the safety and security of civil aviation.

Human resources, training and skills management

In 2019, DSAC continued its contribution to DGAC efforts of modernising support positions to optimise human and financial resources in an increasingly constrained overall context.

At the same time, DSAC has continued to strengthen ties between the central level and DSAC-IRs through the establishment of HR and finance networks to improve its collective functioning and efficiency.

Last year also saw preparations under way for implementation of the Civil Service Transformation Act published on 7 August 2019. This law notably got rid of prior notification from joint administrative committees on questions of mobility as of 1 January 2020 (and on questions of promotion as of 1 January 2021) and imposes the adoption of guidelines underwriting management principles. In 2019, the General Secretariat (GS) and business directorates therefore reflected on the practical implementation of these mechanisms and on

the content of the mobility guidelines that should be adopted in 2020.

In parallel, a transverse project led by the GS and involving the business directorates, resulted in 2019 in workforce management principles that gave business directorates more flexibility to optimise the jobs in their core business.

DSAC has also been very present in the international skills development work led by EASA: an opportunity for DSAC to get its

model (based on the oversight licence) and the diversity of its profiles better known.

Finally, DSAC has implemented training in management values for its 300 managers, in order to develop a shared management culture in the context of its role as an authority. This important training cycle, which will run for two years, began at the end of the year for an initial group made up of 28 agents from across the whole DSAC.



Constraints on resources

DSAC staffing levels on 31/12/2019

In 2019, staffing levels decreased slightly, from 1,074 to 1,063.

	ADMCV	ATTAE	ASAAC	ASSI	INFI	ADAAC	IPEF	EQUIP	ICNA	IEEAC	IESSA	TSEEAC	PNT	OUV	AC 84-16	Total
DSAC-EC	3	18	25			34	17	3	2	64		49	8	6	33	262
DSAC-AG	1	4	12			16			1	8	1	17	1	20	1	82
DSAC-CE		4	5	1	1	6	1		1	7		38	4	5	3	76
DSAC-N		6	16	1	2	20	2	1		16		73	7		14	158
DSAC-NE		3	8	2	1	9			1	6		38	2	4	1	75
DSAC-O	1	4	8	1		14	1		6	13		40	1	4	3	96
DSAC-OI		4	4	1		10	1			4		14		11		49
DSAC-S		5	8	1	2	13	1			9	1	32	4	7	3	86
DSAC-SE	1	7	11	1	2	14	2		2	12		40	2	3	6	103
DSAC-SO		1	13	1	2	10	1		4	9	2	23	3	4	3	76
Total	6	56	110	9	10	146	26	4	17	148	4	364	32	64	67	1,063

Licences

On 31 December 2019, **582** DSAC agents were in possession of a valid oversight licence, for a total of 847 qualifications.

Qualifications by domain	ANA		NO		PN	SUR	ENV	Total
	Aerodromes	Air navigation	Aircraft	Operations	Aircrew	Security	Environment	
Inspector <i>or</i> Ramp Insp.	28	18	2	81	54	57	17	257
Senior inspector <i>or</i> senior Ramp Inspector <i>or</i> Auditor	205	53	2	92	76	38	21	487
Head of audit mission <i>or</i> Contact person	20	15	11	28	14	11	4	103
Total	253	86	15	201	144	106	42	847



The new RQS and ATREEA licences

In October 2019, two new licences were created, each comprising three specialisms and three levels according to the expertise of the staff:

the RQS licence, comprising three

qualifications: **Technical Safety Regulations, Quality and Safety**; and **ATREEA**, also including three qualifications: **Land Use Planning, Economic Regulation** and **Airspace**.

Agents have been grand-fatherised in their skills area(s) based on their experience.

Some may therefore have several qualifications, as is the case with the oversight licence.

ATREEA Qualifications	Development Land use planning	Economic regulation economic	Airspace	Total
Specialist	14	9	20	43
Senior specialist	28	21	19	68
Contact person	4	5	3	12
Total	46	35	42	123

RQS qualifications	Technical safety regulations	Profession	Safety	Total
In training	0	1	0	1
Technical safety regulator or Auditor or Safety analyst	0	4	5	9
Senior	7	4	9	20
Contact person or Head of internal audit mission	8	2	4	14
Total	15	11	18	44



2019 fees

The 2019 fees experienced an increase in production on certain revenue lines due mainly to the increase in traffic observed

in 2018 (aircraft operator fees) and fees relating to aircrew (training, examinations, etc.), but remain globally in balance relative to 2018.

Oversight and certification fees	Fees due in 2019 (€)	Certificates issued as at 31/12/2019 (€)	Cash receipts 2019 (€)
Aircraft operator fees	10,960,000	11,029,478	10,821,263
Aerodrome operator safety and security fees	13,200,000	13,623,912	13,606,570
Carrier aviation security fees	1,550,000	1,429,175	1,406,994
Aircrew training organisation fees	430,000	582,053	527,243
examination fees	1,475,000	2,021,575	2,020,825
Civil aviation staff approval fees	845,000	899,584	899,584
Training programme fees	5000	6,875	6,875
Synthetic flight trainer qualification fees	580,000	518,255	514,402
Aircraft rescue and firefighting equipment fees	0	0	0
Security system fees	775,000	667,090	667,090
Airworthiness fees	160,000	148,610	148,620
Expert appraisal fees	0	0	0
Total Fees 2019	29,980,000	30,929,607	30,619,466

Budget

Financial resources available to DSAC in 2019 (excluding payroll)	Commitment appropriations (M€)	Payment credits (M€)
Day-to-day operations	26.44	26.49
Capital transactions	4.40	4.98
Total	30.84 (1)	31.47 (2)

(1) - LFI = 23.35 M€ + Product attribution/FDC (open) = 7.35 M€ + deferrals = + 0.14 M€ (excluding AENE/T5 = 2.29 M€)
(2) - LFI = 23.35 M€ + Product attribution/FDC (open) = 7.35 M€ + deferrals = + 0.57 M€ (budget appropriations) and + 0.20 M€ (Product attribution/contribution)



European cooperation and safety regulations

DSAC plays an essential role in the regulatory guidelines and developments concerning aviation safety, at national, European and international levels. This activity is organised and led by the technical directorate for European cooperation and safety regulations (DSAC/ERS).

In 2019, EASA's regulatory work continued at a steady pace: 16 NPAs (*Notice of Proposed Amendments*) were dealt with during the year. To these are added the European consultation processes on other types of documents (terms of reference for rulemaking tasks, Best Intervention Strategy, etc.). In addition, DSAC replied to the seven State letters issued by the ICAO proposing changes to its standards and recommended practices. DSAC also continued to reply to ICAO self-assessment questionnaires as part of the CMA-USOAP (*continuous monitoring approach - universal safety oversight audit programme*), and participated in the ICAO's work improving the USOAP programme.

DSAC has also been working to adapt to Regulation (EU) 2018/1139, known as the Basic Regulation, which entered into force on 11 September 2018. In particular, the publication of the first implementing and delegated regulations on Unmanned Aircraft Systems, in the development of which DSAC was particularly involved, has crystallised this new EASA prerogative. DSAC also adapted to the new exemption process introduced by regulation (EU) 2018/1139.

At international level, DSAC has participated in the work of the 40th ICAO Assembly, which brought 184 States together. This conference was preceded by major coordination work at European level, in which DSAC played an active role. The Assembly was



an opportunity to address many emerging issues such as suborbital flights and the interface between domestic aviation traffic and commercial space transport operations, ultra-low and super-high altitude drone flights, supersonics aircraft and even cyber resilience. Global-level organisational safety issues were the subject of much debate. Emerging risks (GNSS jamming, lithium batteries, etc.) were also discussed.

Finally, in 2019, DSAC continued its work in innovative fields at national, European and international levels, with the aim of visualising the appropriate safety regulation approaches to the operational concepts of emerging projects: future commercial aerospace systems, suborbital aircraft and airborne launchers, new high-altitude platforms or even electric or hybrid VTOL.

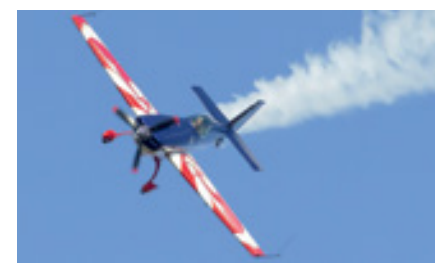
Aircraft and air operations

Design and continuing airworthiness of aircraft

Regulation (EU) 2019/1383 has been published. It amends Regulation (EU) No 1321/2014 relating in particular to the continuing airworthiness of aircraft. The main amendment is the introduction of new annexes, including the Part-ML and the Part-CAO providing simplifications for the continuing airworthiness of the small general aviation aircraft. Furthermore, this regulation has better segregated the requirements for organisations (Parts CAMO and CAO) from the technical requirements (Parts M and ML). DSAC with the support of OSAC (Organisme pour la Sécurité de l'Aviation Civile) will give guidance to the

individuals and organisations affected by these amendments throughout the transition period provided for in the regulation.

As part of the General Aviation GA Roadmap 2.0, launched in Vienna at the end of 2018, EASA has committed itself to radically simplifying the airworthiness system (design and production) for small aircraft used for general aviation that present a low level of risk to third parties. The first workshop was held in April 2019 at the Friedrichshafen General Aviation AERO Fair. DSAC plays an active role in these workshops and will be attentive to the success of simplification initiatives.



Air displays

DSAC has continued its work to revise the Order of 4 April 1996 on air displays with the objective of improving safety at these events. Following on from the proposals of the dedicated working group and dialogue with various players in the domain in France and abroad, in mid-2019 DSAC put a draft Order up for consultation with users and other ministries. The work of collecting and analysing the comments emerging from this consultation was conducted at the end of 2019 for planned publication in 2020.

The aftermath of the Germanwings accident

Following the Germanwings accident in 2015, the European Commission adopted Regulation (EU) 2018/1042 which becomes applicable on 14 August 2020. This regulation obliges States to implement blood alcohol testing on flight crew and cabin crew. It also enables Member States to provide for testing for the use of psychoactive substances other than alcohol. Drafting the necessary legislative and regulatory provisions for implementation of the provisions of this regulation and enactment of the associated criminal sanctions regime began in 2019.



Civil aviation staff

Improvements to the commercial air transport pilots training

On 20 December 2019, Regulation (EU) 2018/1974 entered into force, introducing new training requirements on upset prevention and recovery (UPRT or upset prevention and recovery training), since upset and loss of control appear to be major risk factors in commercial air transport. It therefore introduces provisions adopted in 2014 by ICAO on this topic.

Throughout 2019, DSAC participated in the EASA work to arrange transition to this new mechanism. In particular, DSAC has made EASA aware of the difficulties encountered by simulator operators and the setting up of some advanced UPRT training.

Aircrew instructor and examiner framework

2019 was marked by work and several updates in connection with Aircrew Regulation provisions relating to instructors and examiners. DSAC has actively contributed to this.

DSAC was selected to participate in the EASA work to overhaul the instructor and examiner system with the principal objective of responding to the identified shortage. It has formulated concrete initial proposals to simplify the mechanism. Work will continue in 2020 and will be extended across all instructor certificates.

Defence of the French general aviation model

The year 2019 saw the publication of, or voting on, several European regulations containing significant advances for French leisure aviation. They are the result of several years of the DSAC involvement and influence in the EASA general aviation work.

Regulation (EU) 2019/430 provides for the exercise of limited privileges without supervision prior to issuance of the light aircraft pilot licence (LAPL). It constitutes the European regulatory basis for safeguarding the fundamental principles of the basic pilot licence and glider licence without crosscountry flight. In 2019, DSAC started the development of national rules in close collaboration with the French Aeronautical Federation (Fédération Française Aéronautique - FFA) and the French Glider Federation (Fédération Française de Vol en Planeur - FFVP).

Regulation (EU) No 2019/1747 provides, among other things for the possibility to recognise training credit on 'Annex I³' aircrafts for the purpose of obtaining a Part-FCL licence. This provision sustains the use of the 'Annex I' aircrafts fleet by training organisations, including DTOs offering training for various European leisure licences and ratings. The use of 'Annex I' aircrafts constituted a major challenge principally for mountain flight rating and aerobatic rating.

The setting up of instrument rating for private pilots, voted on at the EASA Committee in October 2019, will enable recreational pilots to access instrument rating privileges under simplified conditions. Among other things, DSAC obtained the absence of an obligation to hold a language proficiency endorsement on their licence in English for access to this rating. This provision will allow French-speaking

³ Aircraft listed in Annex I to the Basic Regulation and to which this same regulation does not apply



National regulations update

Following the air transport conference, a working group bringing together aerodrome operators, DGAC directorates, government ministry partners and training organisations was launched in order to propose guidelines in view of matching the national Aircraft Rescue and Fire Fighting Service regulations (RFFS) more into line with the European RFFS regulations. The conclusions of this group are expected in the first half of 2020.

pilots to make a smooth transition from the national F-N/IR qualification to the Basic IR in September 2021.

DSAC has put a lot of effort during three years into the development of the new simplified regulatory mechanism for glider and balloon licences, which will come into force on 8 April 2020 and provide an appropriate framework for these two categories of aircraft.

Airport safety

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

At an international level, DSAC participated in various ICAO working groups in view of updating the Annex 14 standards

and recommended practices dedicated to aerodromes, as well as the related documents. This is particularly the case with the work relating to ground handling services. Furthermore, DSAC and the Civil Aviation Technical Service (Service technique de l'aviation civile - STAC) have intervened in the ICAO framework to share our consultation methods with the various operators and our plan for anticipated implementation of the runway status information exchange – *global reporting format (GRF)* – at two test aerodromes.

At a European level, DSAC is highly mobilised regarding the draft amendment to Regulation (EU) No 139/2014 concerning runway safety and the provisions relating to apron management. Its action has been a game-changer in order to adapt EASA draft requirements relating to the language skills of drivers on the manoeuvring area. Finally, collaboration with other European states is developing on emerging issues such as autonomous devices and vehicles within the airport environment.

Drones and strategic emerging projects

The latest implementing provisions for Law No 2016-1428 on enhancing the safety of civilian drone use were published. At European level, 2019 was notable for the publication in June of the first two texts implementing the European regulation on unmanned aerial vehicles: Regulation (EU) 2019/945 concerning the airworthiness of

these aircraft and Regulation (EU) 2019/947 concerning their operations. DSAC is creating the roadmap for the implementation of these new requirements and support for drone operators during the transition. It also participated in the working group steered by the European Commission and EASA on the development of a European regulation on U-space.

At international level, DSAC is actively involved, together with the air navigation services directorate (Direction des services de la navigation aérienne - DSNA) and French industry, in the work of the ICAO panel on establishing standards and recommended practices (SARPs) for future certified remotely piloted aircraft systems intended to carry out international commercial IFR flights in non-segregated airspace (RPAS). It is currently expected that these provisions relating to 18 of the 19 ICAO annexes would be applicable by the end of 2026.



Leading a task force together with the French National Centre for Space Studies (Centre nationale d'études spatiales - CNES) within the French State-Industry Coordination Committee on Space (COSPACE), DSAC coordinated the development of shared French positions in the emerging field of suborbital operations and commercial space transport. This work included joint ICAO-UNOOSA (United Nations Office for Outer Space Affairs) activities, informal bilateral exchanges with the United States, workshops with interested European countries, the regulatory requirements for safety and frequency spectrum linked to the International Telecommunications Union, export control, the safe separation of aviation from space operations and new suborbital platforms and spaceport projects in Europe and around the world.



In May 2019, the Ministry of Higher Education, Research and Innovation and the Ministry of Defence launched a working group on potential changes to the French law on space operations. DSAC is contributing to this work, mainly concerning suborbital flights, spaceports and the return of objects after launch.





Aircrews

Developing, implementing and facilitating the safety policy concerning flight crews aptitudes and competences are the main tasks of the DSAC Flight Crew technical directorate (DSAC/PN).

This directorate is responsible for overseeing the training of technical and commercial flight crews, organising theoretical and practical examinations and issuing certificates. Thanks to its pilot assessors and inspectors, it also brings technical expertise that is essential to both domestic aviation operations and the pilot training.

Examinations

In 2019, DSAC continued working on the planned delegation of theoretical examinations for private pilot licences, glider and microlight licences, in partnership with the relevant federations. To this end, draft orders, requirements specifications and conventions have been developed, and cybersecurity related specifications have been enacted in order to confirm the technical feasibility of rolling out the OCÉANE examination management

application on websites other than those of DSAC. In 2020, DSAC will finalise the legal and administrative framework for the delegation and conduct the first in situ tests.

DSAC issued more than 5,000 aptitude reports for remote pilots who were practising before 1 July 2018 and were exempt from the training and specific theoretical examination obligations introduced by the Order of 18 May 2018 on the basis of acquired privileges.

The OCÉANE examination management and organisation app was subject to significant computer security reinforcement during 2019. The application, therefore, had to be partially closed outside office hours. Stronger protection measures were effectively deployed at the end of 2019 and these restrictions were lifted in early 2020.



Number of theoretical professional flight certificates issued on 31/12/2019	
ATPL(A)	840
ATPL(H) / IFR	20
ATPL(H) / VFR	10
CPL Aeroplane	9
CPL Helicopter	65
RI	108
CCA	2,339
Skydiver	28

Number of theoretical non-professional flight certificates issued	
PPL/A PART FCL	2,114
Microlight	1,621
Remote pilots	3,729
Basic pilot's licence (Brevet de base - BB)	161
PPLH PART FCL	92
LAPL Aeroplane	68
LAPL Helicopter	68

Number of language proficiency statements issued or extended (FCL 055) in 2019				
	Level 4	Level 5	Level 6	Fail
GROUND-based examination				
– FCL.055B VFR (initial and extension)	192	152	58	23
GROUND-based exam. – FCL.055D (IFR)	113	151	12	26
GROUND-based exam. – Ext. FCL.055 D	306	608	50	10
FLIGHT examination – Ext. FCL.055 D	130	324	-	1

Licences

Concerning its conventional operational activity of issuing aircrew certificates, several subjects deserve to be flagged up in 2019.

The SIGEBEL computer system for managing aircrew licences has been undergoing changes in order to modernise the SIGEBEL-Ext external portal home page. This page has more modern visuals, affords access to the pilot account, the list of examiners and the licence authentication page (reserved, after

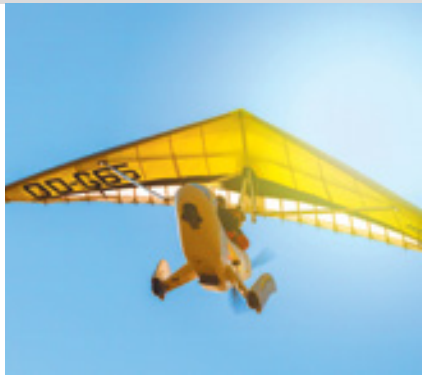
consent has been given, for foreign airlines and civil aviation authorities).

Work relating to the numerous regulatory changes has continued with the relevant federations, in particular to set up authorisations for unsupervised flying for the benefit of LAPL pilot licence students, as well as to define the new provisions for converting glider pilot licences into European S-FCL licences and balloon pilot licences into European B-FCL licences. These new provisions will apply from 2020.

Furthermore, the principle of deleting aircrew registers, initiated in 2018 as part of the air transport conference, has been enacted. It has effectively been established that not having registered no longer affects membership of the pension fund for professional civil aviation aircrew. An article on this removal is included in the draft law on speeding up and simplifying the public action planned for 2020.

Number of professional pilot licences issued in 2019	
Commercial pilot - Aeroplane CPL(A)	707
Airline transport pilot - aeroplane ATPL(A)	372
Commercial pilot - helicopter CPL(H)	87
Airline transport pilot - helicopter ATPL(H)	10
Flight engineer	0
Commercial skydiver	37
CCA (Cabin crew)	2,364

Number of non-professional pilot licences issued in 2019	
Basic pilot licence BB	550
Light aircraft pilot licence (aeroplane) LAPL(A)	385
Light aircraft pilot licence (helicopter) LAPL(H)	1
Private pilot licence (aeroplane) PPL(A)	1,785
Private pilot licence (helicopter) PPL(H)	93
Microlight pilot	1,614
SPL	864
Glider	77
Free balloon	90



Number of instrument flight qualifications issued in 2019	
Types of IR	Year 2019
Aeroplane IR	1,189
Helicopter IR	34
CB-IR	49 SE CB-IR(A) + 6 ME CB-IR(A)
EIR	2 SE EIR(A)
FN/IR	9 SE + 5 ME

Valid licences and qualifications as of 31/12/2019 Professional pilots (licences with a validity end-date)	
Commercial pilot - aeroplane	5,934
Airline Transport Pilot - aeroplane	8,718
Commercial pilot - helicopter	1,397
Airline Transport Pilot - helicopter	258
Flight engineer	0
Skydiver	317

Valid licences and qualifications as of 31/12/2019 Non-professional pilots (licences with validity end-date)	
Basic Pilot BB - aeroplane	554
Light aircraft pilot - aeroplane LAPL(A)	2,609
Light aircraft pilot - helicopter LAPL(H)	3
Private pilot licence (aeroplane) PPL(A)	25,031
Private pilot licence (helicopter) PPL(H)	1,228
SPL	7,641
Free balloon	828
BPL	140

Flight simulation training and resources

In 2019, DSAC supported the introduction of training to teach pilots in means of preventing and getting out of unusual positions (*upset prevention and recovery training - UPRT*) by approving the programmes submitted by accredited training organisations and certifying the simulation resources used in France and abroad (on its own behalf and on behalf of EASA).



Number of flight crew training organisations registered on 31/12/2019	
Approved organisations (ATOs)	181
Declared Training Organisations (DTOs)	675

Number of cabin crew training organisations approved on 31/12/2019	
CCA	15

Assessments and audits of operators of simulation resources in 2019	
Aeroplane flight simulators (FFS)	115, of which 33 abroad
Helicopter flight simulators (FFS)	7, of which 4 abroad
Aeroplane flight trainers (FTD)	17, of which 7 abroad
Helicopter flight trainers (FTD)	7
Aeroplane Flight and Navigation Procedure Trainers (FNPT)	59
Helicopter Flight and Navigation Procedure Trainers (FNPT)	2
Basic Instrument Training Systems (BITD)	2
Audits of FSTD operators	32, of which 2 abroad



Expert appraisal

DSAC pilot assessors provide expert appraisals to all DGAC directorates in the areas of training and flight operations through reviews of airline operating procedures and of their participation in audits. They perform real-world, in-flight, simulator and on the ground checks (177 checks in 2019). These staff benefit from secondment to an airline to enable them to keep their skills and licences in a valid state.

The profile of these pilots, all instructors and examiners, with air transport experience on multiple machines and trained as *flight operations inspectors (FOI)*, makes them preferred partners by other DSAC technical directorates.

DSAC expert appraisals also rely on the pilot inspector networks (PINs). The skills of these pilots are constantly being adapted to developments in French air transport.

Activity of the medical branch and the Civil Aviation Medical Council (Conseil médical de l'aéronautique civile - CAMC)	
Decisions taken by the medical branch	1,019
Transfers of medical records between European States processed by the medical branch	1,678
Definitive incapacity and causality assessment records handled by the CAMC	232

Aircrew medical fitness

The medical branch of DSAC provides oversight for eight centres accredited to perform medical check-ups (AeMC) on professional pilots (four in mainland France and four overseas) and about 600 State Medical Assistance examiner doctors (Aide médicale de l'État - AME) authorised to perform medical check-ups on private pilots.

Doctors in the medical branch of DSAC regularly conduct audits of these approved doctors (32 audits in 2019) and organise or participate in training sessions for them.

In 2019, the branch consolidated the functional specifications of the future information system for the management of

medical skills. It also lent its expertise to the work of EASA. It was furthermore subject to inspection by the Agency which led to three discrepancies, all resolved.

A fourth doctor joined the medical centre in December 2019.





Airworthiness and air operations

Developing, implementing and facilitating the safety policy concerning:

- technical approvals and oversight of airlines, aerial work contractors and other organisations operating aircraft operations in general aviation, including professional operators of remotely piloted aircraft;
- production organisations, continuing airworthiness management organisations, maintenance organisations and staff involved in these areas;
- certification, continuing airworthiness and conditions of use of aircraft, including remotely piloted aircraft,

is the responsibility of the technical directorate for airworthiness and air operations (DSAC/NO) which carries out its activity in accordance with international, European and national standards and assists EASA when these tasks fall within its competence.

Furthermore, it also participates, through its actions, in the state safety programme (SSP).

DSAC has empowered OSAC, a private subsidiary of APAVE Group, to issue and to oversee the approvals for production, for maintenance and for continuing airworthiness management, and to issue licenses for maintenance technicians.



Changes within French airlines

In 2019, air operator certificates were issued to Aérosotravia, ADM Aviation, Intairline and Saint Barth Executive.

Several new aeroplane types were added to operators' fleets : A350 at Air France, A330neo at Air Calédonie International and A320neo at Air Corsica. 2019 was also marked by the cessation of activity of several airlines: Joon, Aigle Azur, XL Airways, Helios Corporate, FB Aero, Heliconia France and JAC Hélicoptères.

Several RNP AR approvals were issued, supporting operators in implementing complex approach procedures based on GNSS positioning.

Work concerning the use of night vision binoculars was carried out in association with helicopter operators, culminating in the publication of a guide. Consequently

In order to best meet operators' demands and provide them with appropriate support in the context of regulatory changes, DSAC has improved its organisation and working methods in order to enhance its agility, by optimising the use of pooling of resources and competences. It has also continued its efforts to publish guides to explain and simplify the steps required to obtain operational authorisations. For example, the EFB (electronic flight bag) guide has been updated to make it easier to understand regulatory changes, such as the possibility to use GPS sources of these EFBs for certain applications. Lastly, it has carried out several aircraft performance studies related to particularities of some airports.

Regarding navigation procedures, satellite-guided visual approaches with prescribed track (RNAV VPT) and the way they should be designed and handled by air operators have been defined.

Lastly, DSAC has supported operators through the draft changes to the SPI-IR and datalink interoperability regulations, so that these regulations take into account potential difficulties for French operators in complying with the new requirements.

Implementation of the oversight plan for commercial Specialised Operations (SPO)

In keeping with the actions performed by DSAC in 2017 and 2018 following the coming into force of European regulation on specialised operations, DSAC continued implementation of its oversight plan for operators who had registered with it. It carried out individual support actions for operators having difficulties grasping the new requirements.

To give guidance on the introduction of specific rules for post-maintenance test flights, DSAC initiated a working group bringing together OSAC and representatives of the operators concerned, with the aim of identifying problems and defining pragmatic solutions for implementation.



Implementation of the new European regulations on balloon operations

On 8th April 2019, the new European regulations governing flight safety for balloon operations entered into force. DSAC continued its actions to give guidance to operators in this transition initiated in 2018. In particular, this resulted in the publication of guides to simplify understanding of this entirely new regulatory framework.

DSAC then became engaged in overseeing the newly registered operators, actions that will go on in the coming years.



Drones

In 2019, the first surveillance operations of an industrial site by autonomous drone under the supervision of a remote operator were authorised.

The first oversight plan for operators of unmanned aircraft was developed for year 2020. According to the principles of risk-based oversight, this plan will mainly focus on operators flying drones beyond visual line of sight or over populated areas, as well as those who have declared themselves as training organisations.

An overall training plan has been implemented for DSAC agents in charge of overseeing and approving drone operations in the profession of remote pilot. This plan aims to strengthen DSAC knowledge and competence in professional drone use and to ensure the legitimacy of the oversight inspectors with the operators.

Airworthiness

In the area of airworthiness, DSAC has been involved in EASA's validation of the Gulfstream GVII-500 certification, an aircraft that is pushing technological advances in several areas.

Similarly, DSAC has managed the certification of the Sonaca S201, the glass cockpit version of the Sonaca S200, and has participated in the certification of Daher's TBM 940, which also has significant technological developments.

Dangerous goods

Regarding dangerous goods, DSAC developed CBTool, a tool to help operators define their training needs. At the same time, it took part in international work aimed at introducing new competency-based training methods.

Cooperation with EASA

With regard to the conditions for outsourcing certain certification tasks under EASA responsibility to the European authorities, DSAC steers the partnership agreement concluded with the Agency, which entered into force on 1st January 2018. This agreement involves experts from DSAC, the DGA and OSAC for an overall volume of activity of around 28,000 hours/year.



Airworthiness

Fleet registered in France on 31/12/2019	
	7,974

Aircraft holding a valid airworthiness certificate on 31/12/2019	
AG	7,974
TAC	1,098
Total	9,072

Airworthiness documents issued on 31/12/2019			
CDN	323	CNRA	18
CDNS	1	CNRAC	14
R-CDN	2	CDNR	1
CNSK	2	Noise certificates	314

Permits to fly*	
	496
of which 456 issued by DSAC and 40 issued by OSAC	
(*): Invalid airworthiness certificate, foreign permit to fly validation or aircraft in the process of obtaining a certificate of airworthiness.	

Valid microlights registration certificates on 31/12/2019	
	16,331

Remotely piloted aircraft Airworthiness documents issued in 2019	
Type design certificate	74
Special authorisations	17
LPs	80

Production

Production organisations under French oversight on 31/12/2019	
Part 21G	197
Part 21F	3

Transport aeroplanes	
Airbus (Toulouse, Hambourg**, Mobile** and Tianjin** sites)	863
Commuter aircraft (Avion de Transport Régional - ATR)	66
Dassault Aviation	40

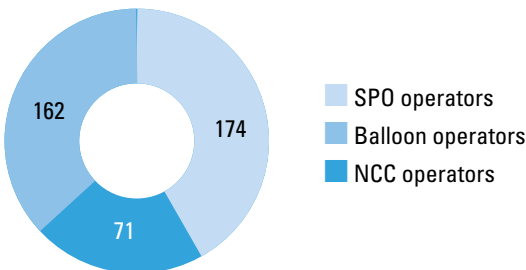
(**): Activities in Hamburg, Mobile and in Tianjin do not fall under the oversight subcontracted by EASA to the DGAC

General aviation	
Aérophile SA	3
Robin Aircraft	16
Ballons Chaize	8
DAHER-Socata	45
Issoire Aviation	1
Nouvelle Manufacture d'Aérostats (ex Llopis)	2
ASI Aviation	0

Civilian helicopters	
Airbus Helicopters	177
Guimbal	23

Aircraft operation and maintenance

Air operator certificates on 31/12/2019	
AIROPS 1 (aeroplane)	61
OPS 1 (aeroplane)	1
AIROPS 3 (helicopter)	37
OPS 3 (non AIROPS helicopter)	2
Total	106



Airline	
Flight checks	201
Simulator training checks	149
Ground course training control checks	88
of which 42 FOI, 46 cabin crew IOPS21 PNC	

Air Operator Certificate (AOC) oversight actions, 2019	
	284

Meetings for the guidance of operators	
	62

ETOPS-accredited companies	
	11

Aircraft operation control checks on the ground	
Total number of control checks in 2019	2,330
of which French company control checks (SANA)	672
of which foreign company control checks (SAFA/SACA)	1,658

Remotely piloted aircraft on 31/12/2019	
Operators referenced	8,946
Drones referenced	15,946

Oversight of maintenance workshops and continuous airworthiness management organisations

Approvals on 31/12/2019	
Part 145	290 + 50
foreign organisations overseen on behalf of EASA	
FAR 145	112
TCCA	77
ANAC	7
Part M sub-part G (commercial air carrier)	103



Oversight of maintenance and continuous airworthiness management in general aviation

Approvals on 31/12/2019	
Aircraft maintenance units	12
F' (Annex II)	51
R	125
Part M sub-part G	136

Oversight of maintenance staff training courses

Approvals and licences on 31/12/2019	
Part 147 (schools)	35 French organisations + 21 foreign organisations overseen on behalf of EASA
Part 66 (licences)	8,146 valid licences of which 2,178 issued in 2019 of which 376 issued for the first time
National Aeronautical Maintenance Licence (LNMA)	673 valid licences of which 131 issued in 2019 of which 50 issued for the first time
LNMA amendments in 2019	81





Airports and air navigation

Certification and oversight of air navigation service providers and training organisations, as well as aerodrome operators, development and implementation of the safety policy regarding the aptitudes and competences of air navigation staff and technical approvals for the systems and equipment that contribute to these services, are all the responsibility of the technical directorate for airports and air navigation (DSAC/ANA).

Furthermore, DSAC/ANA brings its technical expertise to the air transport directorate for the development of national and international regulations in the fields of air navigation and airspace.

Certification and continuous oversight of aerodromes

In accordance with the French regulatory texts and European regulations, DSAC provides certification and oversight for aerodrome and heliport operators.

Aerodromes are approved or certified, as appropriate; heliports are subject to ministerial or prefectural orders and are inspected before entry into service. They are all subject to continuous oversight based on regulatory audits covering the design and operation of the aerodrome, examination of approval and change monitoring files and studies of safety-related events, which are also part of the oversight process

The European certification process mainly concerns aerodromes with more than 10,000 commercial passengers per year. Overseas community aerodromes, with traffic ranging from 10,000 to 30,000 commercial passengers per year, are in the process of being nationally certified. Moreover, five operators obtained their certificate following public service delegation renewals.

Aerodromes governed by European regulations and which had their national certificate converted into a European certificate before the end of 2017, have been continuously overseen since the beginning of 2018. This continuous oversight takes into account all European regulatory provisions whose implementation has been verified by:

- certificate conversion follow-up audits ensuring that the processes put in place by the aerodrome operators were adequate. 28 of these audits were performed in 2019, in addition to the regular audits relating to aerodrome infrastructure and operations;

- follow-up of changes that are subject to monitoring or acceptance under European regulations;
- EASA, which ensures that the requirements of Regulation (EU) No 139/2014 (IR ADR) are applied by oversight authorities using standardisation audits that have been in use since the beginning of 2018. DSAC was therefore audited in September 2018 for the entire functionality of aerodrome oversight. The follow-up of this audit has led to improvements in methods and in the application of regulatory provisions. Some of these developments are being studied in the context of reworking national regulatory texts such as those relating to the RFFS.

Furthermore, the implementation of European requirements is ongoing. Taking the continuous changes to European provisions into account remains a big challenge in the sense of adapting to the changes in oversight methods, whether for development projects, which have to be anticipated as much as possible, or for

changes that have come into effect during the year. The following work, initiated in 2019 and to be continued in 2020, is noteworthy:

- defining the application of the essential requirements to aerodromes exempted from European regulation 139/2014;
- supporting, in collaboration with the STAC, the setting up of a two-site experiment (Strasbourg and Colmar) in early 2020 on the assessment of runway condition (*Global Reporting Format*) in order to prepare for the entry into force of new provisions on the subject matter.

Certified airports
69
of which 10 in overseas communities and 55 aerodromes with a European certificate
Aerodromes open to public air traffic (Circulation aérienne publique - CAP) and for restricted use
about 500

Approved approaches	
Cat II and cat III ILS precision approaches	29
Cat I ILS precision approaches	120
Heliports	
	about 320

Certification and continuous oversight of air navigation service providers

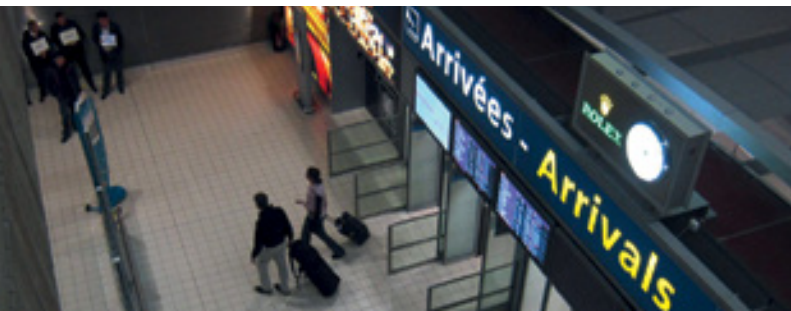
In compliance with European regulations, DSAC, acting in its capacity as a national oversight authority, provides the certification and oversight of:

- air traffic service providers (ATS), including ATC service providers which provide air navigation control services and AFIS Service providers which provide the aerodrome flight and alert information service;
- flexible airspace management (ASM) service providers;
- the air traffic flow management service provider (ATFM);
- the aeronautical information service provider (AIS);
- communication, navigation and monitoring (CNS) service providers;
- the air navigation weather service provider (MET).

As of 31/12/2019, the following air navigation service providers are holders of a certificate issued by DSAC:



Certified service(s)	Number of service providers certified and, where applicable, name(s)
MET	Météo-France
ATS, AIS, CNS, ATFM, ASM	DSNA (including 79 aerodromes controlled in metropolitan France, Indian Ocean, French West Indies, French Guiana and Saint-Pierre-et-Miquelon). DSNA is the only information traffic flow management provider.
service and air	
ATS et CNS	1 military provider : COMALAT (Commandement de l'aviation légère de l'armée de terre) 2 civilian providers in overseas communities : SNA/PF, SNA/NC
ATS, CNS, ASM	1 military provider : CFA (Commandement des forces aériennes)
ATS, ASM	DGA-EV (direction générale de l'armement / essais en vol)
CNS	1 civilian provider : Eolane-Les-Îles 1 military provider : DIRISI (Direction interarmées des réseaux d'infrastructure et des systèmes d'informations de la défense)
AFIS et CNS	4 providers : Metropolitan France : Le Castellet, Franczal Overseas communities : SEAC/WF, DAC/PF (on more than 20 aerodromes)
ATS	1 military provider : ALAVIA (commandement de la force de l'aéronautique navale)
AFIS	72 certified providers (64 in metropolitan France, 3 in overseas departments et 5 in overseas communities) COM : STP/ WF, ADT, province des îles, province sud, province nord



These service providers are overseen in conjunction with DSAC-IRs, the DGAC's overseas oversight services and the French military air traffic directorate (Direction de la circulation aérienne militaire - DIRCAM), which oversees defence service providers offering services to general air traffic.

Once certified, the air navigation service providers are subject to continuous oversight based on:

- audits: every 2 years, all functional areas of each provider must be audited - in 2019 75 audits were thus performed by DSAC and by entities acting on its behalf.
- change monitoring: changes are notified to the oversight authority, which must give its prior approval for implementation of the changes that it decides to follow up.

When DSAC decides to follow up a change, the associated safety study is examined, which enables a ruling to be made regarding the acceptability of the change. This acceptance becomes a prerequisite for implementation of the change by the service provider.

Nearly 150 changes were subject to follow-up or acceptance in 2019, including RNP AR procedures in Ajaccio and Saint-Denis de la Réunion, the implementation of a *point in space* (PinS) procedure for helicopters near Grenoble, a new experimentation phase for the incorporation of drones into controlled airspace, the deployment of ADS-B monitoring in Tahiti, the deployment of a new EEE version (ERATO electronic environment) in the Brest and Bordeaux en-route centres enabling the transmission of control clearances by datalink, a new UOP 4-Flight in Reims and Aix, or the implementation of enhanced S-Mode monitoring at CDG.

- safety event monitoring; events are notified and analysed by the service provider. DSAC may need to request additional information.
- safety performance monitoring; in particular, by following up on the safety performance indicators imposed by the European Commission, together with the national indicators.
- monitoring of the European interoperability regulation. This regulation aims to foster the development of a consistent and interoperable European air traffic management network. Within this framework, the European Commission publishes interoperability regulations concerning technical systems and/or the operating procedures for these systems.
- monitoring of project management organisations, the competencies of design organisations and instrument flight procedures.



With regard to oversight methods, Regulation (EU) 2017/373 (ATM/ANS IR) has been applicable since 2 January 2020. ATM/ANS IR includes and amends the existing requirements for oversight authorities as well as existing certified providers and extends the certification obligation to air traffic flow management providers (ATFM), airspace management providers (ASM), procedure design service providers (FPD), data service providers (DAT), and the Network Manager. In order to prepare for the entry into force of this new regulation and for the conversion or issuance of new certificates, DSAC has set up a working group assembling all of the oversight players in close collaboration with the relevant providers.

During 2018, the above-mentioned working group worked to analyse the provisions of the new regulation to determine its impact not just on DSAC oversight methods, but also on the services offered by air navigation service providers. This analysis has led DSAC to work with the DSNA to align the way in which the latter will be able to take into account the new requirements that will apply to it. There are principally two major new projects for the DSNA:

- development of the standards relating to risk assessment and mitigation;
- formalised consideration of the human factors in air traffic control, in four major areas: psychoactive substances, stress, fatigue and rostering management.

In spite of numerous working meetings with the DSNA over the past two years, the new change management procedure presented to DSAC at the end of 2019 could not be approved. A derogation has been granted to the DSNA until 31 March 2020 so that it can continue to make its changes, pending availability of an approved procedure.

DSAC has also launched an action plan for 2019 and 2020 that will allow for conversion of the certificates of all service providers overseen before the end of the year. To date, the preparatory actions for the regulation's entry into force have been implemented. Oversight and certification of service providers with regard to this new regulation can therefore begin without haste in 2020.

At the same time, DSAC continues to follow up the regulatory work of updating existing regulations, as well as work relating to the so-called *remote tower* remote control concept.

During 2019, the experiment that had started in 2018, relating to the implementation of *Risk-based Oversight (RBO)* among AFIS service providers, was made official within DSAC procedures. The work of analysing and assessing the safety performance of all of these organisations has to be continued in 2020, since the standard oversight cycle for an AFIS is 24 months. Thus, in 2021,

appropriate oversight programmes will be notified to AFIS service providers and oversight will focus on those providers most in need of it.

In the context of change monitoring, a concrete RBO method is being consolidated in anticipation of a requirement from the ATM-ANS IR. Oversight in the area of software security assurance has been enhanced, with software audits being performed.

Moreover, DSAC has developed and

Air navigation staff skills oversight

The Staff Air Navigation Skills (PNA) cluster has fully implemented the corrective action plan following the standardisation audit on medical aspects for air traffic controllers performed by EASA in October 2018. It also participated in the implementation of Regulation (EU) 2017/373 in collaboration with the Air navigation service provider certification (CNA) and Air navigation systems and equipment (SMN) clusters. Finally, the PNA cluster has implemented the METEOR tool, including completely paperless oversight of the ATCO licence files.

New controller licences issued	92
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New controller licences New trainee controller licences issued	142
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published a means of compliance with the ATM-ANS IR for the performance of safety studies by the AFIS.

Finally, DSAC is present internationally, and in particular within FABEC through participation in the NSA Committee and associated working groups. The many exchanges around a shared oversight manual and the setting up of auditor exchanges are working towards harmonisation oversight methods among the six FABEC States. In particular, the coordination procedure for cross-border

New ATSEP licences	43
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Audits of ATCO training organisations	9
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Cases handled by DSAC assessment doctor	158
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ATCO training document approvals	272
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ATCO licence documents	4,743
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Change monitoring within the training framework	14
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changes was approved in January 2020. DSAC also participates in the European NCP groups (*NSA Coordination Platform*), notably in safety oversight, interoperability and SESAR deployments. This participation allows us to exchange best practices and strengthen cooperation between European oversight authorities.

Air navigation systems and equipment

Changes subject to a follow-up decision in 2019

43
including 0 MTO, 1 for the overseas communities and 2 Eolane PCNS

Changes being followed up on 31/12/2019	105
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Changes accepted following examination of the safety file	44
of which 4 for the overseas communities	





Security

Ensuring the compliance and effectiveness of the security measures implemented by the various air transport stakeholders is an essential mission to protect civil aviation from acts of unlawful interference. This is the role of the security technical directorate (DSAC/SUR) and the 120 or so DSAC agents working in this area.

2019 saw the continuation of the oversight renewal process started in 2018 with a view to further enhancing security effectiveness.

In 2018, DSAC/SUR and DSAC-IR security divisions launched an open reflection on their missions, actions, methods and organisation in order to further strengthen the effectiveness of the security system and to anticipate risks as well as possible. This analysis involved all of the public partners operating in security within the DGAC and other relevant government departments : air transport gendarmerie (GTA - Gendarmerie des transports aériens), border police (PAF - Police aux frontières) and customs.

It covered a very wide range of topics, drawing from the experience of all participants involved in security oversight. This project continued and consolidated in 2019 in all areas covered by the initial reflection, whether it concerns security equipment, recruitment and training of security officers and oversight personnel, oversight priorities, the organisation of collective work, and even DSAC doctrine of regulatory guidelines. A few innovative avenues emerged from the initial discussions, extending to security methods that have enabled aviation safety to make significant progress over the past decades, such as systematic analysis of incidents

and events including the most trivial ones, and a better consideration of human factors in security equipment, or a willingness to prioritize oversight actions based on a qualitative analysis of the operator reliability. The entire approach was presented to companies and aviation security stakeholders at the end of 2018. They were further closely involved in the debate via five working groups in 2019 (oversight, guidelines, training and recruitment, interfaces between security officers and equipment, and incident analysis). These groups were characterised by a strong involvement and contributions of all participants to the collective debate.



DSAC and its partners oversee all air transport stakeholders who are required to implement the security measures

DSAC carries out a number of oversight actions that are inspections, audits or tests in operational situations, which are related to the issue or renewal of an approval or certification, or which are intended to monitor the effective implementation of security measures by operators. To carry out its mission, DSAC also relies on the relevant government departments, which extend its action by performing targeted inspections aimed at assessing the implementation of a specific measure by the stakeholders, as well as tests in operational situations. DSAC also relies on the national civil aviation school (Ecole nationale de l'aviation civile - ENAC) for the certification and training of security instructors and for the certification of security officers. It relies on the civil aviation technical service (Service technique de l'aviation civile - STAC) for the certification and oversight of equipment deployed at airports. Finally, it relies on independent validators for the validation of known suppliers, known consignors and ACC3.

Number of entities holding security certification or approval issued by DSAC on 31/12/2019	
Aerodrome operators	59
Air operators (French airlines)	17
Sites of regulated agents (cargo companies)	477
Known consignor sites (cargo companies)	168
Known suppliers (on-board supply companies)	73
ACC3 designations (air cargo or mail carrier operating into the union from a third country airport – airline companies transporting cargo originating in non-EU countries)	199

Number of inspections for the purposes of issuing or renewing an approval for companies implementing security measures	
Aerodrome operators	19
Air operators	7
Regulated agents or known consignors	173
Known suppliers	17
ACC3	16
Total	237

Continuous oversight inspections, all operators	
	331

Inspections of canine teams (explosive detection dogs) carried out	
	122

Number of canine teams certified by STAC	
	150

Airport security audits	
	12

These audits ensure that there is full compliance with the security rules and provide an on-the-ground assessment of relations between the various stakeholders. They are supplemented by a control of the effective performance of security equipment of the airports concerned, which is implemented by STAC on behalf of DSAC.

In 2019, the air transport gendarmerie (GTA, Gendarmerie des transports aériens) and the border police (Police aux frontières - PAF) carried out 542 targeted inspections and 3,462 operational tests (1,511 tests carried out by the GTA and 2,817 tests carried out by the PAF).

European Commission inspections

The European Commission regularly carries out inspections to ensure that aviation security are implemented uniformly and in accordance with legislation of EU Member States. In 2019, it conducted an inspection at Paris- Orly airport. DSAC prepares, supports and follows up on these inspections in collaboration with DTA and the relevant government departments.

Implementation guidelines and guidance material for security stakeholders

As it consolidates regulatory changes to make them more accessible and understandable to those for whom they are intended, DSAC develops implementation guides for operators and oversight entities. This guidance material describe acceptable means of compliance with European and national regulations to standardise practice across the national territory. They are published or amended after consultation with all security stakeholders.

Securing information systems

In 2019, 10 information system security audits were performed. These audits covered both application and tools used by DGAC personnel and the operational systems used by the air navigation services directorate.



Environment and sustainable development

The oversight of compliance with environmental rules by all air operators is the responsibility of DSAC's interregional directorates, liaising with the air transport directorate (Direction du transport aérien - DTA) and, where necessary, with the air navigation services directorate (DSNA).

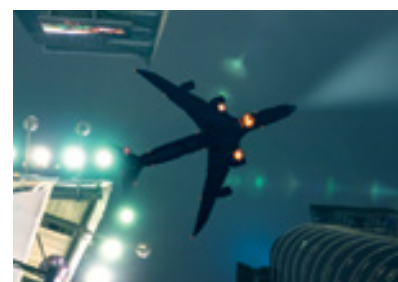
Environmental maps and plans for aérodomes, including draft noise exposure plans (PEB), noise pollution plans (PGS) and environmental noise prevention plans (plans de prévention du bruit dans l'environnement - PPBE) are at the heart of DSAC-IR activity. They feed into local consultation, which crystallises in their participation in the environmental advisory committees (Commissions consultatives de l'environnement - CCE) and the residents' support and advisory committees (CCAR), as well as their monitoring of environmental charters and codes of conduct. This mechanism is completed by the handling of environmental violations and residents' complaints.

Aviation activity compatible with environmental and public interests

DSAC contributes actively, in the regions and more particularly around big airports, to greater consideration of the challenges of sustainable development in the domestic aviation sector, while at the same time fostering local consultation. Its key areas of intervention relate particularly to platform-based consultation, whether concerning commercial or light aviation, the oversight of players' application of environmental regulations and consideration of urban planning issues concerning airports and means of air transport.

Local consultation, a field mission to contact elected officials, residents and users

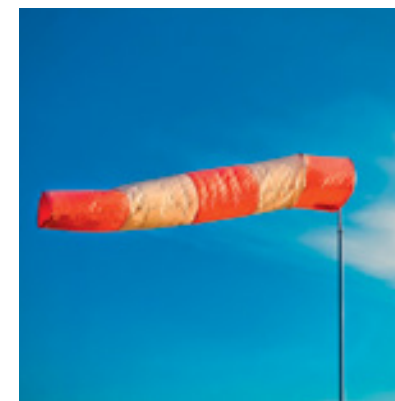
In 2019, DSAC participated in the environmental advisory committees of a number of airports in particularly environmentally sensitive locations, as well as in the working groups formed under their aegis (environmental charter monitoring committees, topic-centred meetings). DSAC-IRs have been made responsible for providing objective elements relating to each airfield (traffic statistics, analyses and oversight actions, regulatory lighting etc.), including supporting stakeholders in reconciling aviation activity with respect for residents.



For example, in 2019 the aerodrome at Toussus-le-Noble was the subject of an experiment whereby access conditions were determined according to the noise classification of the light aircraft using it. This classification, known as CALIPSO (classement des avions légers selon leur indice de performance sonore = classification of light aircraft according to their noise performance index), defines four classes according to a measurement protocol that incorporates the entire flight envelope of the aircraft. The outcome of this experiment, which was rolled out over weekends and public holidays from April to September, was presented to stakeholders in January 2020.

DSAC continues to note that noise is no longer the only focus of residents' attention: the presence of an airport brings a good number of other concerns to their mind, such as air pollutants and greenhouse gases, water pollution and management, or indeed the resulting road traffic.

Moreover, DSAC-IRs participate in the residents' support and advisory committees (Commissions consultatives d'aide aux riverains - CCAR), which are responsible for studying case reports on soundproofing help for homes located in the areas defined by the noise pollution plans (plans de gêne sonore - PGS).



Oversight compliance with environmental regulations

The most significant airports and heliports in France in terms of traffic and disturbances are subject to environmental restriction orders with the aim of reducing the noise pollution associated with their operations. Breaches of these rules are systematically identified by DSAC sworn agents and transmitted to the Airport Nuisance Control Authority (Autorité de contrôle des nuisances aéroportuaires - ACNUSA). Operators run the risk of being fined up to €40,000. In parallel with handling violations, the DGAC pursues preventive actions with operators to further reduce the number of offences.

Airports and heliports subject to environmental restriction orders

16

Formal statements written up for non-compliance with restrictions

511

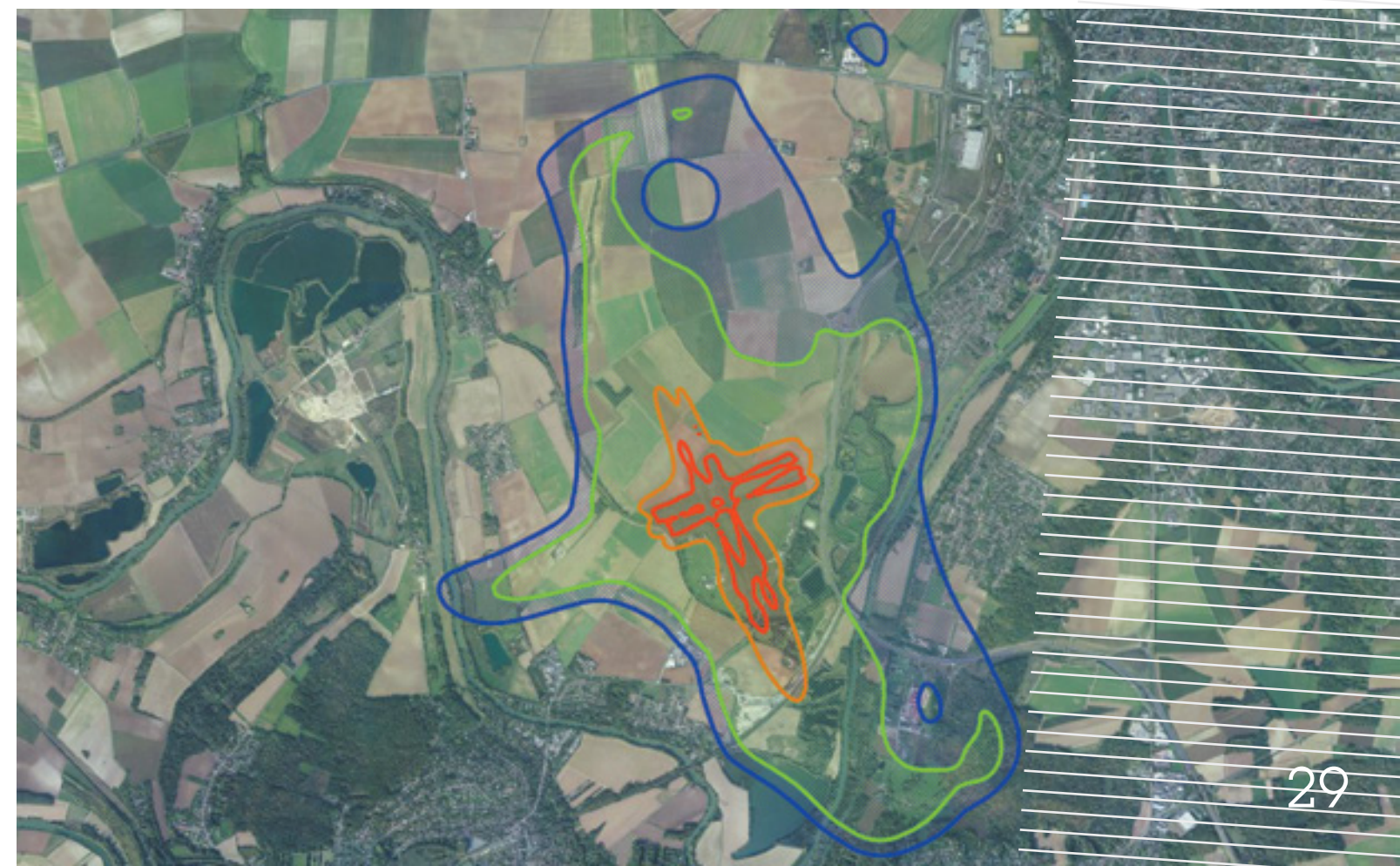
Urban planning, another strand of sustainable development

In order to preserve flight safety and limit the disturbances suffered by residents, it is necessary to impose constraints on urbanisation, following studies on a case-by-case basis to ensure the appropriateness of each decision.

Around airports, DSAC is working to update noise exposure plans (Plans d'exposition au bruit - PEB): more than 200 aerodromes, therefore, are now equipped with such plans, or are currently undergoing creation or revision procedures.

Near aerodromes or around means of air transport, DSAC-IRs are researching sometimes innovative solutions to reconcile local development issues with air safety and have to produce recommendations in a wide range of consultations. The National Airport Engineering Service (Service national d'ingénierie aéroportuaire - SNIA) is from now on the single point of entry for DGAC urban planning files.

DSAC-IRs will continue to be used to contribute to complex projects for which their expertise and knowledge in the field remain key.





DSAC-IRs

The regional view and liaison with the national service

The French civil aviation safety directorate (DSAC) consists of a central level, located in Paris, and nine interregional directorates, known as DSAC-IRs, across metropolitan France, the overseas departments and the communities of Saint-Martin and Saint-Barthélemy.

Subject to powers at central level, the interregional directorates are responsible for taking such actions, measures and decisions as are required with respect to persons and organisations or systems or equipment, in matters of safety and security. In liaison with the central level, they prepare and implement their budget, prepare and provide invoices for services rendered by the State for the safety and security of civil aviation and take care of purchasing. They are responsible for the individual management of their directorate's agents and contribute to the development and implementation of the training plan.

The activities mentioned are undertaken using either the relevant DSAC-IR's own resources or resources available within the central level or even within other DSAC-IRs, according to the methods and procedures defined by the corresponding central level directorate. DSAC-IRs are responsible for taking all actions, measures and decisions required in respect of public or private natural or legal persons who are subject to the requirements of European and national texts covering economic and financial monitoring, safety, security and the environment for such actions, measures and decisions as fall within the remit of the zone prefects, regional prefects, departmental prefects or the DTA according to the methods and procedures defined by these administrative authorities. DSAC-IRs inform the corresponding administrative decisions or take them when they are delegated to them. Moreover, since 1 January 2020, DSAC North has been responsible more specifically for maintaining the record of flight programme registrations and approvals.

DSAC-IRs participate in DTA actions in matters of airspace and relationships with users thereof.

Each DSAC-IR may be made responsible, for the benefit of all DGAC agents based within its territorial jurisdiction, for leading initiatives relating to the insertion of agents into their workplaces, as regards their housing, catering and sporting, cultural and social activities, as well as all actions relating to the application of occupational health and safety rules. Each DSAC-IR may be made responsible for actions relating to the real estate policy, regarding information technology or logistics. These last activities are carried out in accordance with the methods and procedures defined by the DGAC General Secretariat responsible for the respective policies.



French West Indies - French Guiana

2019 was marked by significant growth in air traffic in the French West Indies and French Guiana, revealing the essential character of air transport for development of the regions. It was also the culmination of a long project aimed at grouping together all of the Martinique DSAC agents in one place. Without any doubt, this will contribute to improving our performance in favour of civil aviation safety.



Director
Thierry Buttin
Headquarters
Martinique-Aimé Césaire Airport



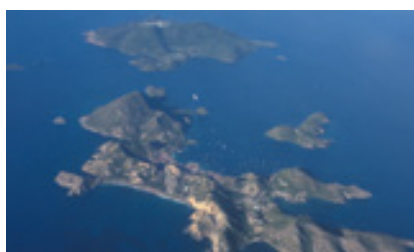
Growth, safety and connectivity at the heart of our business

This year will also have been marked by the death in service of our colleague Patrick Hugl, a tragedy not just for his family and those close to him, but also for all the DSAC French West Indies - French Guiana agents and our SNA and SNIA colleagues

The traffic dynamics in the French West Indies and French Guiana did not let up in 2019, allowing our two main platforms to exceed 2.4 million passengers for Guadeloupe-Pôle Caraïbes and, for the first time, pass the two million passenger threshold at Martinique-Aimé Césaire. Interestingly, growth was positive in spite of the withdrawal of the Norwegian contract between North America, the French West Indies and French Guiana and that of XL Airways between metropolitan France and the French West Indies.

The continuing increase in traffic for several years now has caused airport operators to design projects to extend their terminal facilities, which should be launched in the near future.

French Guiana has had its own dynamism, one notable example of which is the installation in Cayenne of air transport activities by Air CM, a European airline, flying under a Maltese AOC.



The attractiveness of overseas France was one of the core concerns of the 2019 air transport conference, and DSAC French West Indies - French Guiana has equipped itself with a specific roadmap with concrete international actions to implement its recommendations. This dynamism has had the immediate effect of significantly increasing activity in 2019 in the areas of air transport, safety and airport security, as well as in economic regulation and sustainable development. Listing the case files facing DSAC French West Indies - French Guiana in 2019 might run the risk of forgetting the fact, but each of the technical divisions, as well as the Guadeloupe and French Guiana delegations, were able to respond in a professional and responsive manner to the subjects submitted to them. By way of an example and to underline the diversity of our missions, in 2019 the Guadeloupe delegation oversaw the installation case file for a Galileo ground station, a file that is being actively pursued in 2020. Sustainable development has been more than ever at the heart of our missions, as testified by the launch of the development of the noise exposure plan at Martinique-Aimé Césaire airport.

This mobilisation was also made possible in 2019 thanks to the support functions that contribute daily to enabling the technical divisions and management to focus on our business: safety, security, the environment and governmental issues.

The emergence of new case files in 2019 must not lead us to forget the dynamism of our daily sectoral oversight activity: design and implementation of oversight plans for all players in air transport, audits, inspections, etc. In 2019, DSAC French West Indies - French Guiana extended its oversight activity to the airports of Saint-Pierre and Miquelon, thereby covering a territory that stretches from North America to South America via the Caribbean.

2019 was the year of many changes of people and calls to fill vacancies: a change of director, the arrival of a new assistant to the director, a new executive assistant and several other administrative and technical positions. I would like to express my warm thanks to Frédéric Guignier, director of the DSAC French West Indies - French Guiana until 31 October 2019, who remained involved until the last day to make everything possible that has been referred to here.



Key figures for 2019

Aerodromes

Number of platforms

- 9** open to public air traffic including 7 commercial aerodromes (subject to tax)
- 8** aerodromes approved for restricted use
- 16** Microlight platforms
- 3** heliports

Aerodrome safety

- 7** certified operators
- 17** approved runways
- 2** compliance oversight audits (OR)
- 1** conversion oversight audit
- 4** Aerodrome operational procedure and approval condition control checks (Conditions d'homologation et procédures d'exploitation des aérodromes - CHEA)
- 5** OPS/SERVICE audits
- 1** SMS audit
- 3** OPS/INFRA audits
- 4** Aeronautical easement plans (plans de servitudes aéronautiques - PSA), of which 2 are being created and 2 are being revised

Environment

- 3** aerodromes with a PEB under revision

Air navigation

- 2** AFIS oversight meeting with a presentation of the new European Regulation (EU) 2017/373, known as ATM/ANS IR.

Security

- 7** security approvals (1 ETA / 2 AHa / 2 FHa / 2 known consignors)
- 1** local security committee meeting (Comité local de sûreté - CLS) (Cayenne Félix Eboué)
- 5** operational security committee meetings (comité opérationnel de sûreté - COS) (1 Cayenne Félix Eboué and 4 Pointe-à-Pitre Le Raizet)
- 1** security committee (Martinique Aimé Césaire Airport)
- 11** oversight inspections.
- 1** national aerodrome operator audit (Pointe-à-Pitre Pôle Caraïbes)

Public transport oversight

- 6** companies, of which 5 aeroplanes and 1 helicopter.
- 21** audits/inspections
- 140** technical control checks broken down as follows: 64 SANA, 68 SAFA, 8 SACA

General aviation

- 174** aerial work companies (including 12 SPOs and 162 drone operators) Air displays: 2 in French Guiana 0 ATO + 12 declared training organisations
- 508** administrative actions for licences performed
- No disciplinary committees in 2019

Economic regulations

- 72** ground handling approvals
- 11** Public Service Obligation lines (Obligations de services publique - PSO)
- 3** operating licences by Prefectural Order
- 3** operating licences by ministerial order

Resources

- Staff:** 82
- Budget:** € 2,000,000



The Centre-East region fully reflects the aviation situation in France both in air transport dynamics and in the concerns that accompany them: Brexit, the environment, the airport network, security and safety.

Traffic dynamics heavily impacted by national and European events

The fourth largest French airport after CDG, Orly and Nice, Lyon-Saint-Exupéry is growing steadily: up 6.4% in 2019 with more than 11.7 million passengers. However, growth could have been better without the recent bankruptcy of two French companies very much represented in Lyon: XL Airways and Aigle Azur.

The potential of the land around the airport does not fail to inspire ever-increasing numbers of projects requiring relocation of the primary radar. Moreover, Lyon-Saint-Exupéry is a leading airport for Vinci Airports in terms of innovation and launches flagship projects, some in relation to State services such as coupling security detection gates and scanners, and facial recognition.

While traffic through Clermont-Ferrand remains stable, that of the two airports of Chambéry and Grenoble-Alpes-Isère has decreased, potentially down to anticipation of Brexit by the British. These platforms have already been prepared for the UK's exit from the EU by means of new terminal refurbishment work. Indeed, the predominant share of customers for their seasonal traffic is British.

Environmental concerns at the heart of our activities

Residents' awareness of environmental problems and no longer just noise disturbance is reflected in an increase in complaints and actions by associations that now appear as soon as they know about projects, including real estate developments. This is particularly the case in Lyon-Saint-Exupéry, but also at smaller airfields whose closure local authority officials are no longer reluctant to contemplate (Sallanches, Oyonnax, etc.), thus meeting the expectations of those under their administration, to the great regret of users of these airfields.

The Auvergne-Rhône-Alpes region is also experiencing increasingly frequent peak pollution episodes, implying the introduction of transport regulation measures including measures for air transport. The Lyon basin, North Isère, the Grenoble basin, the Arve valley, the urban area of the Pays de Savoie are all areas under heightened surveillance during these episodes, in particular with the publication of NOTAMs imposing restrictions on the aerodromes of the region.



Director
Muriel Preux
Headquarters
Lyon-Saint Exupéry Airport



Ultimately, environmental issues are also being raised by a variety of events that can provoke a strong response. Such was the case with the landing of an aircraft on the Mont Blanc massif right in the middle of June, when the crew's nonchalance and sense of impunity provoked strong reactions. Further, this event questions the compatibility of air regulations and environmental regulations with certain practices.

Concerning mountain activities, we can be glad of a decline in the number of accidents. Although this cannot be directly linked to the work of DSAC Centre-East, it is nevertheless the case that the teams, regardless of their fields and with the efficient back-up of the support services, conduct active and sustained oversight demonstrating commitment and professionalism that deserve recognition. DSAC has furthermore launched a group for debate on the specificities of mountain activity across all fields, in order to identify actions enabling a high level of safety to be maintained, in the context of increasing public presence and the coexistence of multiple activities such as mountain rescue, helicopter aerial work, discovery flights, gliders, remotely piloted aircraft, etc.

DSAC Centre-East prides itself every day on contributing to the safety and security of civil aviation.

Key figures for 2019

Aerodromes

Number of platforms

37	open to public air traffic including 10 commercial aerodromes (subject to airport tax)
21	aerodromes approved for restricted use
43	aerodromes for private use
114	microlight platforms
61	heliports
46	helipads
0	floatplane base
5	floatplane strips
5	mountain airports
31	mountain airstrips
38	permanent balloon platforms

Aerodrome safety

5	certified aerodrome operators including 5 European certified
66	approved runways / approvals pending
6	OR national audits outside of DSAC-CE
13	control checks relating to aerodrome approval conditions and operational procedures (CHEA)
11	audits/control checks of certified aerodromes
8	control checks relating to heliport technical specifications
2	PSA approvals by ministerial order in 2019 (total 32)

Environment

30	PEBs in force and 0 PEBs approved in 2019 (30 PEBs + Geneva under current standards)
0	environmental charter signed in 2019
1	equipped with a PGS (0 approved in 2019)
0	meeting of the residents' support and advisory committee CCAR (virtual)
0	operating restriction order in 2019
6	meetings of the environmental advisory committee (CCE) including the Geneva environmental consultation committee
0	signed code of good conduct

Air navigation

2	AFIS audits and 8 oversight meetings
24	AFIS service provider changes notified including 3 being followed up by DSAC-CE
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)

Participation in:

3	AFIS audits outside the region
0	agent/AFIS assessor assessments

Security

Number of security approvals - initial or renewed in 2019:

3	for aerodrome operator (of 5 approvals)
0	for air carrier company (of 0 approvals)
6	for regulated agent (of 67 approved sites) as DSAC management
0	for accredited supplier (of 32 approvals) as DSAC management
2	for known consignors (of 10 approvals) as DSAC management
2	security audits of a DSAC/IR airport
1	DSAC/IR operator EC inspection
14	number of operational security committee (COS) meetings
7	number of security committees

Public transport oversight

54	air operators, of which 9 aeroplane, 10 helicopter and 35 balloon
39	audits of the past year for 92 oversight actions in total
288	airworthiness control checks for the past year (197 SAFA, 91 SANA)

General aviation

1,224	aerial work companies (1,179 drones, 14 SPO aeroplanes 22 microlights, 9 helicopters)
49	air displays (32 small, 14 medium, 3 large)
20	approved training organisations: 17 ATOs – 3 microlight instructors
4,606	administrative actions for licences performed in 2019
46	infringement case files processed
2	disciplinary committees held

Economic regulations

85	ground handling approvals including 12 renewals
2	current PSO lines (Aurillac and Le Puy)
32	air carrier operating licences

Resources

Staff:	75
Payment Credits (PC) Budget:	€ 1,035,000



At the Île-de-France and Hauts-de-France regional level, 2019 was, as at the national level, a year of contrasts.



Director
Richard Thummel
Headquarters
Athis-Mons and Roissy

A rich oversight programme in a year of projects and contrasts

Traffic growth continued at a steady pace, with increases of 5.7% in Lille, 5.2% in Beauvais, and 2.4% for the ADP group, which has welcomed 3 million more passengers and 108 million in total, despite a decrease at Orly due to the major renovation work on Runway 3 and the bankruptcy of Aigle Azur and XL Airways. In a context of exacerbation of environmental issues and against a background of difficulties for air transport players and significant airport investments, this globally dynamic traffic models a contrasting landscape.

Where the environment is concerned, DSAC-N teams have worked on many case files, three of which are major: the amendment to the Beauvais airport night-time operating restriction order, signed on 26 December 2019, following a major consultation; the forthcoming categorisation of Lille as a so-called 'ACNUSed' Airport (Airport Nuisance Control Authority - ACNUSA), which will give rise in 2020 to the development of a noise pollution plan and; finally, the implementation of an experiment at Toussus-le-Noble regarding the introduction of restrictions on access to the aerodrome for light aircraft, based on their CALIPSO noise classification.

In complement to the oversight work, in terms of safety assurance, of the operational aims of two companies, DSAC-N also had to guide fleet development and rationalisation projects: introduction of the A321neo at Dreamjet, departure of the ATR42s and integration of additional ERJ-190s at HOP and the first A350-1000 at Air Caraïbes. It also took back the oversight of Twinjet at the end of the year.



The ramp inspectors at Orly and Roissy have been experimenting with examinations of the correct assessment of ECAM alerts and fault reports during ground checks.

Concerning smaller-scale public transport for discovery flights, 2019 saw the introduction of European regulations for balloon operators, the development of AOC applications for helicopter operators and projects from small atypical aircraft companies.

Preserving aviation infrastructure without burdening the economic, industrial and urban development of the capital region remains a constant for DSAC-N's territorial action. Its work conducted with Grand Paris Aménagement to examine the compatibility of helicopter routes and tower block projects near the Paris ring road, for example, or its contribution to the work on the partnership project for the development of Paris-Villaroche under the aegis of Seine-et-Marne prefecture.

In terms of airport safety and security oversight, 2019 will have been a particularly rich year for DSAC-N: the security inspection of Orly by the European Commission, the national security audit of Lille aerodrome, the visits of the American TSA to Orly and Roissy transfer of the security approvals and airport safety certificate to the new operator of Lille-Lesquin airport, oversight works on Runway 3 at Orly and the associated

changes, including the installation of a Cat III precision approach at QFU 07. The life of the platforms, the activities of the international authorities and our oversight programme dictate the pace of DSAC-N teams, who have been able to adapt and respond to these multiple requirements.

In terms of organisation and resources, the past year has not been free of significant changes, with the transfer of logistics to the North and Paris region air navigation services and important work towards the welcome to DSAC-N in 2020 of entities in charge of maintaining the register of flight programme registrations and approvals.

These intense professional moments in the past year, punctuated by powerful unifying moments such as the tenth anniversary of DSAC are the hallmark of the commitment of the agents of the interregional directorate.



Key figures for 2019

Aerodromes

Number of platforms

44	open to public air traffic including 13 commercial aerodromes (aerodromes subject to tax)
8	aerodromes approved for restricted use including 1 military
17	aerodromes for private use
54	microlight platforms
48	heliports
77	helipads
18	permanent balloon platforms
139	model aeroplane zones

Aerodrome safety

5	EASA-certified aerodrome operators
46	approved runways
2	SMS audits
20	control checks relating to aerodrome approval conditions and operational procedures (CHEA)
40	PSAs approved by ministerial order

Environment

25	aerodromes equipped with PEBs
11	PEB currently being revised.
10	meetings of the environmental advisory committee (CCE)
77	environmental complaints processed

Urban planning

596	notices for building permits (and prior declarations, development permits [Permis d'aménager - PA], planning permissions [Certificat d'urbanisme - CU])
272	Local town planning programme (Plan local d'urbanisme - PLU) notices
526	obstruction notices
138	wind farm projects and building permits (Permis de construire - PC)

Environmental Breaches

26	non-compliance with the APU conditions of use
58	Chapter 3s with a cumulative margin of less than 10 Effective Perceived Noise in Decibels (EPNdB) (Roissy)
227	non-compliance with the CDG COHOR (Coordination des horaires - Paris airport scheduling) night slots
87	departures from Environmental Protection Volume (Volume de Protection Environnementale - VPE)
3	various breaches (TSU silence range, CDG noise thresholds, ORY curfew, etc.)

Security

Number of security operators overseen by DSAC-N:

5	aerodrome operators
80	foreign air carrier companies
8	French air carrier companies
85	regulated agents at 135 sites
32	known suppliers
36	known consignors at 45 sites
29	training organisations
1	security audit for DSAC/N airports
1	EU inspection of DSAC/N aerodrome operator
2	meetings of the local security committee (CLS)
5	meetings of the operational security committee (COS)
18	security committees
16	meetings of the local security network (Orly specific)
315	oversight actions completed or followed up (194 completed 121 followed up)
6	new security approvals issued
46	security approvals renewed

Air navigation

3	AFIS audits in DSAC North
8	AFIS audits outside DSAC North region
5	DSNA audits
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
32	permanent airspace folders
67	temporary airspace folders via Regional Management Committees (Comités Régionaux de Gestion - CRG)
4	DSNA change monitoring
10	instrument procedures (case file examination)

Public transport oversight

31	air operators, of which: 15 aeroplane companies, 2 helicopter companies, 7 balloon companies
93	2018 audits
793	airworthiness control checks in 2018: 360 SAFA, 285 SACA, 148 SANA

General aviation

2,079	aerial work companies (including 2,021 drone operators, 58 Annex II and microlights)
168	training organisations (activities in all segments: aeroplane, glider, helicopter, balloons)
59	training organisation oversight actions
34	air displays including: 27 small, 0 medium, 7 large
186	overflight derogations issued
252	Toussus derogations (auto info)
20,999	actions performed for cabin crew licences
1124	Microlights case files (Registration card, Registration Form, Aircraft, Parking Licence [CI, FI, LSA])
84	cabin crew infringement cases processed
2	disciplinary committees held
28	AIR OPS operators (of which 17 SPO, 11 NCC)
3	high risk operators (HR)
91	high risk activities
13	MEL approvals
12	NCC/SPO audits
80	drone companies: specific exemptions/authorisations
28	model aeroplane activity temporary creations or changes
180	releasers of sky lanterns
118	fireworks
21	prefectural temporary prohibition zones (zones d'interdiction - ZIT)
84	obstruction NOTAMs (cranes, beaconing failure)
30	aircraft accidents, of which: 14 aeroplanes, 1 helicopter, 11 microlights, 1 drone, 3 gliders
12	victims in air accidents, of which: 5 dead and 7 injured

Economic regulations

590	approvals of ground handling service providers, of which 97 issued or renewed in 2019
13	air carrier operating licences
13	T-permit training centres
41	T-permit accredited trainers

Resources

Staff:	157
Budget:	€ 2,054,950



Director
Christian Marty
Headquarters
Strasbourg-Entzheim
Airport

In a regional context highlighted by the institutions’ commitment to promoting the balanced economic and sustainable development of the major airport hubs, the 2018-2022 environmental noise prevention plan for Basel-Mulhouse airport is the first plan to be revised for all of the so-called ‘ACNUSed’ French airports

Reconciling environmental and airport issues in DSAC North-East

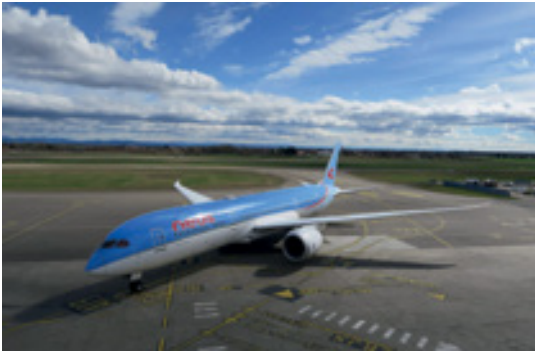
The aim is to protect the public, educational and health establishments from excessive noise pollution, prevent new noise pollution situations and preserve quiet areas

On 13 December 2019, the Strasbourg-Entzheim airport company, together with the residents and mayors of neighbouring communes, signed a memorandum of understanding for sustainable development of the airport, in the service of the regional economy, while respecting residents’ needs for health and quality of life. A subtle balance: the agreement to which DSAC-NE has provided its support and expertise has enabled the signatories to agree on conditions for the night-time operation of the airport and has underlined three hard commitments: not allowing commercial flights to be scheduled at night, restricting delayed flights at night depending on aircraft noise levels and extending the night period to start at 22.00 with flight restrictions according to noise level. The agreement also provides for the establishment of a tripartite neighbourhood committee between elected officials, residents and the airport management.

In 2019, Strasbourg and Colmar airports were the only two airports in France to participate in the early implementation of

the new ICAO system for describing the characteristics of runway surfaces, more commonly known as the *global reporting format* (GRF). This early adoption has been overseen by DSAC-NE and will enter into force globally in November 2021.

In terms of internal organisation, 2019 marks the culmination of work on continuity of service, stemming from DSAC 2020 strategic plan, which was the subject of a national working group. The approach initiated in DSAC North-east during a management seminar was supposed to be iterative, based on anonymous consultation with participants and teams and subject to successive validation at each stage by DSAC North-East steering committee. Thus, it was possible to identify areas for improvement and, after shared reflection, common objectives able to



be expressed as action plans were presented to all staff by DSAC North-East management.

These results are the fruit of the full involvement of all staff at DSAC North-East, to whom I express my deep gratitude.



Key figures for 2019

Aerodromes

Number of platforms

63	aerodromes open to public air traffic including 17 commercial aerodromes (subject to tax)
17	aerodromes approved for restricted use
54	aerodromes for private use
161	microlight platforms
38	heliports
20	heliports
2	floatplane bases (of which 1 aeroplane and one microlight)
2	floatplane strips
2	mountain airstrips
119	permanent Balloon platforms
215	model aeroplane zones

Aerodrome safety

5	EASA-certified aerodrome operators
26	aerodromes with runways approved by decision
11	control checks relating to aerodrome approval conditions and operational procedures (CHEA)
6	RFFS / SPPA control checks
7	Heliport control checks
9	EASA-certified aerodrome oversight audits, of which 4 national conversion follow-up audits Processing of Public Service Delegation (Délégation de service public - DSP) change at Dole-Tavaux aerodrome.
2	PSAs approved by ministerial order

Environment

25	aerodromes with PEBs (of 29 awaiting a PEB)
3	environmental charters signed
1	aerodrome with a PGS
2	meetings of the residents’ support and advisory committee (CCAR)
1	operating restriction order
6	meetings of the environmental advisory committee (CCE)

Air navigation

7	AFIS audits in DSAC North-East jurisdiction (Besançon - Châlons Vatry - Chalon Champforgeuil - Dijon - Montbéliard - Nevers - Reims Prunay)
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
8	instances of participation in AFIS audits outside DSAC region (Blois - Calais - Ile d’Yeu and La Roche-sur-Yon - La Baule - Mende - Royan - Saint-Brieuc - Tours Val de Loire)

Security

Security approvals - initial or renewed in 2019:

3	aerodrome operators (of 5 approvals)
50	sites of regulated agents (of 79 approvals) as DSAC management
0	known suppliers (of 4 approvals) as DSAC management
5	for known consignors (of 16 approvals) as DSAC management
1	local security committee (CLS) meeting
13	meetings of the operational security committee (COS)
2	security committees

Public transport oversight

48	air operators, of which 3 aeroplanes 2 helicopter 43 balloons
10	audits
99	airworthiness control checks: 17 SAFA, 64 SACA, 18 SANA

General aviation

762	aerial work companies (including 721 in drones)
6	NCC operators
46	Air diplays. 39 small, of which 27 were model aeroplane - 5 medium - 2 large
16	approved training organisations
114	declared training organisations
4,000	licences and qualifications issued in 2019
12	infringement case files processed
1	disciplinary committee held

Economic regulations

81	approvals of ground handling service providers (of which 4 issued in 2019)
3	(current) PSO lines
21	air carrier operating licences (licence re-examination in 2019) including 16 balloons, 5 class B prefect licences

Resources

Staff:	76
Budget:	€ 1,884,979



Director
Lionel Montocchio
Headquarters
La Réunion-Roland Garros Airport

90 years ago on 26 November 1929, the aviation history of Reunion Island began at the place known as Gillot, when the first aircraft landed on the island, a Farman piloted by aviator Marcel Goulette. This man had achieved the first air link between metropolitan France and Reunion Island.

The aeronautical sector is becoming a reality

Today, in 2019, both in La Réunion and Mayotte, aeronautical activity exists across almost all operating segments and the importance of an air service for the inhabitants has given rise to many vocations and expressions of interest for this sector having such multiple facets (public transport, aerial work, leisure aviation, infrastructure, air security, etc.). Specifically for the organisation of this sector, DSAC-OI participated in the creation in December 2019 of aerotechrun@oi, a structure for dialogue, advice and facilitation for companies that have signed up to this approach, as well as a partnership with an already developed aviation and space hub, for which the Indian Ocean area could provide a certain added value. The realisation of the structuring work for the French Indian Ocean aviation industry therefore falls right in line with the intervention of the President of the Republic during the Choose La Réunion seminar on the occasion of his visit to La Réunion and Mayotte in October 2019.

This visit was an opportunity to announce the order by the airline Air Austral of three Airbus A220 aircraft and it also relaunched the project to create a long runway in Mayotte, a project positioned as a means to open up the territory and encourage development of the area. Nevertheless, Mayotte also faces the emergence of a new threat. During 2019, seismic shocks were felt. Their origin was the emergence of a underwater volcano fifty kilometres from the department; a recent study highlighted the necessity of preparing a civil protection



response for potential risk to the island of Petite Terre, on which the airport is located.

The La Réunion-Roland Garros airport has launched a huge investment programme focused on extension of its terminal facilities and the creation of a new general structural layout, while remaining signed up to the Aéro Biodiversity association programme. The airport of Saint-Pierre-Pierrefonds has seen approval for a change in its airport certificate allowing it to accommodate Airbus A330neo type E-Code aircraft and has also been endowed with an environmental advisory committee.

In Mayotte, Dzaoudzi airport has raised its safety levels with the implementation of the arrester beds on 27 February 2019.

In the field of general aviation in La Réunion, in addition to the establishment of consultation with airspace users, actions for a new regulation impacting the mass of microlights continued. The fleets of the main helicopter operators in public transport have also been modernised with the addition of the next generation EC130 to the fleet list. Ministerial heliports were created at La Nouvelle (Mafate) and at L'Ermitage (Saint-Paul).

As regards security, one of the positive moments of the year was the completion of a landside vulnerability assessment of Reunion Island's airports, conducted by the civil aviation risk analysis office as part of a joint DGAC/DGPN programme.

In 2020, in addition to the cooperation activities in which DSAC-OI is already engaged as part of its work on the civil aviation committee, new initiatives were launched in Mozambique. Internally, the creation of the new invoicing department will guide the process of modernising support positions. Finally, a key moment of the year was the organisation of the fourth edition of the Training and Air Trades Forum on 7 and 8 October, the first realisation of the projects driven by the sector.

I know that I can rely on all of DSAC-OI teams, gathered together in the diversity of their professions. Their mobilisation will be exemplary of Antoine de Saint-Exupéry's premise in his book *Night Flight*: "You see, in life, there are no solutions, there are forces on the move: you have to create them, and the solutions follow them".

Key figures for 2019

Aerodromes

Number of platforms

3	aerodromes open to public air traffic, of which 3 commercial aerodromes to tax)
4	aerodromes approved for restricted use
5	microlight platforms
6	heliports (of which 1 in private use)
10	model aeroplane zones

Aerodrome safety

3	certified aerodrome operators
4	approved runways
4	heliport control checks
7	airport audits

Environment

2	aerodromes equipped with PEBs
1	signed environmental charter (Regional Natural Park, PNR)
1	meeting of the environmental advisory committee (CCE)

Air navigation

1	instance of participation in an AFIS audit outside DSAC region Indian Ocean
1	air navigation procedure approval

Security

5 security approvals, initial or renewed, in 2019:

1	for an aerodrome operator (Dzaoudzi-Pamandzi)
3	for regulated agents
2	for known suppliers
4	for known consignors

2 national audits (Roland Garros and Pierrefonds)

1	assessment of aerodrome landside vulnerabilities Roland Garros
3	control checks of maintenance of security equipment performance (Roland Garros, Pierrefonds, Dzaoudzi)
6	meetings of the operational security committee (COS)

Public transport oversight

6	air operators, of which 2 aeroplane and 4 helicopter
23	oversight actions in 2019, of which 9 audits, 12 inspections and 2 control checks
75	airworthiness control checks in 2019: 31 SAFA, 1 SACA, 43 SANA

General aviation

149	aerial work companies (including 129 in drones, 4 in SPOs) 11 in TA91s)
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Missions to flying clubs:

8	oversight actions, of which five inspections and three educational meetings
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2019 air displays:

6	small-scale events
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10	training organisations, of which 5 aeroplane DTOs, 3 helicopter DTOs, 1 section I (private) aeroplane ATO, 1 section II (professional) aeroplane ATO
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280 administrative actions for licences, performed in 2019

9	infringement case files processed: 7 classifications without follow-up, 1 sanction and 1 open case file
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1 disciplinary committee held

458	theory examinations passed on the OCEANE portal; 6 examinations on paper (Mayotte)
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32	aerial work authorisations including 6 low-level accreditations and 26 drone night flight authorisations
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38	actions connected with microlights airworthiness, 23 for CI and 15 for LSA
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Economic regulations

20	approvals of ground handling service providers
50	air carrier operating licences

Resources

Staff: 48

Budget: € 691,000 in Commitment Authorisations (AE)/
€ 746,000 in Payment Credits (CP)





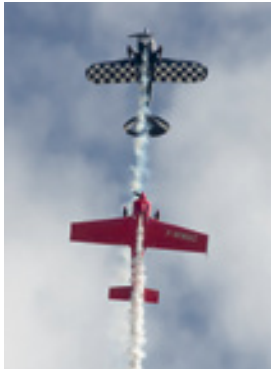
A few days that highlighted 2019 in the West Region

6 June 2019: 75th anniversary of D-Day. The commemorations, which took place from May to September, included a significant aviation component (movement of heads of State, an air safety protection mechanism, air displays, mass parachuting, airspace segregation, publications about flying, etc.). DSAC-O prepared these events throughout the first half of 2019 and mobilised a team in Normandy between 3 and 10 June 2019. The 150 civilian and military aircraft, including about 30 C47 and DC3 Dakotas from many countries, thousands of parachutists in period outfits, and spectacular displays by the Patrouille de France national air display team will leave long-lasting memories for the agents who oversaw these activities.

27 August 2019: First flight of the Airbus Beluga XL at Saint-Nazaire, which will now become its design critical aircraft. This inauguration marks a new phase in the development of the local and wider aviation industry in the West region.



Director
Emmanuelle Blanc
Headquarters
Brest-Bretagne Airport



31 August 2019: Closing day of the world aerobatics championships at Châteauroux after months of preparation. This is the 30th time the event has been held, organised by the FFA, and it will stay imprinted on people’s memories as a great sporting and public success. France won the competition at individual and team level and around 160,000 spectators attended, including 80,000 for the closing meeting.

1 September 2019: Closure of the 39th microlight fair and gathering in Blois after an in-depth study for the hosting of these flights and a specific population of pilots. In the context of continuous improvement, recommendations on preparations for the event, the briefing and flight presentations have since been issued by DSAC-O to ensure that the next event is conducted in optimal safety conditions.

2 October 2019: Launch of the public consultation with businesses for DSAC-O headquarters extension. Numerous conversations with the architect’s studio and staff have helped to define the optimal project during the course of the year. The closure of tender submissions was pronounced at the end of the year and applications have been submitted for all lots.



10 October 2019: In the same spirit as the central level and the other DSAC-IRs, DSAC-O is celebrating the 10-year anniversary of DSAC with the three directors who have succeeded each other in Brest since its creation.

28 October 2019: The Secretary of State for Transport presented the assessment of the preliminary consultation for the Nantes-Atlantique airport redevelopment project following the consultation, which took place from 27 May to 31 July, and the assessment of the two sponsors appointed by the national public debate commission. He presented the DGAC decision, the client developer, and the terms and conditions for continuation of the project, which are broken down into 31 measures to protect resident populations in Nantes-Atlantique and those under the flight path. These arrangements involve the implementation of multiple actions within the framework of the project steered by the DTA's Nantes-Atlantique mission with DSAC-O regional contact on-site.

Key figures for 2019

Aerodromes

Number of platforms	
67	aerodromes open to public air traffic including 27 commercial aerodromes
15	aerodromes approved for restricted use (including 1 mixed commercial)
83	aerodromes for private use (2 notices given in 2019)
200	Microlight platforms (93 notices given in 2019 including 9 for temporary platforms)
50	heliports
54	heliports in big cities or nearby (9 notices given in 2019 including 3 temporary)
1	temporary floatplane base
222	permanent balloon platforms (65 notices given in 2019 including 4 for temporary platforms)

Aerodrome safety	
9	Aerodrome operators certified under European regulations
248	approved runways
9	SMS audits
25	control checks relating to aerodrome approval conditions and operational procedures (CHEA)
4	control checks relating to RFFS/SPPA
8	control checks relating to heliports
18	changes approved
72	PSAs approved by ministerial order, of which 3 in 2019 (19 case files being developed or revised)

Environment	
28	civilian aerodromes with PEB, of which 0 approved in 2019, 2 PEBs in progress and 3 PEBs whose development has been suspended pending additional elements
5	environmental charters signed
0	codes of good conduct signed in 2019
1	aerodrome with a PGS (being revised)
1	operating restriction order
10	meetings of the environmental advisory committee (CCE)

Air navigation	
21	AFIS organisations
14	AFIS audits
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)

Permanent activities: 39 case files passed in CCRAGALS (37 creations or modifications of activity and 2 creations of RMZs)

Temporary civilian activities: 36 ZITs, 42 ZRTs, 377 leisure activities (aerobatics, paragliding, skydiving, etc.)

Temporary military activities: response to 55 consultations

Participation in 16 AFIS audits outside DSAC region, 2 DSNA audits and 1 AFIS assessment
Approval of 9 IFR procedures

Security

Security approvals - initial or renewed in 2019:	
4	for aerodrome operators (of 12 approvals)
0	for air carrier companies (of 0 approvals)
5	for sites of regulated agents (of 32 approvals) as DSAC management
0	for known suppliers (of 3 approvals) as DSAC management
5	for known consignors (of 33 approvals) as DSAC management
2	security audits of a DSAC/IR airport
3	meetings of the local security committee (CLS)
3	meetings of the operational security committee (COS)
1	security committees

Public transport oversight

61	air operators, of which 6 aeroplane 7 helicopter and 48 balloon
38	2019 audits
199	airworthiness control checks in 2019: 34 SAFA, 95 SACA, 70 SANA

General aviation

1,718	aerial work companies (including 1,617 in drones, 38 subject to AIR-OPS and 63 to French regulation, Order of 1991)
10	companies operating complex aircraft (NCC)
132	flying clubs (powered flight)
2019 air displays: 62 - small, 34 - medium, 21 - large	
11	approved training organisations and 127 declared
5,691	administrative actions for licences, performed in 2019
34	infringement case files processed in 2019
1	disciplinary committee held on 21 November 2019

Economic regulations

60	approvals of ground handling service providers (14 issued/renewed in 2019)
Number of PSO lines: 2 (1 with and 1 without State subsidy) Created: 1	
11	air carrier operating licences for aeroplanes or helicopters (i.e. not including balloons) (1 issue, 1 suspension and 1 withdrawal in 2019)

Resources

Staff:	97
Budget:	€ 3,627,646

There was a sharp fall in the accident rate for 2019. In Occitanie, there were six fatal accidents that resulted in seven deaths; this is still too many but far fewer than in 2018, when there were 9 fatal accidents and 14 deaths in the region.



Director
Nicolas Dubois
Headquarters
**Toulouse-Blagnac
Airport**



Let's be demanding and proud of the aviation sector!

Airport operators are progressively changing. In Toulouse, Eiffage bought back its shares held by Casil Europe; in Perpignan and Carcassonne, the operator is a new local public company linked to the regional council, a change which has resulted in accelerated certification; Nîmes-Courbessac, the last airfield in France still operated by the DGAC, has been transferred to the commune of Nîmes; and Rodez has maintained a public service obligation link to Paris with another company, Amélia. In 2020, Montpellier will develop its traffic with the installation of a Transavia base, while Franczal will accommodate a border crossing point as well as new commuter aircraft activities.

The new European ATM IR regulation will have an impact on AFIS operators and DSAC South will support them as much as possible.

As regards security, the airports of Nîmes, Rodez and Blagnac have been audited.

DSAC South has a specific activity manual on becoming a drone operator, which we use mainly when inspecting aerodromes (for example, to check ground markings, beaconing, or take measurements of trees),

it also reinforces our expertise when DSAC South carries out documentary checks on drone flyers. Airbus Transport International now operates Beluga XLs, which we admire in the sky. Moreover, Airbus has announced a new A321 assembly line in Toulouse.

On the airport regulation side, DSAC has become invested in three heavy issues to address airport problems and guarantee aviation safety: In Mas-Saintes-Puelles, a wind farm project was interfering with the Castelnau airfield, this was the subject of an unfavourable report by the DGAC;

At Montagne Noire, a photovoltaic project located within the aerodrome's operational area gave rise to numerous simulations and flight campaigns to seek a solution allowing for compatibility between the project and the glider activity at this airfield; furthermore, the metro section linked to the third line of the Toulouse metro will be buried, whereas it ought to have crossed the south of the platform



Key figures for 2019

Aerodromes

Number of platforms

36	aerodromes open to public air traffic, of which 9 are commercial aerodromes (subject to tax)
17	aerodromes approved for restricted use
102	aerodromes for private use
158	Microlight platforms
22	Helicopter emergency medical service (Service médical d'urgence par hélicoptère - SMUH) heliports
3	SMUH helipads with public assistance (PA)
12	heliports
39	permanent helipads with PA
5	floatplane strips (microlight)
25	mountain airstrips
75	permanent balloon platforms

Environment

31	aerodromes equipped with PEBs
2	PEBs under revision (Perpignan, Lézignan-Corbières)
6	environmental charters signed
1	aerodrome with a PGS
1	meeting of the residents' support and advisory committee (CCAR)
9	meetings of the environmental advisory committee (CCE)

French Aeronautical Constraints Plan

35	aerodromes with a PSA
12	PSAs under revision

Air carrier licences

14	prefectural air carrier licences (Licence de transporteur aérien - LTA) (2 aeroplane, 10 balloon, 2 helicopter)
3	LTAs issued
3	LTAs have been fully checked
1	balloon LTA under examination

airport regulation

1,129	case files processed, of which:
203	relating to prefectural platforms (private aerodromes, heliports, microlight platforms and balloon platforms)
239	relating to temporary or permanent obstructions
142	relating to temporary or permanent aeronautical information
117	relating to urban planning (buildings, wind farms, photovoltaic plants)
108	relating to aeronautical clearance easement plans (Plans de servitudes aéronautiques - PSA)
22	relating to Air Carrier Licences

Safety

Air navigation

5	AFIS audits
6	renewed certificates
5	AFIS audits outside DSAC-S region
2	national service provider audits (DSNA, MTOF)
4	changes notified to DSAC-South
1	change monitoring outside of DSAC-South on behalf of DSAC/SMN
1	safety event follow-up
14	IFR approved procedure case files
12	AFIS agent qualifications attributed or renewed
2	case considerations for an aviation frequency request
1	AFIS seminar in preparation for application of Regulation 2017/373

Airports

9	aerodrome operators holding an airport safety certificate based on European standards
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159	approved runways
18	oversight audits for all aspects of certified aerodromes
2	new airport safety certificates issued at the end of December following resumption of operations by the Occitanie Region Occitanie
2	certificate conversion oversight audits outside DSAC-S
16	control checks relating to aerodrome approval conditions and operational procedures and aerodrome operational procedures (CHEA) including 1 check relating to the OPS SERV field (RFFS-SPPA)
6	heliport control checks (21 heliports being overseen)
49	changes notified, of which 11 have been subject to approval.
11	aerodrome fire service approvals, heads of operations and RFFS managers

Airspace

678	temporary airspace change folders (+18% / 2018)
29	permanent airspace change folders
9	individual case file follow-ups
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
4	instances of participation in the CRGs (South-West and South-East)

Security

Operators whose security approval is managed by DSAC South:

9	aerodrome operators (1 approval was renewed in 2019)
2	operators approved as known suppliers
7	companies holding approvals as regulated agents (representing 34 agencies in total)
13	entities approved as known consignors (representing 17 agencies)

Public transport oversight

7	air operators holding an AOC, of which: 5 aeroplanes, 2 helicopters
15	declared balloon operators
1	aeroplane AOC application unfinished
15	oversight actions (inspections)
4	oversight summaries
19	DSAC/PN/EPN or Flight Control Organisation (Organisme de contrôle en vol - OCV) oversight actions
102	airworthiness control checks in 2019: 17 SAFA, 47 SACA, 38 SANA

General aviation

5	NCC operators (non commercial complex): 6 MEL approvals and 1 RVSM approval
19	SPO (specialised operations) operators: 36 MEL approvals and 1 RVSM approval
1,164	aerial work companies (including 1,088 in drones)
5	Particular activity manuals/amendments processed
149	exemptions/authorisations processed
29	air displays: 21 small - 5 medium - 3 large

Economic regulations

16	approvals of ground handling service providers issued or renewed
3	PSO lines

Resources

Staff:	93
Budget:	€ 1,731,171 PC

In 2019, on 10 October, we celebrated 10 years of DSAC. Looking back over these 10 years, we can measure the remarkable path taken by the national oversight authority, which is more respected and appreciated with every passing day. In the South East, we celebrated this event in a friendly and sharing atmosphere.



Director
Yves Tatibouet
Headquarters
Aix-en-Provence



Operator oversight in 2019 was still very dense within the geographical territory of DSAC South-East's jurisdiction

In 2019, DSAC South-East missions were still largely marked by relations with residents' associations and elected officials defending their living conditions and environment. For example, in Aix-les-Milles, in Cannes and on the Saint-Tropez peninsula, DSAC faces sustainable

development requirements; in other words, it must reconcile the development of air transport with environmental requirements relating to noise and air quality.

With regard to the environment, in the summer of 2019 and for the first time in our geographical jurisdiction, the national civil aviation action plan was triggered following episodes of peak pollution and heat waves, with restrictions on operations in Marseille-Provence and Aix-les-Milles. The proliferation of extreme weather events has had increasingly frequent consequences for Nice airport with violent wind and heavy rain. More recently, in Corsica, affected by the bad weather, the Corse-du-Sud aerodromes

had to stop their activities for several days. Climate change impacts air transport and therefore DSAC.

It is in this context that the agents of DSAC South-East have continued their missions, always getting deeply involved.



Key figures for 2019

Aerodromes	
24	aerodromes open to public air traffic, of which 12 commercial aerodromes to tax)
10	aerodromes approved for restricted use
19	aerodromes for private use
60	Microlight platforms
43	heliports
130	helipads of which 32 in the sea
1	floatplane base
13	floatplane strips
17	mountain airstrips
6	permanent balloon platforms
3	glider areas
84	model aeroplane areas or sites
Environment	
22	aerodromes equipped with PEBs
2	PEB currently being revised.
4	environmental charters signed
7	codes of good conduct in force
2	aerodromes with a PGS
2	meetings of the residents' support and advisory committees (CCAR)
4	operating restriction orders
5	meetings of environmental advisory committees (CCE)
Safety	
Air navigation	
1	AFIS audits
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
2	special IFR procedures studies in RNAV with approval
2	AFIS oversight meetings
Airports	
7	certified aerodrome operators
1	approval update
4	post-conversion audits
4	power and beaconing audits
7	EISA testing control checks
7	control checks relating to approval conditions and aerodrome operation procedures (CHEA)
2	heliport inspections
11	RFFS, SPPA control checks
21	PSAs approved
8	PSAs being developed or revised



Security	
13 security approvals - initial or renewed in 2019:	
5	for regulated agents (of 19 approvals) as DSAC management
3	for known suppliers (of 19 approvals) as DSAC management
3	for aerodrome operators (of 8 approvals) as DSAC management
0	for air operators (of 1 approval) as DSAC management
2	for known consignors (of 7 approvals) as DSAC management
1	security audit of a DSAC/IR airport
2	meetings of the local security committee (CLS)
34	meetings of the operational security committee (COS)
3	security committees
0	course approval

Public transport oversight	
17	air operators, of which 4 aeroplane, 7 helicopter and 6 balloon
31	oversight actions in 2019
379	airworthiness control checks in 2019: 77 SAFA, 195 SACA, 107 SANA

General aviation	
1,126	aerial work companies (of which 1,062 in drones)
19	2019 air displays: 11 - small, 1 - medium, 7 - large
5,246	administrative actions for licences in 2019
81	approved training organisations, of which 63 DTOs, 12 section 1 ATOs, 2 section 2 ATOs and 4 microlight instructor training organisations
14	infringement case files processed
1	disciplinary committee held

Economic regulations	
208	current approvals of ground handling service providers, of which 47 issued or renewed in 2019
12	PSO lines (all with regard to Corsica)
15	air carrier operating licences

Resources	
Staff:	103
Budget:	€ 2,533,332
	• Air transport: €50,800
	• Oversight and certification: € 1,500,500
	• Social action and incomes: € 1,353,862

2019 has confirmed the trend of the previous year in terms of air traffic: with the transport of nearly 10 million passengers at 11 commercial airports, the air transport economy is prospering in Nouvelle-Aquitaine and complements the high speed rail line which, since July 2017, has put the capital of the Gironde 2hrs 04mins from Paris by train.



Director
Gervais Gaudière
Headquarters
**Bordeaux-Mérignac
Airport**



With 7.7 million passengers, Bordeaux airport continues to grow

This dynamism of the Bordeaux platform was maintained in 2019 by the creation of the Ryanair base. The relaunch of the regional development scheme strategy, directly in line with the conclusions of the air transport conference, was most particularly revealed in Nouvelle-Aquitaine with the signing of the new PSOs.

Aeronautical economic activity is important and growing, as illustrated, for example, by the delivery of the Sabena Technics hangar to accommodate A350s in Bordeaux. DSAC-SO facilitates these development projects in terms of both coordination between players and environmental considerations. With this in mind, DSAC-SO and Dassault Aviation have worked to minimise noise from the conversion flights of Indian and Qatari pilots on Rafale aircraft from Bordeaux airport, which began in April 2019 and will continue until 2021. The specific environmental consultative process set up in the context of these flights has completely proved its relevance.

The Nouvelle-Aquitaine region is also at the cutting edge of the emerging field of drones. Sector voluntarism in the Bordeaux basin is perfectly illustrated by the signing of the UAM partnership.

Finally, the year 2019 will obviously have been marked by the G7 summit hosting in Biarritz from 24 to 26 August. This global-scale event was a technical challenge at aviation level due to the number of delegations having to be welcomed at Biarritz airport. An important one-year collaborative work between all the players involved, in Biarritz and Bordeaux, enabled the air component to be a perfect success. This summit will long remain a powerful moment in the lives of the DGAC teams in the Nouvelle-Aquitaine region.



Key figures for 2019

Aerodromes

Number of platforms

52	open to public air traffic including 13 commercial aerodromes
8	aerodromes approved for restricted use
68	aerodromes for private use
168	Microlight platforms
63	heliports (of which 8 State-owned)
40	helipads
1	floatplane base at Biscarrosse
16	floatplane strips
90	permanent balloon platforms
98	model aeroplane zones

Aerodrome safety

9	certified aerodrome operators
136	approved runways
93	contacts with aerodrome operators

Environment

34	(+ 5 defence) aerodromes with PEBs
3	environmental charters signed
2	codes of good conduct signed
1	aerodrome with a PGS
1	meeting of the residents' support and advisory committee (CCAR)
6	meetings of the environmental advisory committee (CCE)
1	follow-up committee on conversion flights for Indian and Qatari pilots in Rafale fighter aeroplanes

Air navigation

3	AFIS audits
2	CCRAGALS meetings (regional advisory committee for general aviation and light and sporting aviation)
2	CRG meetings
Participation in 11 AFIS audits outside DSAC South-West region	
Participation in 5 DSNAs audits, 1 Météo France audit	
Approval of 11 IFR procedures	
314	authorisations for releasers of illuminated balloons and lanterns

Security

Security approvals - initial or renewed in 2019:

6	for aerodrome operators (5 issued, 1 under consideration)
3	for sites of regulated agents (of 9 approvals) as DSAC management
2	for known consignors (of 7 approvals) as DSAC management
0	security audit of a DSAC-South-West airport
16	meetings of the operational security committee (COS)
3	security committees

Public transport oversight

28	air operators, of which 1 aeroplane, 3 helicopter and 26 balloon (of which 12 without AOCs)
16	CAT audits in 2018 including 5 balloon + 2 oversight summaries with the management responsible
158	operational airworthiness control tests in 2019: 30 SAFA, 94 SACA, 34 SANA.

Aerial utility and general aviation

1,068	air work companies (of which 22 Part SPO, 78 Order 91 and 968 drone operators)
8	SPO audits

Non commercial operators: NCC

6	operators
2	audits

Administrative authorisations:

98	low level overflight clearance technical notices
8	ultra-low flight notices and 52 drone night-flying exemption notices
6	specific authorisations for temporary and occasional operations by foreign drone operators

2019 air displays:

76	technical notices issued: 53 small air displays - 15 medium - 8 large
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Light aviation:

107	training structures: 85 DTOs, 16 ATOs, 6 microlight instructor
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Missions with training organisations

28	oversight actions + 5 information sessions for DTOs and 2 microlight instructor
6,805	licences and qualifications issued in 2019
8	infringement case files under investigation

Activities of the light aviation state safety programme. Processed:

62	General Aviation Safety Event Reports for aeroplanes (Compte-rendu d'événement de sécurité aviation générale - CRESAG)
14	CRESAGs for gliders
8	CRESAGs for microlights
1	CRESAGs for balloons
1	CRESAGs for helicopters

Economic regulations

8	ground handling approvals (all for Bordeaux Mérignac), of which 2 renewals
6	PSO lines in progress
13	air carrier operating licences
1	amendment signed in 2019 at the Bordeaux airport concession, an amendment in progress for the arrival of the tram
1	general composition layout in progress at Bordeaux airport
6	Economic advisory commissions (cocoécós)

Resources

Staff:	77
Budget:	€ 3,757,651 , including € 1,912,875 connected with aviation training

Organisational flow chart
July 2020



INTERREGIONAL DIRECTORATES



CENTRAL LEVEL



Publication director: Patrick Cipriani, Director of Civil Aviation Safety

Coordination - Authoring: Sylvain de Buyser, Communication and Public Relations

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Arnaud Bouissou, Manuel Bouquet, Thierry Hamel, Laurent Mignaux, Bernard Suard / Terra

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French Civil Aviation Authority
French Civil Aviation Safety Directorate
50, rue Henry Farman
75720 Paris cedex 15
Tel: 33 (0)1 58 09 43 21