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FRENCH CIVIL AVIATION SAFETY DIRECTORATE

ACTIVITY REPORT 2022



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EDITORIAL

As air traffic resumed in 2022, the year was full of challenges and opportunities, and I am proud to share here all the major achievements made by the teams at DSAC. You will be able to read all about them in this activity report.

As always, the safety and security of commercial and general aviation were our absolute priority. And again, upholding the highest standards of compliance while fostering a culture of preventive safety and integrating regulatory changes, especially European, were our ground rules.

In 2022, we provided decisive support for innovative aviation to encourage and promote promising developments including airships, U-space, hydrogen fuel cells, and stratospheric flight.

Environmental protection was a key concern at DSAC and all possible support was provided for initiatives aimed at reducing the carbon footprint and sound nuisance of aviation.

International collaboration was also reinforced to harmonise global aviation safety standards and best practices as I still firmly believe that sharing knowledge and expertise contributes to the continuous improvement of our industry.

We also provided assistance with major events which require very effective coordination to guarantee quality air service and flight safety. The 2024 Olympic Games will be particularly demanding in this regard.

For flight crews, DSAC launched a major modernisation project which is starting to deliver results. In particular, most licence procedures can now be completed online on the flight crew Portal.

Finally, with a view to optimising our operations, we have initiated reforms to improve our operational efficiency and thus guarantee a quality service for all aviation stakeholders. Improving processes, enhancing our training offer and using our resources wisely were among our top priorities.

I would like to extend my gratitude to all the teams at DSAC who contributed to the success of 2022. We are looking to the future with determination, convinced that our commitment is helping to make aviation more innovative, greener and - of course - ever safer.



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Patrick Cipriani,
French
Civil Aviation
Safety Director

HIGHLIGHTS 2022



SUPPORTING INNOVATIVE AVIATION

By default, issuing permits to fly aircraft is governed by European regulations and requires EASA approval. But on a national level, DSAC can issue authorisations for technology demonstrators. We report on some of these exceptional "permits to fly" granted in 2022.

Authorisations to Support Innovation

"In recent years, three major themes have been gaining ground, namely small vertical take-off and landing aircraft (VTOLs), green engines and space travel. The permits to fly that we issued in 2022 clearly reflect this trend," says Benoît Pinon, Head of the Airworthiness division at DSAC.

eVTOL aircraft are another example combining VTOL and emission-free flying. The inauguration of the first Vertiport in Pontoise, near Paris, featured a test flight of a prototype Volocopter, an electric aircraft with 18 propellers.

Flying men

Regarding VTOLs, flying men have been given the go-ahead to take off with turbines worn on their arms from Mini-Fly, and on their feet for Z'Air's Flyboard Air. Z'Air's Jet Racer, which also received permission, is more like a flying car.

To enable manufacturers to test their concepts in real conditions, DSAC has to make tricky decisions. *"Our approach focuses very much on protecting third parties. For example, we define strict safety perimeters for these experimental flights, but to a certain extent, we leave it to the manufacturer to determine the acceptable level of risk for pilots,"* says Benoît Pinon.



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Low-carbon engines

The company Blue Spirit Aero was authorised to flight test its hydrogen fuel cell. Even a trusted manufacturer like Airbus Helicopters needed DSAC permission to present its flying laboratory, the Disruptive Lab, designed to test a hybrid propulsion system that could reduce CO₂ emissions by 50%.

Heading for the stratosphere

Finally, DSAC renewed its authorisations for Zephalto's hydrogen balloon project, designed to carry passengers in a pressurised capsule to an altitude of 35,000 metres.

Preparing a framework for airship operations

As part of the development of projects by airship manufacturers and at the request of EASA, DSAC and its German counterpart have prepared proposals for adapting European regulations concerning pilot licences, air operations and continuing airworthiness. A draft best intervention strategy, including draft regulations, was submitted to the Agency in mid-2022 for consultation of the Member States. This work was carried out with the active participation of the Airship Manufacturers Group, including the French company Flying Whales. The matter is now in the hands of the Agency which must launch the corresponding regulatory work to give future operators a clear framework in which to start their activities.



U-space

At the end of 2022, EASA published the Acceptable Means of Compliance (AMC) and the Guidance Material (GM) of Regulation (EU) 2021/664, giving the European Union the world's first regulatory framework for safe, digital unmanned aircraft system traffic management (UTM). It creates a new kind of airspace called "U-space", in which U-space service providers (USSP) will operate. In France, these service providers will be certified by DSAC where the first applications for certification are expected in 2023.

⊕ **information on:**
ecologie.gouv.fr/u-space-gestion-numerique-du-traffic-aerien-des-drones



The objective is to develop unmanned aircraft system (UAS) operations, particularly more complex operations, such as out-of-sight flights and integration with manned aircraft. This means that environmental, safety, security and privacy issues must be properly taken into account."

Antoine Martin,
Advanced ATM Officer, DSAC

ACTION FOR THE ENVIRONMENT

Curfews at Basel-Mulhouse and Nantes-Atlantique airports

The orders limiting operations at Basel-Mulhouse and Nantes-Atlantique airports were amended on 1 February 2022 and 8 April 2022, respectively. AT Nantes-Atlantique, scheduling take-offs and landings between midnight and 6 am is now prohibited¹.

"As a result of these curfews, DSAC inspectors have been busy handling violations, as they are responsible for detecting regulatory non-compliance, issuing statements to airlines and preparing the investigation reports for the regulatory authority for airport noise, Acnusa," says Florence Leblond, Sustainable Development Officer and National Environment Coordinator. Thanks to the efforts of the DSAC teams and their good coordination with Acnusa, the violations were managed efficiently.

1. AT Basel airport, scheduling take-offs after 11 pm was prohibited on 1 February 2022.

Curfew violations handled in 2022	
Basel (DSAC/NE)	153 statements issued
	103 investigation reports prepared
Nantes (DSAC/O)	207 statements issued
	127 investigation reports prepared



The new ban at Basel-Mulhouse on scheduling departures after 11 pm reinforces the curfew between midnight and 6 am applicable since 2003, in response to high expectations among local residents."

Christian Burgun,
Deputy Director, DSAC North-East



The curfew is the first measure to be adopted after the consultation on the Nantes airport redevelopment project, with a significant impact on the environment: we have gone from an average of six flights per night in 2019 to just one in 2022."

Frédéric Dantzer,
Officer, DSAC West

Optimised approach procedures

Ajaccio-Napoléon Bonaparte and Chambéry-Savoie-Mont-Blanc: two RNP-AR (required navigation performance with authorization required) approach procedures were approved in 2022.

These procedures are based on the performance of on-board systems (GNSS, inertial systems) to provide a safe and shorter approach. By using curved trajectories, they improve access to land located in mountainous areas, and have environmental benefits in terms of noise and reduced fuel consumption.

As they involve flight paths, aircraft eligibility, operational procedures, crew training, navigation database management and validation, and continuous monitoring by the operator, etc., DSAC must adopt a multi-disciplinary approach to approve these procedures for use by airlines.

Several other procedures are currently being studied in France.



Facilitating forest fire-fighting

© Philippe Giret

12 July 2022, mid-afternoon, 37 degrees in the shade. A fire broke out in the forest near La Teste-de-Buch. This fire was the first of an exceptional series, particularly in Gironde and the Landes region, which lasted until the end of September.

DSAC actively supported the national effort to fight these forest fires. It took part in managing the crisis in coordination with the air navigation services, fire fighters, the civil protection services, and the prefecture, to facilitate the fire-fighting aircraft operations – up to ten planes were working simultaneously on the blazing zones – and avoid collisions with commercial and general aviation aircraft.

In France, DSAC also facilitated the rescue operations of foreign operators and pilots who had come from several countries to support the civil protection service.

Facilitating the deployment of solar cells near airports

Drafted in collaboration with the Civil Aviation Technical Centre (STAC) and coordinated with industry and the National Aviation Engineering Service (SNIA), the fifth revision of the technical briefing note on projects to install photovoltaic panels near airports was published on 10 November 2022. Integrating a decade of experience and feedback, it updates the safety issues and measures to be taken into account for these projects, including pilot distraction due to glint and glare, fire-fighting, and preserving biodiversity.

A lot of projects are springing up in these areas, as the many 'abandoned' sites often found around and at airports are ideal for these facilities, which are vital for the production of low-carbon energy.

⊕ information on:

libelaero.fr/notice/dgacdsac-dispositions-relatives-aux-avis-de-la-dgac-sur-les-projets-d-installations-de



© Richard Metzger

Helicopter transport to Saint-Tropez peninsula



Very specific regulatory provisions and oversight plan for a unique location in France."

Cédric Tedesco,
Côte d'Azur Delegate, DSAC South-East

CONTEXT:

A decree of 27 April 2022¹ and an order of 24 April 2022² reinforced the French government's legal means regarding the use of helipads in order to protect local residents from nuisance, particularly noise.

This new regulatory framework:

- allows prefects to issue orders regulating and requiring a prior declaration for the use of helipads in a given area;
- introduces tools to improve helicopter transport oversight;
- establishes a system of administrative fines (up to €750 for individuals and €3,750 for legal entities).

Pursuant to these new rules introduced nationwide, the Var Prefecture issued a prefectural order on 21 June 2022 restricting helipad use in all towns on the Saint-Tropez peninsula, with a distinction between private and commercial helipads, and imposing harsher restrictions during the summer season.

1. www.legifrance.gouv.fr/jorf/id/JORF-TEXT000045697168

2. www.legifrance.gouv.fr/jorf/id/JORF-TEXT000045772412

* The rules were further tightened up by prefectural order during summer 2023.



PRIVATE HELIPADS (between June and October)*

- ▶ Use prohibited before 10 am and after 8 pm.
- ▶ And between 1 pm and 4 pm.
- ▶ No more than 4 flight movements/day. With a limit of 8 movements/week.



COMMERCIAL HELIPADS (between June and October)*

- ▶ Use prohibited before 10 am and after 8 pm.
- ▶ Between 1 pm and 4 pm, in certain towns, only take-offs by helicopters already parked are permitted.
- ▶ No more than 8 flight movements/day. With a limit of 20 movements/week*.



COMPARISON OF THE NUMBER OF MOVEMENTS IN JULY/AUGUST 2022

- ▶ compared with July/August 2021 **-58%**
- ▶ compared with July/August 2019 **-67%**

TRANSFER OF TRAFFIC IN JULY/AUGUST 2022

- ▶ **To La Môle airport**
+136% compared with 2021
+59% compared with 2019
- ▶ **To Grimaud helistation**
+20% compared with 2021
+15% compared with 2019



OVERALL DROP IN THE NUMBER OF MOVEMENTS ON THE PENINSULA

- ▶ **-22%** compared with 2021
- ▶ **-38%** compared with 2019

SUMMER 2022

- ▶ With **2,564 flight movements**, Grimaud helistation hosted as many operations as all the helipads on the peninsula (2,579 movements).



VIOLATIONS

- ▶ **119** helipad declarations were received and analysed between the end of June and the end of August 2022. Among them, DSAC South-East particularly detected **20** helipads in built-up areas where use is prohibited.

- ▶ **48 analyses** of potential violations were carried out by DSAC South-East, in conjunction with the Nice Air Transport Gendarmerie company and the Border Police directorate for the southern area. **11 administrative procedures** for violations were initiated, and **20 breaches were confirmed**.

- ▶ The first fines imposed by the Prefect were of **1,000 Euros per breach**.

FACILITATING EXCHANGES WITH FLIGHT CREWS

Following a pilot phase deployed by DSAC North at the beginning of 2022, the online procedures platform for flight crews¹ was rolled out across France in June 2022, to facilitate exchanges thanks to a centralised, digital, user-centric service offering.

“We wanted flight crews to have a services portal that centralises all information, provides quick access to a personal account and facilitates all their procedures. Before it was rolled out, pilots who wanted to apply for a licence or extend or renew their qualification had to search through more than 250 different forms on the Ecological Transition Ministry’s website to find the right one, and then find out who to send it to. Today, pilots, training organisations, instructors and examiners can complete all the procedures online via the flight crew Portal. They can fill in the forms online and submit them directly to DSAC,” says Jean Teillet, Flight Crew Procedures project manager in the Flight Crew Technical Directorate.

An open-ended tool

A first pilot phase was launched in February 2022, in the Paris region and in the North of France. A number of changes were made to the tool based on feedback from the first users before it was rolled out across France in June for procedures relating to European private licences for aeroplanes, helicopters, balloons and gliders. *“The online procedures platform is continuing to evolve to truly meet user expectations,”* says Jean Teillet. *“We have worked with the French Glider Flight Federation (FFVP) and the French Aeronautical Federation (FFA) to develop gateways so that their members can submit applications directly from the federations’ own websites.”*

Towards electronic administration

The online procedures were extended to instructor qualifications at the end of 2022. They will be followed in 2023 by type and class ratings, and additional ratings, then professional licences and instrument ratings. *“Using this platform, flight crews can track the progress of their application, which is automatically sent to the relevant departments. For DSAC, the system also makes applications easier to process as they are only transferred once they are*

complete. Everyone gains from from this improvement,” concludes Jean Teillet.

To complete the service for users, in 2023 the online procedures platform will be linked to the flight crew Portal to facilitate access to information.

1. demarches-portailpn.aviation-civile.gouv.fr



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Simplifying the conversion of US licences

After several years of discussions, the Bilateral Aviation Safety Agreement (BASA), an international agreement between the Federal Aviation Administration (FAA) and EASA, will now ease the requirements for converting private pilot licences (PPLs) and related qualifications between the United States and the European Union.

Since June 2022, European rules have required European residents to have a European licence to fly in Europe, whatever their nationality.

DSAC adapted its tools, methods and procedures to integrate the possibilities of this 'à la carte' system starting in January 2022. Around a hundred licences have already been converted by the regional licensing offices.

⊕ information on:

ecologie.gouv.fr/titres-aeronautiques-etranagers



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Delegation of examinations to microlight and glider federations

"An order enacted on 21 October 2021 authorises organisations representing microlight user associations to organise the theory exam. As a result, in 2022, the French Microlight Federation (FFPLUM) was able to organise microlight and microlight instructor examinations in its federal centres throughout France, in addition to DSAC's own examination centres. The exams are done on a computer system called Wingu and the question banks are shared and updated by DGAC," sums up Anne Séré, Head of the Examinations division.

FFVP has also been approved by DGAC as a delegated organisation entitled to organise examinations in its clubs.

ATPL Exams: supporting the change

The theory examinations for airline pilots (ATPL) have changed to include the new "KSA" (knowledge, skills and attitude) learning content.

"DSAC has received candidates at its examination centres to take the tests on the Oceane system, whether they are starting the course according to the new programme or finishing it according to the old one. We wanted to give students doing the former course an opportunity to pass before it was discontinued," says Anne Séré.

The aim is to assess a pilot's ability to apply their knowledge and understanding from one subject to another and to demonstrate their technical and non-technical skills.

COMMERCIAL AVIATION AND SAFETY

4-Flight commissioning

France's new 4-Flight air traffic management system was commissioned in 2022 at the Area Control Centres in Reims and Aix (Reims ACC and Marseille ACC). DSAC examined the implementation of this major change and approved the safety arguments.

"For the French Air Navigation Services Directorate (DSNA), 4-Flight is a big change. The new ATM system introduces 4D flight paths, does away with paper strips and gives controllers new decision-making tools, etc. The scale and criticality of the project meant that the safety folder was not only large, but also required extensive expert input at DSAC. The safety arguments focused on three main aspects: a technical part on the 4-Flight system, another section on the system's integration into the DSNA environment and, finally, the operational aspects. We needed experts from many different fields, in teams of up to seven auditors," says Frédéric Thomas, Deputy Head of the Air Navigation Systems and Equipment Oversight division.

Regulatory requirements

European Regulation 2017/373, which came into force in France in 2020, changed the methodology for conducting safety studies on modifications made to a functional system. *"Since the 4-Flight launch phase in 2011, we have been assisting DSNA by analysing its safety arguments. The idea was to perform an ongoing review throughout the project. But as the regulations have changed, we have had to make sure that the safety arguments developed according to the former methodology comply with the new requirements, which has required a lot of work between DSNA and DSAC,"* adds Frédéric Thomas.

Specific features for each ACC

The operational implementation of 4-Flight in the Reims and Marseille ACCs in 2022 did not mark the end of DSAC's work. *"We are continuing to monitor these area control centres while examining the safety arguments in the other ACCs in which 4-Flight will be deployed, such as the North ACC (Paris ACC), where*



it should be operational in November 2024. Each centre has its own challenges, slightly different methods and specific configurations, and they all require specific safety analyses," he concludes.

New wings for French airfreight

Dedicated to the carriage of freight, with two Boeing 777F and then three Airbus A330F, CMA-CGM Air Cargo was granted its Air Operator's Certificate (AOC) by DSAC on 1 June 2022.

With airworthiness, operational safety, flight crew training, security programmes, aircraft registration, and more, "Issuing the certificate required close collaboration with the various departments at DGAC and the French Civil Aviation Safety Organisation (OSAC), in order to be as responsive as possible," explains Tiphaine Lacotte, Oversight Inspector at DSAC North, who is in charge of the airline.

This marks the birth of a major new player in both French and international skies.

SMS implementation by CAMOs and Part 145 organisations

Safety Management Systems (SMS) particularly help to structure the assessment and mitigation of risks. They are therefore key contributors to flight safety. European regulations now require them to be implemented by Continuing Airworthiness Management Organisations (CAMOs) and maintenance organisations (Part 145).

The transition period for CAMO compliance ended in March 2022, while that of Part 145 maintenance organisations began in December 2022 for a two-year period.

130 CAMOs and 271 Part 145 MOs concerned

As a result, Risk-Based Oversight (RBO) of these players is now also possible and will allow OSAC to modulate the oversight cycle and procedures for these organisations according to their risk profile and safety performance.

2022 Symposium on aviation safety: managing cabin risks

The 17th annual aviation safety symposium, organised by DSAC on 1 December 2022, focused on managing risks in aircraft cabins. With over 550 attendees, it was also accessible live in English for the very first time.

With the post-Covid resumption of traffic, the topic was important. From unruly passengers, lithium batteries, and emergency evacuation, to turbulence-related hazards, security, and adapting organisations, a wide range of issues were covered during the day following a whole year of preparation in collaboration with civil aviation stakeholders, and especially the French aviation safety network.

Find the materials on:
ecologie.gouv.fr/symposium-securite





New helistation in Courchevel

In December 2022, Courchevel altiport gained a new helistation. Located at an altitude of approximately 1,980 metres, the altiport – renamed “Michel Ziegler” in early 2023 in honour of the founder of Air Alpes – handles substantial commercial traffic. It also serves as a base for mountain rescue helicopters during the winter season.

“The extension work and the creation of additional stands - 20 in all! – have improved operating safety,” says Carole Soufflet, Head of the Airports and Air Navigation division of DSAC Centre-East.

As major investments were required, DSAC was involved as soon as the work planning stage began. A final on-site inspection confirmed the facilities’ conformity.

New penalties for unruly passengers

In recent years, there has been an upsurge in incidents involving unruly passengers, including refusal to follow crew instructions, assaults and damage, some of which are serious. A symposium held in 2018 showed that the criminal law response was not sufficiently dissuasive, and suggested developing legislation to improve the situation by introducing administrative penalties.

This work led to the publication of an order in June 2022 creating a system of penalties for such behaviour. Offenders can now be fined up to €10,000 and banned from flying for two years. The provisions apply to all passengers using French airlines. DSAC will be responsible for quantifying the risk posed by the situations reported to it. For the most serious cases, a new criminal offence carrying a penalty of five years’ imprisonment and a €75,000 fine has also been created.

Landing in all weather

DSAC has been highly involved in the drafting of several European regulations which, in 2022, introduced new provisions on airport accessibility in the event of poor weather conditions.

Best equipped, best served: aircraft equipped with enhanced flight vision systems (EFVS) will be able to land where other aircraft would have had to divert. The conditions of low-visibility approaches, particularly without any specific demonstration flight, have also been reviewed. Air operators must obtain DSAC approval when implementing these changes.

From ground infrastructure to aviation information and air traffic control procedures, DSAC also approves the new low visibility procedures of the airport operator and the air traffic service provider at airports wishing to allow these operations.

These new provisions give Europe a particularly complete regulatory environment ensuring continuity of operations and flight safety.



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New European rules on carrying fuel

At the end of October 2022, the AirOps rules on fuel carriage by air operators changed. Under the new rules, operators can choose to define their fuel-carriage policy in various, more or less elaborate ways, such as reducing fuel reserves in exchange for enhanced monitoring capabilities.

Over a short period, DSAC approved the amendment of all the fuel programmes of the operators concerned (more than 100 approvals).

To make it easier for operators to integrate this change, which has sometimes required modifications to flight preparation tools, DSAC provided upstream support.

⊕ **information on:**
meteor.dsac.aviation-civile.gouv.fr/meteor-externe/#communication/19160



© Getty Images

GENERAL AVIATION AND SAFETY

Air Shows: feedback on the new regulations

The entry into force on 12 April 2022 of the Air Shows Order of 10 November 2021 brought a major change in this area. The Order is the result of several years of collaboration involving all the stakeholders in this particular area of aviation which attracts many, many enthusiasts.

"The working group, consisting of the main players in air shows, was particularly keen to improve the skills of flight directors and pilots taking part in these events. Drafted by DSAC and then submitted for broad consultation, the new Order meets these expectations," says Olivier Outtier, Deputy Head of the Aircraft and Air Operations division of DSAC's Regulations Directorate. The post-Covid resumption of air shows has enabled all the stakeholders to get to grips with these new aviation safety regulations.

Harmonised procedures

"This regulatory change was also an opportunity to harmonise DSAC's action nationwide, both in terms of processing documents and overseeing air shows," says Pierre-Antoine Prach, Air Operations Inspector in the Airworthiness and Operations Technical Directorate. The oversight inspectors in DSAC's interregional directorates (DSAC-IR) helped to train Prefecture staff in the new rules and assisted the various stakeholders with interpreting the regulations, in particular the classification of events.

Stakeholder consultation

At the end of the 2022 season, DSAC conducted a feedback phase with its oversight inspectors, members of the French national council of aviation and sports federations (CNFAS), the French air shows association (FSA), the national sea rescue society (SNSM), the armed forces, the civil protection service, customs, the Gendarmerie and DGAC's Mission for light, general,

helicopter and UAS aviation (MALGH). Thanks to fruitful discussions, a number of areas for improvement were identified, including administrative streamlining, training for directors of model aircraft flying shows and the adaptation of Cerfa administrative forms to the different types of event. *"We are well aware that, while maintaining our high safety standards, we need to make adjustments for some very simple events. The regulations must be proportionate to the risks,"* concludes Olivier Outtier.



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General aviation: new initiatives for aerodrome safety

The DSAC-led project to overhaul national airport safety regulations promises to bring major changes with the aim of supporting and improving safety at general aviation airfields. Pending its completion, a number of initiatives have already been taken.

"In 2022, we tested out organising local safety days at a few airfields in the areas of DSAC West and DSAC Centre-East," says Mathieu Panizzon, Head of the Safety Management System Programme in DSAC's Airports division. The aim was to give airfield users a chance to discuss safety issues, and their expectations and future projects, etc. *"We also want to develop operator accountability, since they are responsible for safety at their aerodromes,"* he adds. Starting in 2023, all approved airfields will be encouraged to organise these safety days.

Another new feature, introduced by EU Regulation 2018/1139, is the implementation of a management system by operators of aerodromes that are "exempted from European certification¹". To this end, DSAC supported operators throughout the year, by publishing guidance, and organising webinars and audits of certain airfields. Internally, DSAC particularly focused on training oversight inspectors in this requirement.

As a result of changes in ICAO standards and recommendations, as well as European provisions applicable to "exempted" aerodromes, DSAC has launched a vast project to overhaul the French airport safety framework. *"We have set up working groups with the civil aviation authorities in mainland*

and overseas France to propose future standards for the design, operation and organisation of aerodromes, while ensuring that they are proportionate. These proposals will first be submitted to the relevant stakeholders for consultation and will eventually replace the current national regulations (TAC and CHEA orders² in particular)," explains Marion Dewilde, Head of the Airport Safety Regulations Programme.

1. Exempted aerodromes are those that meet certain technical criteria and handle no more than 10,000 commercial air transport passengers per year and no more than 850 movements related to cargo operations per year for three consecutive years.
2. Respectively: Order of 10 July 2006 on the technical characteristics of certain land aerodromes used by fixed-wing aircraft, and Order of 28 August 2003 on aerodrome approval and operating procedures.



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And what about security?

While general aviation pilots and enthusiasts fully grasp the “safety” risk, they may be less aware of the criminal or terrorist threats to their activity and the direct consequences they can have on flight safety. DSAC has therefore prepared a handbook for safety managers at small aerodromes. *“The aim is to better define their role and the monitoring and precautionary measures that need to be taken,”* explains Gwendolyne Bretagne, Oversight Inspector, DSAC Centre-East Safety division.

Raising awareness among managers, updating prefectural orders, and improving coordination between government departments are just some of the good practices to be shared for the benefit of all.





SUPPORTING MAJOR EVENTS

Assistance provided for the 2022 Champions League in Paris and the World Precision Flying Championships in Albi bring valuable feedback in the run-up to the 2023 Rugby World Cup and the 2024 Olympic and Paralympic Games.

On 25 February 2022, UEFA decided to move the Champions League final, originally due to be played on 28 May in St Petersburg, to Paris. *"We had less than three months to get organised: to anticipate the increase in air traffic over a very short timespan, almost 24 hours; find aircraft parking spaces; and manage the flows of supporters inside and out of the terminals, etc. We were mainly involved in the preparations, together with the Air Transport Directorate and the Mission for Air Services Authorisations, in order to coordinate with ADP, the slot coordinator COHOR and the Police,"* says Sébastien Montet, Head of the Roissy Oversight Department.

Managing traffic

The ability of Paris-Charles de Gaulle (CDG) and Paris-Le Bourget airports to handle the additional traffic and the question of night flights were major concerns: *"DGAC decided to strictly apply the regulations, so night flights from Le Bourget were not authorised, and it refused to transfer departures of small aircraft to CDG. In the interests of public order, around thirty exemptions were granted to encourage mass departures of supporters from CDG at night, just after the match,"* says Sébastien Montet. The airlines submitted their flight intentions at the last minute, providing visibility of the number of flights a week in

advance. Finally, in coordination with the Police headquarters and Aéroports de Paris (ADP), DSAC North made sure that passenger flows were managed so as to avoid encounters between rival supporters. *"Using the feedback, we intend to try out air traffic management by COHOR at Le Bourget during the Rugby World Cup, to improve fluidity during peak periods,"* Sébastien Montet concludes.

Ensuring flight safety

"Bringing together 60 pilots from all over the world at the Albi aerodrome is no mean feat, and requires a risk analysis in advance. But DSAC is proactive," says Pierre-Henri Louze, Head of the Air Navigation subdivision at DSAC South. From 20 to 27 August, the competition and the air show organised by the French Aeronautical Federation (FFA) at Albi aerodrome needed the airspace to be separated: two activatable TRAs were defined and published by SUP-AIP. In addition to contributing to the preparation of the World Precision Flying Championships in terms of air safety, DSAC South acted as coordinator between airspace managers, local activities and stakeholders.

ENSURING TERRITORIAL CONTINUITY

Improving domestic flights in French Guiana

“Apart from the coast, where there is a road, the interior of French Guiana is heavily dependent on air transport, the only alternative to travelling by canoe. Of the five domestic airfields operated directly by the French Guiana territorial community, four are located in towns that cannot be reached by ground transport,” explains Ludwig Vallois, Civil Aviation Delegate in French Guiana. The service is provided by scheduled flights operated by the public service delegation contract holder Caire, and by two helicopter companies.

DSAC French West Indies-French Guiana monitors the delegation contract and assists local stakeholders, including the local authority, with their projects to improve connections and infrastructure.

IN autumn 2022, work began on renovating and widening the historic Maripasoula runway, while a temporary laterite runway was opened for operations. At the same time, a strike led to the airfield being blocked for a month. On 4 November, the runway excursion of a Caire LET 410 led to activity being suspended on the temporary runway. The historic runway was therefore reopened over a reduced portion, which stopped the work.

After analysing the incident, DSAC asked the local authority to improve the temporary runway's drainage and to coordinate with Caire for resumption of traffic on it.



Securing helipads around Cirque de Mafate

“The population of Cirque de Mafate, on Reunion island, lives on islets that can only be reached by hiking paths. Supplies are transported and medical evacuations are carried out by helicopter, requiring the use of helipads most often located at the end of ridable roads, on the edge of the cirque.”

Jonathan Gilad,
Director, DSAC Indian Ocean

Since 2019, DSAC Indian Ocean has been striving to improve the safety of these helipads. Studies commissioned from helicopter operators have identified the risks and, with all the stakeholders - operators, local authorities, the sub-prefecture, managers of the national park and the National Forests Office (ONF) - concrete improvements have been made, including installing wind socks and fences, or having a person on the ground to ensure that helicopter operations are safe.

Today, all the stakeholders are keen to raise safety to a level compatible with the operations needed to meet the needs of the Mafate people. After a lengthy process, the idea is to transform the helipads into helistations and DSAC has obtained an estimate for the transformation work and operating costs. The results of the study will be released in April 2023 and will enable the local authorities to start the process for the creation of these helistations. *“However, work has already been done to increase safety at helipads and facilitate their transformation,”* says Jonathan Gilad, Director, DSAC Indian Ocean.

OPENING UP TO THE WORLD

41st ICAO Assembly

The 41st ICAO assembly, which is convened every three years, was held from 27 September to 7 October 2022 and decided on the policy for 2023–2025. The European Commission, the European Civil Aviation Conference (ECAC) and the Member States jointly presented a number of working papers (WPs) on safety issues:

- Changes to flight rules for UAS to facilitate the integration of new entrants into low level airspace.
- Higher airspace operations, the framework of which should be on the agenda of several appropriate panels.
- New operational concepts involving extended minimum crew operations and single-pilot operations.
- Safety risks near conflict zones.

Other documents presented concern the governance of the trust framework designed to secure data

exchanges, improving the crisis management framework following the Covid-19 pandemic and proposals to improve system resilience through GNSS interference mitigation.

The future developments of the Global Aviation Safety Plan (GASP) were outlined (operation of regional aircraft, implementation of new technologies, digitisation, resilience and environment, etc.).

Finally, implementation of the recommendations aimed at updating the Universal Safety Oversight Audit Programme (USOAP) was confirmed.



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SM ICG meeting in Paris

DSAC hosted the Safety Management International Collaboration Group (SM ICG) meeting for the first time in France in October 2022. Supported by ICAO, this group regularly brings together some twenty civil aviation authorities from the five continents, with the aim of promoting best practice in safety management.

An aviation industry day brought together about a hundred participants to discuss "Safety Management Systems as a Tool to Overcome Crises". These meetings are vital to understanding the different constraints and challenges, and they ensure that SM ICG productions truly meet the aviation community's needs.

First regional technical cooperation meeting

In March 2018, the *Assises nationales du transport aérien* (national air transport conferences) identified priority actions for overseas France, including the development of air service agreements with neighbouring Caribbean states and the creation of a regional technical cooperation committee.

The 10th meeting of the ICAO North American, Central American and Caribbean Directors of Civil Aviation held in June in Martinique provided the opportunity for France to organise a first one-day regional technical cooperation meeting.

"We were able to bring together the civil aviation directors from 11 countries with whom we wanted to hold discussions. This one-day meeting initiated the role that France wishes to play in cooperation within the region. Together with six volunteer countries, we have set up a permanent task force to monitor the four selected themes: air connectivity, crisis management, sustainable development and regulatory convergence," explains Patrick Pezzetta, Deputy Director, DSAC French West Indies-French Guiana.

A first memorandum of understanding (MoU) was signed with the civil aviation authority of Antigua and Barbuda, and five others should be signed in 2023 with Aruba, Barbados, Dominica, Sint Maarten and Saint Lucia. A technical cooperation project with the Eastern Caribbean Civil Aviation Authority (ECCAA) has also been launched and will receive funding from the French Development Agency.

A second technical cooperation meeting was held in June 2023, in Cuba.



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OPTIMISING OUR OPERATIONS

OSAC 2023-2028

On 27 July 2022, after more than a year of examination, DSAC accredited OSAC for the 2023 to 2028 period.

The French Civil Aviation Safety Organisation OSAC, which held the previous accreditation, will thus continue in its airworthiness safety oversight role on behalf of DSAC. OSAC is responsible for a large part of the aviation industry, and in particular for issuing and monitoring approvals for production, maintenance, continuing airworthiness management and maintenance technician licences. OSAC also makes a major contribution in the context of the partnership agreement between France and EASA on aircraft certification and oversight of foreign organisations.



© Sylvain de Buyser



Signing of the accreditation agreement in the presence, in the foreground, of Philippe Maillard, General Manager of the Apave group; Guy Tardieu, OSAC President; and Patrick Cipriani, French Civil Aviation Safety Director

Authorisations to fly transferred from DSAC to OSAC

In October 2022, OSAC was given responsibility for issuing most authorisations to fly for French-registered aircraft. These airworthiness documents, which are issued when an airworthiness certificate cannot be obtained or is not suited to the planned operations, were mostly issued by DSAC in the past.

This change concerns several hundred authorisations per year and gives users a better quality

service with a single point of contact for the airworthiness of these aircraft.

DSAC retains responsibility for prototypes and second-hand aircraft under temporary registration.

⊕ **information on:**
ecologie.gouv.fr/laissez-passer-et-approbations-des-conditions-vol

Creation of interregional secretariats (SIR)

Since 1 January 2022, eight SIRs have been established in mainland France, in Bordeaux, Brest, Toulouse, Aix-en-Provence, Lyon, Strasbourg, Athis-Mons and Paris. These SIRs provide support functions (human resources, finance, IT and logistics) for DGAC's various directorates in their respective geographical areas.

"DSAC has nonetheless retained a central department to manage HR, training and finance resources for the whole Directorate, such as collective management of human resources, particularly mobility and promotion, job-specific training and budget management functions. In the DSAC-IRs, however, management of local support functions has been transferred to the SIRs on which the interregional directors now rely," explains Laurent Brunel, Deputy Director, Resources and Skills. This reorganisation involved the transfer of some 150 DSAC staff to the various SIRs. *"In 2022, we essentially made sure that the new organisation was properly set up, that roles were correctly assigned and that procedures were implemented,"* he explains. In January 2023, two overseas SIRs were also created in Martinique and Reunion Island.

Creation of new training programmes linked to licences

2

questions to Maryse Lartigue, Head of the Training and Skills Management division

Which new training courses were rolled out in 2022?

In connection with the Land-Use Planning, Economic Regulation, Airspace (ATREEA) licence¹, staff were offered a course on the main urban planning documents (PLU(i), SCoT, etc.) run by the human resources development centre (CVRH) in Nancy.

Safety analysts holding the Regulations, Quality, Safety licence (RQS) attended a course in advanced safety analysis, following a first basic-level module introduced in 2021.

Finally, we also modified DSAC's core training for new hires by integrating an environmental awareness module.

These new additions show that our training courses are dynamic and adapt to evolving technologies and changes in society.

And in terms of traineeships?

In 2022, we also prepared traineeships with operators so that our staff could improve their working knowledge of these operator's business and risk analysis methods. As the national oversight authority, we must continue to play a central role in the aviation ecosystem.

1. A licence is required for most jobs at DSAC. This qualification guarantees the employees' skills, and is earned after a course and on-the-job training.

MORE ABOUT 2022

Overhaul of Training for Airport Security Officers

The reform of the training and certification of airport security officers (ASO) and their instructors came into force in 2022. The aim is to provide training that is better adapted to the job, more easily updated and gives instructors greater flexibility in terms of training engineering.

"The reform brings in a new approach. Whereas we used to ensure that courses were compliant, we now focus more on their quality and on upskilling airport security officers," says Florence Brunel-Wibaux, Deputy Technical Security Director at DSAC.

Modular training

Therefore, the French national civil aviation school (ENAC) is developing skills modules that allow instructors to create their courses according to the rules defined by DSAC. *"Based on the modules developed by ENAC, instructors build their courses by following DSAC guidelines. These skills modules and rules of use are regularly updated to be aligned with regulatory developments, realities on the ground and new threats,"* adds Florence Brunel-Wibaux. In October 2022, the instructor certification process was strengthened with a more demanding examination in terms of teaching skills, leading to an adaptation of their training courses.

Screening

Special attention is paid to performance in screening. In April 2022, an Order gradually raised the mark required to pass the screening exam from 10 to 12, with a deadline set at 1 January 2024. Finally, DSAC is working on the gradual convergence of screening software training courses, with specifications that will apply to all software suppliers as of 2024.

Symposium

On 21 June 2022, the annual symposium for civil aviation security instructors was an opportunity to



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discuss the adoption of the skills modules and rules of use system, as well as changes in the certification examination.

Training for non-certified staff

A study has been initiated to improve security training for non-certified staff whose job is not focused on security. More frequent and shorter training courses for these staff and more stringent recruitment requirements for instructors will be introduced into the regulations in 2023, to come into force in 2025.

Implementing alcohol testing

The crash of a Germanwings aircraft on 24 March 2015 prompted the European Commission to enact Regulation 2018/1042 providing for Member States to carry out tests for alcohol (and other psychoactive substances) on crew members of aircraft using European airports. It is now effective in France, where the first tests were carried out in October 2022 by the Air Transport Gendarmerie (GTA).

“To bring in the checks, a complete body of domestic law first had to be created, as no previous legislation provided for these tests on airline personnel, unlike the road and maritime transport sectors,” says Mireille Chabroux, Head of the Aircraft and Air Operations division of DSAC’s Regulations and Safety directorate.

On 8 October 2021, French Act 2012-1308 empowered the government to adopt by ordinance the legislative provisions needed to introduce the tests required by the European Regulation. The ordinance, jointly drafted by the Ministries of Transport, the Interior, Justice and Overseas France, was published on 2 June 2022, followed by its implementing decree (2022-978) on 3 July 2022.

A broader scope

In addition to the pilots and cabin crew covered by the European Regulation, the ordinance includes student pilots, technical crew members, flight test and acceptance crews, parachutists and certain UAS remote pilots (for the riskiest operations). The legislation introduces criminal penalties in the event of a positive test or refusal to undergo screening, and also provides for administrative measures to withhold and suspend licences or permits. In the event



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of a positive test, a licence may be suspended for up to a year.

Targeted testing

Out of the various options available under the European regulation for testing for alcohol and drugs, France has assigned this task to the GTA. *“Based on the EASA priority list, DSAC identifies the operators to be checked by the GTA and assists it in planning these unannounced tests,”* adds Jérôme Hamon, Head of the DSAC’s Aircraft Ground Inspection division. Using information provided by the GTA, the division also reports on the tests, in anonymised form, via the EASA database and to the French inspectors responsible for airline oversight.

In addition to these targeted checks, the GTA may decide to test anyone who is subject to the legislation (private pilots, remote pilots, etc.). Initiated in October 2022, some fifteen tests were carried out in 2022.



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Harmonising safety event risk classification

On 1 January 2023, the ERCS method (European Risk Classification Scheme) became applicable to European Union civil aviation authorities, including DSAC. This standardised method aims to assess the probability and potential severity of each potential accident outcome. It will make it possible to compare and weight the overall severity of safety issues while helping to better assess the effectiveness of the various safety measures taken to prevent accidents.

To Yoni Malka, Head of the Risk Assessment and Safety Analysis division, *"the ERCS is an additional element that will help the authority and notifiers to determine the right action to be taken after an event."*

The score obtained with this new method supple-

ments the score that civil aviation operators have been required to produce when notifying events since 2014. DSAC published a handbook for them in 2022 to provide good practice in this area, and facilitate the link between the operator's assessment and DSAC's own assessment.

The stakes are high: with more than 90,000 safety events reported in France in 2022, reflecting a good safety culture among national operators, the ERCS must be reliable and as automated as possible.

⊕ **information on:**
ecologie.gouv.fr/notifier-incident

Modernisation of the law on no aerial photo zones



DSAC took part in the work led by the Secretariat General for National Defence and Security (SGDSN) to revise, modernise and simplify the legal framework governing aerial photography.

Systematic declarations for aerial photography have been abolished, as have authorisations for photography outside the visible spectrum. The only remaining authorisations are those allowing data capture in areas identified as particularly sensitive for public order, national defence and security or the public prison service.

These new provisions came into force on 1 January 2023.

— DSAC IN 2022



ROLE OF THE FRENCH CIVIL AVIATION SAFETY DIRECTORATE

Within the Directorate General for Civil Aviation, France's civil aviation authority, DSAC plays a key role for the aviation industry, particularly to maintain a high standard of safety and security. DSAC is France's national oversight authority for aviation safety, within the meaning of European Regulations.

It is in charge of and implements the government's safety programme for both commercial and general aviation. It assesses and analyses safety risks, in particular by analysing safety occurrences reported by all civil aviation stakeholders. It coordinates and implements a policy to promote safety among all these stakeholders.

DSAC certifies and oversees most civil aviation players, applying a risk-based approach which, in addition to verifying compliance, focuses on the safety performance of operators.

It is also responsible for compliance with civil aviation security requirements. It manages DGAC's sovereign and territorial action with all the local partners: companies, airports, manufacturers, users, federations, elected representatives, and government departments.

DSAC holds ISO 9001 certification. The organisation's quality management system allows for continuous improvement to enable it to fully meet the needs of the companies and users it oversees. It reinforces the robustness of its management system as required by European rules applicable to oversight authorities.

The organisation's history and skills, as well as the high level of aviation activity in

our country, make DSAC a major authority in Europe and a key partner of the European Union Aviation Safety Agency (EASA) and the International Civil Aviation Organization (ICAO). Finally, DSAC regularly participates in actions to improve the competencies of other authorities around the world. It is also subject to oversight by international bodies (European Commission and EASA, European Civil Aviation Conference - ECAC - and ICAO).

DSAC has defined a strategic plan¹ setting out its priorities, namely to continue improving safety and security, contribute to the environmental transition, improve performance, strengthen the role of the national oversight authority in aviation, and work closely with local authorities, to continue adapting to changes in aviation through to 2025.

1. ecologie.gouv.fr/securete-aerienne



An organisation with national jurisdiction, and regional coverage

DSAC is an organisation with national jurisdiction, comprising a central directorate in Paris, and nine interregional directorates known as DSAC-IR, located across mainland France, the overseas departments and the collectivities of Saint-Martin and Saint-Barthélemy.

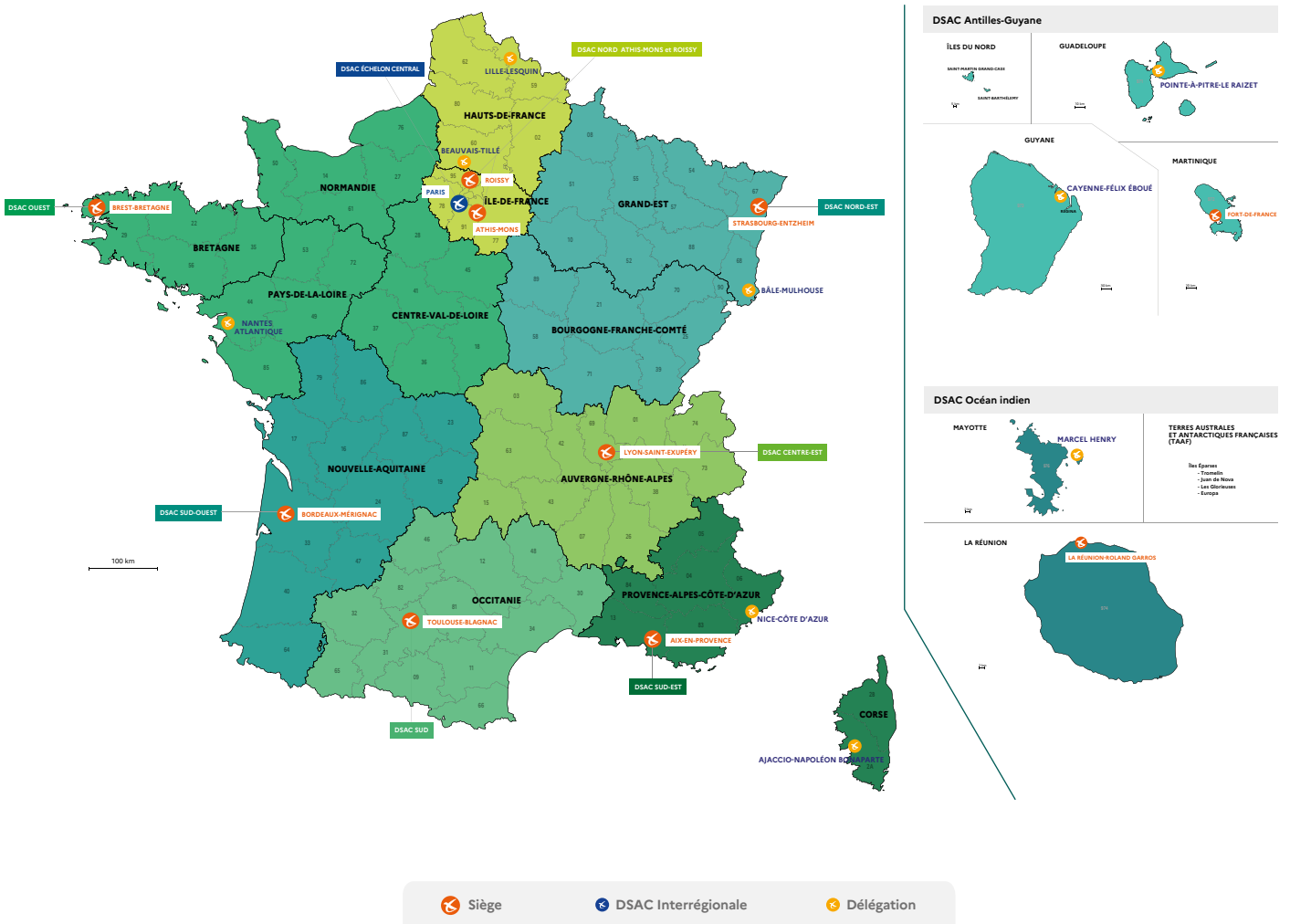
Subject to the powers of the central directorate, the interregional directorates take the necessary security and safety measures and decisions in respect of persons, organisations and systems and equipment. They perform these activities using either their own resources, or resources available at the central level or within other DSAC-IRs in accordance with the methods and procedures defined by the central directorate.

The DSAC-IRs also take all the required measures and decisions in respect of public or private natural or legal persons who are subject to the requirements of European and national legislation on economic and financial monitoring and the

environment, for those measures and decisions falling within the remit of area prefects, regional prefects, department prefects or the French Air Transport Directorate (DTA), in accordance with the methods and procedures defined by these administrative authorities.

The DSAC-IRs prepare the corresponding administrative decisions or take them when they have received delegation to do so. The DSAC-IRs take part in the Air Transport Directorate's airspace and user relations activities.

In addition to its regional coverage via the DSAC-IRs (including those located overseas), DSAC is responsible for the functional management of the safety and security oversight activities of DGAC's overseas departments in charge of the French overseas territories (SEAC-PF, DAC-NC, SEAC-WF).





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EXPERTISE RECOGNISED WORLDWIDE

The expertise of DSAC and its staff is recognised both in Europe and internationally, helping to make DGAC a reference in its field. DSAC and OSAC have 13 employees who regularly work as standardisation inspectors for EASA. France is thus the leading contributor to the Agency. This work is also an opportunity to share experience and compare French methods with those of the other authorities inspected.

FIELD	INSPECTORS
AIR	3 OSAC inspectors
OPS	2 inspectors (qualification pending)
FSTD	2 inspectors
ADR	2 inspectors (qualification pending)
ATM	NIL
MED	2 inspectors
RAMP	2 inspectors

ORGANISATION CHART

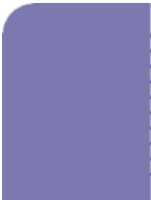
SEPTEMBER 2023



DIRECTOR
Patrick
CIPRIANI



**DEPUTY
DIRECTOR**
Frédéric
MÉDIONI



**EXECUTIVE
ASSISTANT**
N.



**DELEGATE
FOR STRATEGY**
Maryse
DEBUCHY



**HEAD
OF ENVIRONMENT
PROGRAMME**
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LEBLOND



**HEAD OF
UAS
PROGRAMME**
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CYBERSECURITY
PROGRAMME**
Anne
FRISCH



**HEAD OF
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EMERGING
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DESVALLEES



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focal point
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CENTRAL DIRECTORATE



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CORCOS



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COOPERATION
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CREWS**
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ROUZET



**AIRWORTHINESS
AND OPERATIONS**
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DULAC



**AIRPORTS
AND AIR
NAVIGATION**
Naïma
LAGDAA



SECURITY
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GÉLY

INTERREGIONAL
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FRENCH GUIANA**
Yves-Marie
FATIBOUËT



CENTRE-EAST
Cécile
DU CLUZEL



NORTH
Richard
THUMMEL



NORTH-EAST
Emmanuel
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INDIAN OCEAN
Jonathan
GILAD



WEST
Thierry
DUBOIS



SOUTH
Nicolas
DUBOIS



SOUTH-EAST
Emmanuelle
BLANC



SOUTH-WEST
Valérie
PERNOT-BURCKEL

HUMAN RESOURCES, SKILLS AND BUDGET

To perform its duties, DSAC relies on technicians, engineers, pilots, medical examiners and administrative staff. In liaison with the DGAC General Secretariat, it implements its human resources and skills management policy, an essential factor of the quality of service provided to operators and users. The directorate relies on a rigorous system of training to maintain the high level of expertise of its staff.

As oversight missions require specialised knowledge and skills, inspectors must hold an oversight licence to perform their duties. This licence guarantees that the inspector has completed the initial classroom and hands-on training, handles a sufficient volume of activity in the field, and attends the necessary training courses to keep skills up to standard. In parallel, two other licences guarantee the skills of employees discharging sovereign, quality, analysis, safety or regulatory duties.

DIRECTORATE	HEADCOUNT AS OF 31 / 12 / 2022
Central directorate	262
French West Indies-French Guiana	75
Centre-East	62
North	129
North-East	57
West	80
Indian Ocean	45
South	56
South-East	81
South-West	55
Total	902

Oversight Licences

The licences cover all areas of oversight (flight crews, aerodromes, aircraft, air operations, security, air navigation, and the environment). They are coupled with one or more specific qualifications valid for two years and they are split into three levels, each additional level corresponding to higher expertise.

Number of oversight licence holders as of 31/12/2022	Aero-dromes	Air navigation	Aircraft	Air operations	Flight crew	Security	Environ-ment	Total
	87	41	13	160	110	100	27	538

Number of qualifications held by DSAC employees as of 31/12/2022:
(some employees hold several qualifications)

	Aero-dromes	Air navigation	Aircraft	Air operations	Flight crew	Security	Environ-ment	Total
Level 1	35	13	2	68	62	62	17	259
Level 2	213	52	0	101	66	35	14	481
Level 3	27	15	11	32	16	11	5	117
Total	275	80	13	201	144	108	36	857



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Other Licences

In addition to oversight, some of DSAC’s duties also require a high level of expertise. The “Land-use planning, economic regulation and airspace” licence and the “Regulations, quality and safety” licence certify the appropriate level of competency. Just like the oversight licences, they are coupled with several qualifications valid for two years, and include three levels of expertise.

	Land-use planning, economic regulation and airspace	Regulations, quality and safety	Total
Number of licence holder employees – excluding oversight – as of 31/12/2022	100	29	129

“Land-use planning, economic regulation and airspace” licence – qualifications valid as of 31/12/2022

	Land-use planning	Economic regulation	Airspace	Total
Level 1	19	11	20	50
Level 2	22	22	18	62
Level 3	4	4	2	10
Total	45	37	40	122

“Regulations, quality and safety” licence – qualifications valid as of 31/12/2022

	Technical safety regulations	Quality	Safety	Total
Level 1	0	5	2	7
Level 2	7	2	6	15
Level 3	5	5	3	13
Total	12	12	11	35



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Budget

DSAC's financial resources allow the directorate to discharge its duties. DSAC particularly receives fees for the services provided by the government for civil aviation safety and security. Like all administrative authorities, the financial resources are determined each year by the initial Finance Act and the respective Finance acts.

Financial resources available to DSAC in 2022, excluding payroll

Level	Commitment authority (€M)	Payment credit (€M)
Day-to-day operations	23,304	23,333
Capital transactions	6,848	5,825
Total	30,152	29,158

Oversight and certification fees

	Receipts as of 31/12 (€)
Aircraft operator fees	9,531,275
Aerodrome operator safety and security fees	6,426,186
Airline aviation security fees	701,440
Flight crew training organisation fees	542,942
Examination fees	1,638,376
Civil aviation personnel licensing fees	732,814
Training programme fees	2,375
Synthetic flight trainer qualification fees	545,306
Aircraft rescue and fire-fighting equipment fees	0
Security device fees	651,192
Flight fitness fees	155,669
Expert appraisal fees	0
Total	20,927,575

AVIATION SAFETY REGULATIONS

DSAC ensures that the regulatory framework for flight safety remains appropriate, and plays a key role in the development of flight safety policy and regulations at the national, European and international levels.

At the international level, it participates in or organises the participation of experts in the ICAO panels responsible for proposing changes to the global rules contained in the Annexes to the Chicago Convention or in the accompanying guidance and procedures.

At the European level, the DSAC is heavily involved in regulatory development projects, as part of the work programme described in the European Plan for Aviation Safety (EPAS), updated annually. It provides its expertise to assist with many EASA-led Rule Making Tasks (RMT) and is represented on the advisory bodies responsible for examining draft

legal provisions.

Finally, DSAC drafts France's national regulations and legislation in areas outside European jurisdiction. This legislation concerns licences, airworthiness and air operations as well as aerodrome safety. DGAC departments, interministerial partners and external stakeholders (trade organisations, operators, trade unions, aviation federations, etc.) are involved in defining needs for regulations. They provide expert input when preparing drafts and give their opinions during consultations. In this area, the constant aim is to strike a balance and reach a consensus.

List of European legal texts relating to aviation safety published in 2022

AIRWORTHINESS AND OPERATIONS

- Commission Delegated Regulation (EU) 2022/201 of 10 December 2021 amending Regulation (EU) No. 748/2012 as regards management systems and occurrence-reporting systems to be established by design and production organisations, as well as procedures applied by the Agency, and correcting that Regulation.
- Commission Implementing Regulation (EU) 2022/203 of 14 February 2022 amending Regulation (EU) No. 748/2012 as regards management systems and occurrence-reporting systems to be established by competent authorities, and correcting Regulation (EU) No. 748/2012 as regards the issuance of airworthiness review certificates.
- Commission Implementing Regulation (EU) 2022/410 of 10 March 2022 amending Regulation (EU) No. 1321/2014 as regards the continuing airworthiness management in a single air carrier business grouping.
- Commission Implementing Regulation (EU) 2022/1253 of 19 July 2022 correcting Regulation (EU) No. 748/2012 as regards derogations from certain requirements introduced by Delegated Regulation (EU) 2022/201.
- Commission Implementing Regulation (EU) 2022/1254 of 19 July 2022 amending Regulation (EU) 2015/640 as regards the introduction of new addi-

tional airworthiness requirements.

- Commission Delegated Regulation (EU) 2022/1358 of 2 June 2022 amending Regulation (EU) No. 748/2012 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation.
- Commission Implementing Regulation (EU) 2022/1360 of 28 July 2022 amending Regulation (EU) No. 1321/2014 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation.
- Commission Implementing Regulation (EU) 2022/1361 of 28 July 2022 amending Regulation (EU) No. 748/2012 as regards the certification, oversight and enforcement tasks of the competent authorities in the implementation of the rules concerning the organisations involved in the design and production of aircraft used for sport and recreational aviation.
- Commission Implementing Regulation (EU) 2022/2203 of 11 November 2022 amending Regulation (EU) No. 965/2012 as regards the applicability of the requirements for locating an aircraft in distress.

AERODROMES

- Commission Delegated Regulation (EU) 2022/208 of 14 December 2021 amending Regulation (EU) No. 139/2014 as regards the requirements for all-weather operations.
- Commission Delegated Regulation (EU) 2022/2074 of 20 July 2022 amending Regulation (EU) No. 139/2014, as regards the definition of SNOWTAM.

UAS

- Commission Implementing Regulation (EU) 2022/425 of 14 March 2022 amending Implementing Regulation (EU) 2019/947 as regards postponing the transition dates for the use of certain unmanned



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aircraft systems in the 'open' category and the date of application for standard scenarios for operations executed in or beyond the visual line of sight.

CYBERSECURITY

- Commission Delegated Regulation (EU) 2022/1645 of 14 July 2022 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards requirements for the management of information security risks with a potential impact on aviation safety for organisations covered by Commission Regulations (EU) No. 748/2012 and (EU) No. 139/2014 and amending Commission Regulations (EU) No. 748/2012 and (EU) No. 139/2014.

List of domestic legal texts relating to aviation safety published in 2022

AIRWORTHINESS AND OPERATIONS

- Order of 20 June 2022 amending the order of 16 January 2012 on the approval of an organisation to renew certificates of airworthiness and accept maintenance programmes for aircraft not falling within the scope of authority of the European Aviation Safety Agency.
- Order of 29 July 2022 amending the order of 7 January 2015 on the participation of foreign pilots and foreign microlight aircraft in meetings, competitions and sporting events organised by or under the aegis of the French Microlight Federation.
- Order of 6 July 2022 amending the order of 8 January 2018 on the overflight of French territory by foreign amateur-built aircraft and the order of 8 January 2018 on the overflight of French territory by certain foreign vintage aircraft.

CIVIL AVIATION PERSONNEL

- Order of 13 April 2022 on the qualification and training of personnel providing the flight information service and the aerodrome traffic alerting service at an aerodrome.
- Order of 26 October 2022 amending the order of 13 April 2022 on the qualification and training of personnel providing the flight information service and the aerodrome traffic alerting service at an aerodrome.

AERODROMES

- Order of 20 December 2021 on aerodromes falling within the scope of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency and the conditions under which the competent French authority exempts an aerodrome from the said Regulation.
- Decision of 1 August 2022 on aerodromes falling within the scope of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency.

- Order of 24 August 2022 amending the order of 7 June 2007 setting the technical specifications intended to serve as a basis for establishing aeronautical easements, excluding radio easements.

UAS

- Ordinance No. 2022-455 of 30 March 2022 on the market surveillance and control of the products referred to in the first paragraph of Article 2 of Commission Delegated Regulation (EU) 2019/945 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems.

OVERARCHING TEXTS

- Ordinance No. 2022-456 of 30 March 2022 on the creation of a declaration regime in the field of aviation safety and the adaptation of national law to the entry into force of Regulation (EU) 2018/1139 of 4 July 2018.

INTRODUCTION OF ALCOHOL AND DRUG TESTING IN CIVIL AVIATION

- Ordinance No. 2022-830 of 1 June 2022 on screening for alcohol use and use of other narcotics in the field of civil aviation.
- Decree No. 2022-978 of 2 July 2022 on screening for alcohol use and use of other narcotics in the field of civil aviation.
- Order of 20 October 2022 creating a personal data processing system relating to alcohol and narcotic screening tests in the field of civil aviation, called "Data processing following positive tests for alcohol or narcotics among flight crews or crews involved in the operation of aircraft".

List of Notices of Proposed Amendments (NPA) published for consultation by EASA, processed in 2022

Notices of Proposed Amendments (NPA) are part of the process of developing the Agency's rules. Published at the end of a Rule Making Task, they inform and consult stakeholders on draft regulatory amendments. They also include actions to support their implementation and an impact analysis. In most cases, they give rise to open public consultation (NPAs numbered 2022-XX) and, more rarely, to focused consultation of advisory bodies (NPAs numbered 2022-YYY).

- NPA 2021-11: Enhancement of the safety assessment processes for rotorcraft designs.
- NPA 2021-12: New air mobility Subtask 2 — Gyroplanes -Flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night.
- NPA 2021-13: Regular update of CS-E.
- NPA 2021-15: New air mobility, CAW.
- NPA 2022-01: Regular update of the Certification Specifications for Small Rotorcraft (CS-27), and Large Rotorcraft (CS-29).
- NPA 2022-02: Remote aerodrome air traffic services.
- NPA 2022-03: Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems.
- A-NPA 2022-05: Environmental protection requirements for supersonic transport aeroplanes.
- NPA 2022-06: Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft.
- NPA 2022-07: Regular update of CS-25.
- NPA 2022-08: Analysis of on-ground wing contamination effect on take-off performance degradation.
- NPA 2022-09: Establishment of a regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment).
- NPA 2022-101: Regular update of the third-country operator Regulation.
- NPA 2022-102: Repository.
- NPA 2022-103: Regular update of CS-23.
- NPA 2022-104: Postponement of the requirements for locating an aircraft in distress.
- NPA 2022-105: Provision of rescue and firefighting services for General Aviation flights.
- NPA 2022-107: Simpler interoperability framework for the single European sky airspace.
- NPA 2022-108: Regular update of air operation rules.

List of Opinions published by EASA, processed in 2022

Following the publication of an NPA on a proposed amendment to the basic Regulation, or to delegated or implementing regulations, and after the related consultation process, the Agency prepares draft Opinions, which it submits to the European Commission. The decision-making process is then transferred to it with a view to publishing the new rules.

Most of the Agency's opinions are addressed through the committee procedure. However, amendments to basic Regulations are generally dealt with by the Council and the European Parliament.

- Opinion No. 01/2022: Large aeroplane tyre pressure monitoring | Helicopter ditching and water impact occupant survivability | Conversion of Class D compartments (adopted).
- Opinion n° 02/2022: Update of Commission Regulation (EU) N° 452/2014 (Third-Country Operator (TCO) Regulation (pending).
- Opinion n° 03/2022: Amendments to the aeronautical data catalogue and the aeronautical information publication structure and content (adopted).
- Opinion No. 04/2022: Repository of aviation-related information (pending).
- Opinion No. 05/2022: Regular update of air operation rules — Postponement of the requirements for locating an aircraft in distress (adopted).
- Opinion No. 06/2022: Enhanced mobility options and streamlined qualifications for air traffic controllers (pending).
- Opinion No. 07/2022: Review of Part-66 and New training methods and new teaching technologies (pending).
- Opinion No. 08/2022: Helicopter emergency medical service performance and public interest sites (pending).

List of ICAO State Letters processed in 2022

An ICAO State Letter is used by the Secretary General of ICAO to officially convey to Member States proposals for new rules and important information, and to request data or opinions on policy orientations, etc.

As part of the regulatory process, State Letters are the preferred means of consulting on amendments to the Annexes to the Chicago Convention or related procedures. They also serve to inform Member States, following these consultations, of the rules adopted and the deadline for implementation.

- 2022/12: Adoption of amendment No. 178 to Annex 1 (electronic personnel licences).
- 2022/14: Adoption of amendment 17 to Annex 14 Vol. I (RFF in general aviation).
- 2022/15: Adoption of amendment 47 to Annex 6, part 1 (flight recorder maintenance, extended diversion time operations (EDTO), ground proximity warning systems, runway overrun awareness and alerting systems, and operational credit, etc.).
- 2022/16: Adoption of amendment 40 to Annex 6, part 2 (flight recorder maintenance, operational credit and rescue and fire-fighting in general aviation).
- 2022/13: Adoption of amendment 24 to Annex 6, part 3 (flight recorder maintenance, offshore alternates, operational credit, transport of dangerous goods, etc.).
- 2022/23: Adoption of Amendment 109 to Annex 8 (State responsibilities in case of third-party modifications and repairs, cross-border transferability).
- 2022/25: Survey on civil aviation licensed personnel and training capacity.
- 2022/55: Surveys concerning the work programme of the Personnel Training and Licensing Panel (PTLP).
- 2022/58: Proposed amendment to Annex 16 Vol. I (Aircraft noise – Miscellaneous provisions)
- 2022/59: Proposed amendment to Annex 16 Vol. II (Aircraft engine emissions – Miscellaneous provisions).
- 2022/60: Proposed amendment to Annex 16 Vol. III (Aeroplane CO₂ emissions – Miscellaneous provisions).
- 2022/75: Adoption of amendment 48 to Annex 6, part 1 (revised applicability date of provisions on locating an aeroplane in distress).

FLIGHT CREWS

DSAC guarantees the quality of training and ensures that commercial and private flight crews' skills are maintained by approving and overseeing training organisations. It organises or supervises theory and practical examinations. It issues and monitors the aviation qualifications of pilots, cabin crew members and professional parachutists, including taking disciplinary action in the event of any breach. It guarantees flight crew medical fitness by approving and overseeing aero-medical examiner and evaluation centres, and by ruling on special cases either directly or by submitting them to the Civil Aviation Medical Council (*Conseil médical de l'aéronautique civile - CMAC*).

DSAC also relies on a network of pilot inspectors at central level and in the regions. The skills of these pilots are constantly adapted to changes in French air transport. DSAC pilot inspectors assist the departments of DGAC by producing expert and technical opinions in a variety of fields.

Aviation theory examination certificates issued in 2022

To become a flight crew member, the first stage consists of theory training leading to a certificate of competency issued after passing an examination.

Professional flight crew	ATPL ¹ /A	769
	ATPLH /IFR	2
	ATPLH /VFR	24
	CPL ² Aeroplane	16
	CPL Helicopter	75
	IR ³	98
	EIR/CB	29
	CCA ⁵	1,694
	Professional parachutist	17
Non-professional flight crew	PPL ⁶ (A)	2,243
	PPL (H)	109
	LAPL ⁷ (A)	112
	LAPL (H)	0
	ULM ⁸	475
	IULM ⁹	20
	BPL ¹⁰	39
	UAS remote pilots ¹¹ /CATT ¹²	5,110

1. ATPL: **Airline Transport Pilot Licence** – (A) aeroplane; (H) helicopter.

2. CPL: **Commercial Pilot Licence**.

3. IR: **Instrument Rating**.

4. EIR/CB: **En-Route Instrument Rating / Competency Based**.

5. CCA: **Cabin Crew Attestation**.

6. PPL: **Private Pilot Licence** – (A) aeroplane, (H) helicopter.

7. LAPL: **Light Aircraft Pilot Licence**.

8. ULM: **Ultra Light Motorised (microlight)**.

9. IULM: **ULM (microlight) Instructor**.

10. BPL: **Balloon Pilot Licence**.

11. UAS: **Unmanned Aircraft System**.

12. CATT: **Certificat d'aptitude théorique aux fonctions de télépilote de drone civil** (Certificate of theoretical competency, civil UAS remote pilot).

Professional flight crew practical examinations in 2022

The second stage consists of practical training, which must be validated by a practical examination taken with an examiner

Professional pilot (aeroplane)	584
Airline transport pilot ATPL (A)	300
Helicopter commercial pilot CPL (H)	59
Helicopter airline transport pilot ATPL (H)	11
IR Aeroplane	714
IR Helicopter	46
Professional parachutist	15

Number of language proficiency certificates issued or extended (FCL.055) in 2022

To ensure that flight crews have a sufficient command of the language they use when discharging their duties, they are required to undergo a language proficiency test. This test assesses the English or French speaking and oral comprehension skills of French or foreign pilots in an aviation context (communicating and understanding information provided by an air traffic controller).

	Level 4	Level 5	Level 6	Failed
Ground-based exam – FCL.055B VFR	0	5	2	7
(initial and extension)	107	108	40	23
Ground-based exam – FCL.055D (IFR)	115	155	4	26
Ground-based exam – Extension FCL.055 D	206	478	15	15
Flight exam - Extension FCL.055 D	78	316	-	0

Number of flight crew training organisations registered as of 31/12/2022, by DSAC Central and Interregional Directorate

	Central directorate	French West Indies-French Guiana	Centre-East	North	North-East	West	Indian Ocean	South	South-East	South-West	Total
Approved training organisations (ATO)	40	1	20	40	12	11	1	11	16	7	159
Declared training organisations (DTO)	0	13	90	124	127	142	9	89	75	101	770
Microlight instructor training organisations	0	0	2	10	3	2	0	6	4	6	33
Approved cabin crew training organisations (CCA)	12	0	0	0	0	0	0	0	0	0	12

Number of operators and simulation facilities overseen by DSAC as of 31/12/2022

Aeroplane full flight simulators (FFS)	78 (including 25 abroad)
Helicopter full flight simulators (FFS)	5 (including 1 abroad)
Aeroplane flight training devices (FTD)	5
Helicopter flight training devices (FTD)	3
Aeroplane Flight and Navigation Procedure Trainers (FNPT)	51
Helicopter Flight and Navigation Procedure Trainers (FNPT)	2
Basic instrument training devices (BITD)	0
FSTD operator audits	35

Aviation licences valid as of 31/12/2022 (licences with expiry date)

Professional flight crew	Aeroplane commercial pilot licence CPL (A)	6,165
	Airline transport pilot ATPL (A)	7,865
	Aeroplane multi-crew pilot MPL (A)	10
	Helicopter commercial pilot CPL (H)	1,232
	Helicopter airline transport pilot ATPL (H)	268
	Professional parachutist	360
Non-professional flight crew	Aeroplane basic pilot licence BB	3
	Aeroplane light aircraft pilot (LAPL A)	3,458
	Helicopter light aircraft pilot (LAPL H)	9
	Aeroplane private pilot PPL (A)	22,908
	Helicopter private pilot PPL (H)	1,049

Flight crew licences issued in 2022

Professional flight crew	Aeroplane commercial pilot licence CPL (A)	837
	Airline transport pilot ATPL (A)	385
	Aeroplane multi-crew pilot MPL (A)	0
	Helicopter commercial pilot CPL (H)	86
	Helicopter airline transport pilot ATP L(H)	20
	Professional parachutist	32
Non-professional flight crew	Light aircraft pilot (aeroplane) LAPL (A)	233
	Light aircraft pilot (helicopter) LAPL (H)	2
	Aeroplane private pilot PPL (A)	1,859
	Helicopter private pilot PPL (H)	82
	Gliders	849
	Balloons	65
	Microlights	1,666

Aviation medical examiners and evaluation centres approved as of 31/12/2022

Aero-medical Centres	8
Class 1 medical examiners	44 (including 8 approved in 2022)
Class 2 medical examiners	546 (including 17 approved in 2022)

The medical fitness of pilots holding a professional licence (ATPL, MPL or CPL) can only be assessed by evaluation centres or Class 1 medical examiners.

The medical fitness of private pilots and commercial flight crew members can be assessed by class 2 medical examiners.

Activity of the medical division and the Civil Aviation Medical Council in 2022

Some fitness decisions cannot be taken by the aero-medical examiners and are handled by the DSAC's medical assessors. Final decisions on unfitness, air service causability and appeals against decisions made by the DSAC medical division are handled by the CMAC.

Decisions taken by the medical division	1,079
Final unfitness and causability cases handled by the CMAC	173

Transfers of medical records between authorities in 2022

When a pilot who is changing his/her country of residence requests the transfer of his/her licence to the competent authority in the host country, his/her whole record must be transferred to the new oversight authority, including his/her medical record, with a summary of his/her medical history.

Transfers within Europe	380
Transfers outside Europe	39
FAA authentications	163
Total	582

AIRCRAFT OPERATORS

DSAC develops and implements the safety policy for the technical approval and oversight of airlines, aerial work operators and other operators of general aviation aircraft, including unmanned aircraft.

- **Airlines** (CAT-A and CAT-H for commercial air transport, with aeroplanes or helicopters respectively) must obtain an air operator certificate to carry out their activity.
- **Specialised operators** (SPO for specialised operations), commercial balloon operators, and proprietary transport operators using complex aircraft (NCC for non-commercial complex) must make a prior declaration of their activity.
- **UAS operators** may be required to declare their activity or obtain an operational authorisation depending on the activities foreseen. Some have a Light UAS operator certificate (LUC) allowing them to operate according to several scenarios previously defined by their certificate.
- Some **aerial work operators or operators engaging in specific activities** are subject to national regulations (AG91 for operators subject to the French order of 24 July 1991 on the conditions of use of civil aircraft in general aviation).

DSAC regularly organises seminars for operators to help them integrate regulatory changes, to share best practices between operators and to raise awareness of safety issues identified in the context of the oversight activities.

	Number of air operators as of 31/12/2022
CAT-A	65 (including 5 creations in 2022)
CAT-H	38
NCC	67
SPO	189
Balloons	177
UAS operators registered in France (excl. New Caledonia)	81,519 (including 12,163 in the specific category, with 1 under LUC created in 2022)
AG91	317

Certified or declared operators undergo **oversight actions** taken by DSAC, including audits, inspections or checks on the ground or in flight, which may or may not be scheduled. An **observation** is an oversight action consisting of attending a training action run by an operator for its staff.

	Number of oversight actions completed in 2022
CAT-A and CAT-H	436 audits and inspections (including 12 audits pooled at the national level) 56 observations 196 in-flight checks
NCC	25
SPO	84
Balloons	46
UAS	177

DSAC carries out technical approval actions relating to the initial certification of air transport operators, changes to the scope of their certificate, changes made by operators to some of their procedures (subject, depending on the case, to requests for prior approval or notifications to DSAC) and the issue of specific approvals for special operations.

	Number of certification actions in 2022
CAT-A and CAT-H	4,746
NCC	227
SPO	898
Balloons	186
UAS	178

DSAC's oversight activities include checks on aircraft in operation, known as RAMP checks. These checks are carried out on the aircraft of foreign operators as part of a European programme, as well as on French operators' aircraft.

Number of checks on aircraft serving France in 2022	2,047
Of which foreign aircraft (SAFA/SACA)	1,501
Of which French aircraft (SANA)	546

SANA inspections: ground inspections of aircraft operated by French operators.

SACA inspections: ground inspections of aircraft operated by European operators.

SAFA inspections: ground inspections of aircraft operated by non-European operators.

DSAC examines applications to organise aviation events and issues a technical opinion to prefectures on aspects relating to aviation safety.

Number of aviation events examined (technical opinions) in 2022	192
Number of aviation events audited in 2022	35

AIRWORTHINESS

DSAC certifies and supervises production, continuing airworthiness management and maintenance organisations, as well as the staff involved in these activities. It drafts, implements and coordinates safety policy in relation to certification, continuing airworthiness and conditions of use of aircraft, including unmanned aircraft.

Production, maintenance and continuing airworthiness management approvals are issued and overseen by OSAC, a private company and subsidiary of the Apave group, under an accreditation granted by DGAC.

Number of aircraft under EASA regime¹ with a valid airworthiness review certificate (ARC) as of 31/12/2022	7,570
Of which CMPA ²	762
Number of aircraft operated in commercial air transport	943
Number of aircraft operated outside commercial air transport (general aviation, aerial work, training, etc.)	6,627

Number of Annex I aircraft³ with a valid airworthiness certificate as of 31/12/2022	2,418
Of which CofA ⁴ holders	173
Of which SCofA ⁵ holders	69
Of which ARCoFA ⁶ holders	1,263
Of which HARCoFA ⁷ holders	348
Of which SKCoFA ⁸ holders	257
Of which RCoFA ⁹ holders	308

1. Aircraft for which EASA is responsible for design certification.

2. Complex motor-powered aircraft.

3. Aircraft excluded from EASA scope of authority, according to the exclusion criteria defined in Annex I of the basic Regulation (EU) 1139/2018.

4. Certificate of airworthiness.

5. Special certificate of airworthiness.

6. Aircraft restricted certificate of airworthiness (amateur-built aircraft).

7. Restricted certificate of airworthiness for heritage aircraft.

8. Special certificate of airworthiness for kit aircraft.

9. Restricted certificate of airworthiness.

Number of authorisations in 2022

Authorisations are temporary permits to fly issued for aircraft:

- that do not meet the conditions for issuing a certificate of airworthiness (prototypes, post-production acceptance flights of new aircraft, import flights, etc.), or
- whose certificate of airworthiness is temporarily invalid (ferrying an aircraft with a technical problem to the maintenance site), or
- whose certificate of airworthiness is not valid in France (case of certain foreign aircraft).

Foreign aircraft authorisations validated	387
Authorisations issued to French aircraft	544
Issued by DSAC	457
Issued by OSAC	87

Number of microlights with a valid identification card as of 31/12/2022	16,458 (-83 in one year)
Issued in 2022	More than 1,000

Microlights do not require an airworthiness document and must be issued with an identification card by DSAC.

Numbers of UASs registered as of 31/12/2022: 285,530

Unmanned air systems (UAS) weighing more than 800g used in France (by French or foreign operators) must be registered on the AlphaTango portal. Registration of UASs weighing less than 800g is possible, but is optional.

Number of approved production organisations as of 31/12/2022

Part 21G approval	190
Part 21F approval	2

Number of approved maintenance and airworthiness management organisations as of 31/12/2022

Maintenance organisations – Part 145	271
Continuing airworthiness management organisations – Part-CAMO ¹⁰	130
Combined maintenance and continuing airworthiness management organisations - Part-CAO ¹¹	202
Annex I aircraft organisations	59

Number of approved training organisations and maintenance technician licences as of 31/12/2022

Approved maintenance technician training organisations – Part 147	37
Maintenance technician licences issued – Part 66	12,990 (including 8,347 valid)

10. Continuing airworthiness management organisation.

11. Combined airworthiness organisation.

AIR NAVIGATION

DSAC certifies and oversees air navigation service providers as well as air navigation staff training organisations. It drafts, implements and coordinates the safety policy in these areas, as well as for the fitness and skills of air navigation staff and the technical approval of systems and equipment used in these services.

Certified ATM/ANS service providers as of 31/12/2022

DSAC is responsible for the certification and oversight of:

- Air traffic service providers (ATS), including ATC service providers who provide air traffic control services and AFIS service providers who provide aerodrome flight information services.
- Flexible airspace management service providers (ASM/FUA).
- Air traffic flow management service providers (ATFM).
- Aeronautical information service providers (AIS).
- Communication, navigation, and surveillance service providers (CNS).
- Air navigation meteorological service providers (MET).
- Flight procedure design service providers (FPD).

Service(s) certified	Certified ATM/ANS service providers
MET	Météo-France
ATS, AIS, CNS, ATFM, ASM, and FPD	DSNA (including 78 aerodromes controlled in mainland France, Indian Ocean, French West Indies-French Guiana and Saint-Pierre-et-Miquelon, and 1 AFIS aerodrome in Miquelon). DSNA is the sole provider of aeronautical information and air traffic flow management services.
ATS, CNS and FPD	2 civilian service providers in overseas collectivities: SNA/PF and SNA/NC
ATS, CNS and ASM	1 military service provider: CFA (<i>Commandement des Forces Aériennes - Air Force Command</i>)
ATS and CNS	1 military service provider: COMALAT (<i>COMmandement de l'Aviation Légère de l'Armée de Terre - Army Air Corps Command</i>)
ATS and ASM	1 military service provider: DGA-EV (<i>Direction Générale de l'Armement / Essais en Vol - French defence procurement agency, flight tests</i>)
CNS	1 civilian service provider: Hemeria Services 1 military service provider: DIRISI (<i>Direction Interarmées des Réseaux d'Infrastructure et des Systèmes d'Informations de la défense - joint directorate for defence infrastructure networks and information systems</i>)
AFIS and CNS	2 service providers in overseas collectivities: SEAC/WF, DAC/PF (at more than 20 airfields in French Polynesia)
ATS	1 military service provider: ALAVIA (naval aviation force command)
AFIS	66 certified service providers, including 57 in mainland France, 4 in French overseas departments and 5 in French overseas collectivities (STP/ WF, ADT, Loyalty Islands Province, South Province, North Province)
FPD	3 civilian service providers: CGX AERO, Navblue SAS, ENAC PANS-OPS 1 military service provider: DIA

Oversight actions completed in 2022

Oversight of ATM/ANS service providers is carried out jointly by DSAC, the DGAC's overseas oversight departments and the *Direction de la circulation aérienne militaire* (military air traffic directorate (Dircam)), in the case of oversight of defence service providers providing general air traffic (GAT) services.

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

- Audits or compliance monitoring meetings: all the functional fields of each service provider must be audited over an oversight cycle (of variable duration depending on the safety risks identified). Compliance monitoring meetings serve to maintain regular contact with service providers.
- Oversight of changes.
- Issuing approvals for low visibility aerodrome operations, radio coverage of French territory, parallel runway simultaneous instrument operations and aircraft separation standards.
- Monitoring of safety occurrences that are notified and analysed by service providers and for which DSAC may need to request additional information.
- Safety performance oversight: particularly by monitoring European safety performance indicators together with national indicators.
- European Interoperability Regulation oversight: this Regulation aims to foster the development of a coherent 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.

Service Providers	Number of ATM/ANS oversight actions in 2022
DSNA	65 (including 50 approvals issued for different types of operations*)
Météo-France	6
Hemeria Services	1
Navblue SAS	2
CGX Aéro	1
ENAC PANS-OPS	1
AFIS	91
Civilian service providers in overseas collectivities (excl. AFIS)	1
Military service providers	22

* Initial issuances following the entry into force of Regulation (EU) 2020/469.

Arguments for changes approved in 2022

European regulations require changes to be notified to DSAC, some of which must be submitted for approval before being implemented.

Service Providers		Arguments for changes approved in 2022
DSNA		38
Météo-France		0
Hemeria Services		0
Navblue SAS		0
CGX Aéro		0
ENAC PANS-OPS		0
Civilian service providers in overseas collectivities (excl. AFIS)		0
Military service providers		5
AFIS	DSAC French West Indies-French Guiana	1
	DSAC Centre-East	2
	DSAC North	1
	DSAC North-East	5
	DSAC West	22
	DSAC Indian Ocean	3
	DSAC South	0
	DSAC South-East	6
	DSAC South-West	9

Licences

Training of air traffic controllers (ATCO) and air traffic safety electronics personnel (ATSEP) leads to the award of a licence.

The ATCO licence, which is granted in accordance with European regulations, is valid throughout the European Union. A trainee licence is granted following the initial training, and then a full licence is obtained after on-the-job training. Various endorsements then complete the initial licence: unit, on-the-job or simulator training instructor, examiner, and language endorsements.

New ATCO licences issued	321
New trainee ATCO licences issued	326
ATCO licence endorsements	4,999
New ATSEP licences issued	47

ATCO training organisations

Number of ATCO training organisations as of 31/12/2022	10
ATCO training organisation audits in 2022	13
ATCO training material approvals in 2022	408
Change monitoring in the training context in 2022*	33

* Number of ATCO training courses approved for changes (for any change, where the safety study recommends training, then this course must be approved by the competent authority).

AFIS training-related activities

Number of AFIS evaluators appointed for local theory and practical evaluations (excluding overseas collectivities)	25
Number of initial AFIS theory evaluations organised via Oceane	50
Number of derogations from the AFIS training order issued (excluding overseas collectivities)	22

ATCO medical fitness

To be able to do their job, air traffic controllers must prove that they are physically and mentally fit. They prove their fitness by obtaining a class 3 medical certificate, issued by aero-medical examiners (AME) and aero-medical centres (AeMC) approved by DSAC, in accordance with European regulations.

Number of cases received by the DSAC ATCO evaluation medical officer	4,684
Referrals handled by the DSAC evaluation medical officer	210
Number of AMEs as of 31/12/2022	29 + 12 in the AeMCs
Number of AeMCs as of 31/12/2022	3
Number of class 3 approvals issued or renewed by AMEs and AeMCs in 2022	19
Number of AME or AeMC audits in 2022	5

AERODROME OPERATORS

DSAC certifies and oversees aerodrome operators, based on European regulations for some and national regulations for others. It drafts, implements and coordinates the safety policy in this field. In addition to certification and oversight, DSAC also contributes to regulatory developments and provides support to operators. For some of these activities, it works with industry organisations, particularly the French Airports Union (UAF) and the French Aerodrome Association (AAF).

Number of aerodromes and helistations as of 31/12/2022

	Auvergne-Rhône-Alpes	Bourgogne-Franche-Comté	Brittany	Centre-Val de Loire	Corsica	Grand Est	Hauts-de-France	Île-de-France (Paris region)	Normandy	Nouvelle-Aquitaine	Occitanie	Pays de la Loire	Provence-Alpes-Côte d'Azur	Guadeloupe	Martinique	French Guiana	Reunion Island	Mayotte	Total
Airports with European certificate	5	1	4	1	4	4	2	3	2	8	9	2	3	1	1	1	2	1	54
Aerodromes exempted from European certificate	8	7	5	4	0	5	5	3	3	7	5	6	4	0	0	0	0	0	62
Aerodromes with a national certificate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Other aerodromes open to public air traffic and with restricted use	44	25	8	16	3	35	15	15	19	41	39	7	15	5	0	5	0	0	292
Helistations	53	18	9	18	3	17	21	19	11	25	18	9	26	2	1	1	5	0	256

Number of oversight actions completed in 2022

	Auvergne-Rhône-Alpes	Bourgogne-Franche-Comté	Brittany	Centre-Val de Loire	Corsica	Grand Est	Hauts-de-France	Île-de-France (Paris region)	Normandy	Nouvelle-Aquitaine	Occitanie	Pays de la Loire	Provence-Alpes-Côte d'Azur	Guadeloupe	Martinique	French Guiana	Reunion Island	Mayotte	Total
Airports with European certificate	15	0	8	2	18	8	6	11	2	9	28	2	29	28	1	3	9	1	180
Aerodromes exempted from European certificate	8	3	1	1	0	9	5	3	2	5	8	6	12	0	0	0	0	0	63
Aerodromes with a national certificate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Other aerodromes open to public air traffic and with restricted use	13	2	2	6	2	5	8	6	2	15	14	9	5	1	0	2	0	0	92
Helistations	8	7	2	1	1	0	4	5	5	8	9	9	8	0	0	0	2	0	69



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Oversight actions cover several fields: safety management system organisation, infrastructure, operations, services, energy and lighting, etc. They are performed in the form of audits or inspections according to an oversight plan and an oversight cycle that are reviewed annually. The oversight cycle completed by DSAC for a given operator varies from two to four years depending on the operator’s risks and performance. Over a given cycle, all the topics must be covered.

For certified aerodromes, a ‘national’ audit of the “Safety management system organisation” is conducted within the oversight cycle, involving inspectors from different interregional directorates.

Number of changes notified by aerodrome operators in 2022	More than 800
including for approval	More than 200
including for simple notification	More than 600

A change is a modification made within the aerodrome operator’s organisation, to the management system, infrastructure or operations, which impacts the processes, procedures and services established by the operator. However, day-to-day operations - such as curative and preventive maintenance work - are excluded from the scope if they are managed and formalised in a procedure.

All changes must be formally notified to DSAC:

- Certain changes can have a major impact on safety and therefore require prior approval by DSAC. So, before the change is made, DSAC checks that the aerodrome operator has carried out appropriate safety assessments and compliance analyses. DSAC examines this change according to its procedures and may carry out inspections during or after the change if necessary.
- Otherwise, a change may only require notification.

SECURITY

DSAC certifies and oversees air transport security stakeholders. By ensuring that security measures are compliant and effective, it contributes to protecting civil aviation against acts of unlawful interference. It carries out a number of oversight actions (inspections, audits), either in connection with the granting or renewal of approvals or to monitor the effective implementation of security measures by operators.

To fulfil its role, DSAC also relies on:

- The competent government departments, the Border Police (PAF), the Air Transport Gendarmerie (GTA) and Customs, which extend its action by carrying out targeted inspections, cargo inspections, participating in audits and conducting tests in operational situations.
- The National Civil Aviation School (ENAC) for the certification and training of security instructors and the certification of security officers.
- The Civil Aviation Technical Service (STAC) for the certification and oversight of security equipment deployed at airports.
- Certified independent validators for the evaluation of security measures implemented by certain entities such as known consignors, known suppliers, air cargo carriers from a third country (ACC3), regulated agents (RA3) or known consignors (KC3) from third countries.

Number of inspectors and auditors working in the field of security as of 31/12/2022

Security audits consist of assessing the implementation of security measures by all the operators at an airport and are conducted by multidisciplinary teams of auditors from different backgrounds. **Inspections** consist of assessing the implementation of security measures by one operator. **Targeted inspections** focus on assessing the implementation of a particular security measure by an operator.

Organisation	Auditors	Inspectors	Targeted inspectors	Cargo inspectors
DSAC	26	72		
DTA	3	1		
ENAC	4			
GTA	18		48	68
Border Police	8		35	
Customs				18
Private Operators	5			

Number of certified independent validators as of 31/12/2022: **33**

Entities holding approval or certification as of 31/12/2022

Airport operators	56
Airlines	17
Regulated agent sites	463
Known consignor sites	157
Regulated suppliers	60
ACC3	190
RA3	83
Explosive detection dog (EDD) teams	179
Certified instructors	221



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List of airports security audited in 2022

These audits verify compliance with security rules and assess relationships between the various stakeholders involved in the field. They are supplemented by a check on the performance of equipment at the airports, carried out by STAC on behalf of DSAC.

- Paris-Charles-de-Gaulle
- Chambéry-Savoie-Mont-Blanc
- Strasbourg-Entzheim
- St-Martin-Grand-Case
- Pau-Pyrénées
- Figari-Sud-Corse
- Rennes-Bretagne
- Clermont-Ferrand-Auvergne
- Paris-Le-Bourget
- Châlons-Vatry
- Cayenne-Félix-Éboué

Number of inspections with a view to issuing or renewing approval or certification in 2022

Airport operators	11
Airlines	4
Regulated agent sites	58
Known consignor sites	10
Regulated suppliers	18
ACC3	25
RA3	10

Number of continuous oversight inspections in 2022

Airport operators	25
Airlines	68
Regulated agent sites	201
Known consignor sites	142
Regulated suppliers	15
EDD teams	126
Security equipment (maintained performance checks)	13

Number of targeted inspections completed in 2022

Airport operators (or airside occupants)	364
Airlines	57
Total	421

Number of operational situation tests conducted in 2022

Airport Operators	Access control	357
	Screening of cabin baggage and items carried	1,979
Air transport companies	Screening of persons	872
	Aircraft protection	860
	Total	4,068

ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

DSAC oversees compliance with the environmental regulations applicable to the airports overseen by the DSAC interregional directorates, in liaison with the Air Transport Directorate (DTA) and, where necessary, with the Air Navigation Services Directorate (DSNA).

Environmental maps and plans, in particular draft noise exposure plans (PEB), noise pollution plans (PGS) and environmental noise prevention plans (PPBE) for aerodromes, are a core focus of the interregional directorates' activities. This data serves as input for local consultation, which takes the form of participation in Environment Advisory Committees (CCE) and Advisory Committees for Assistance to Local Residents (CCAR), as well as the monitoring of environmental charters and codes of conduct. Finally, DSAC also handles environmental offences and complaints from local residents.

The aviation industry is taking initiatives on issues such as decarbonisation, biodiversity, and reducing air pollution. The DSAC-IRs facilitate operations with an environmental benefit as part of their oversight or regulatory activities (fleet improvement operations, flight path optimisation, Airport Carbon Accreditation certification, etc.).

DSAC is also highly involved in the sustainable development initiatives led by the government as part of the Eco-responsible Public Service (SPE) initiative.

List of airports and heliports subject to environmental restriction orders as of 31/12/2022

French airports and heliports with the highest levels of traffic and nuisance are subject to environmental restriction orders aimed at reducing the noise and/or air pollution generated by their operations.

Any breaking of these rules is systematically reported by sworn DSAC officers to the airport nuisance control authority (Acnusa). Operators can be fined up to €40,000.

- Basel-Mulhouse
- Beauvais-Tillé
- Bordeaux-Mérignac
- Cannes-Mandelieu*
- Grimaud (helistation)*
- Lyon-Saint-Exupéry*
- Marseille-Provence
- Nantes-Atlantique
- Nice-Côte-d'Azur
- Paris-Charles-de-Gaulle
- Paris-Issy-les-Moulineaux (heliport)
- Paris-Le Bourget
- Paris-Orly
- Pontoise-Cormeilles-en-Vexin
- Toulouse-Blagnac
- Toussus-le-Noble

**Restrictions amended in 2022.*



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Environmental breach reports issued on behalf of Acnusa in 2022: 935 (up by 57% from 2019)

Due, in particular, to the introduction of curfews at Basel-Mulhouse and Nantes-Atlantique airports, there was a marked increase in the number of breaches of environmental rules compared with the last reporting year (2019). In addition to this work, DSAC and Acnusa are taking action to reduce the number of breaches.

List of aerodromes with approved environmental charters as of 31/12/2022

These charters help to reinforce dialogue between stakeholders and to reach compromises without resorting to more restrictive measures and penalties.

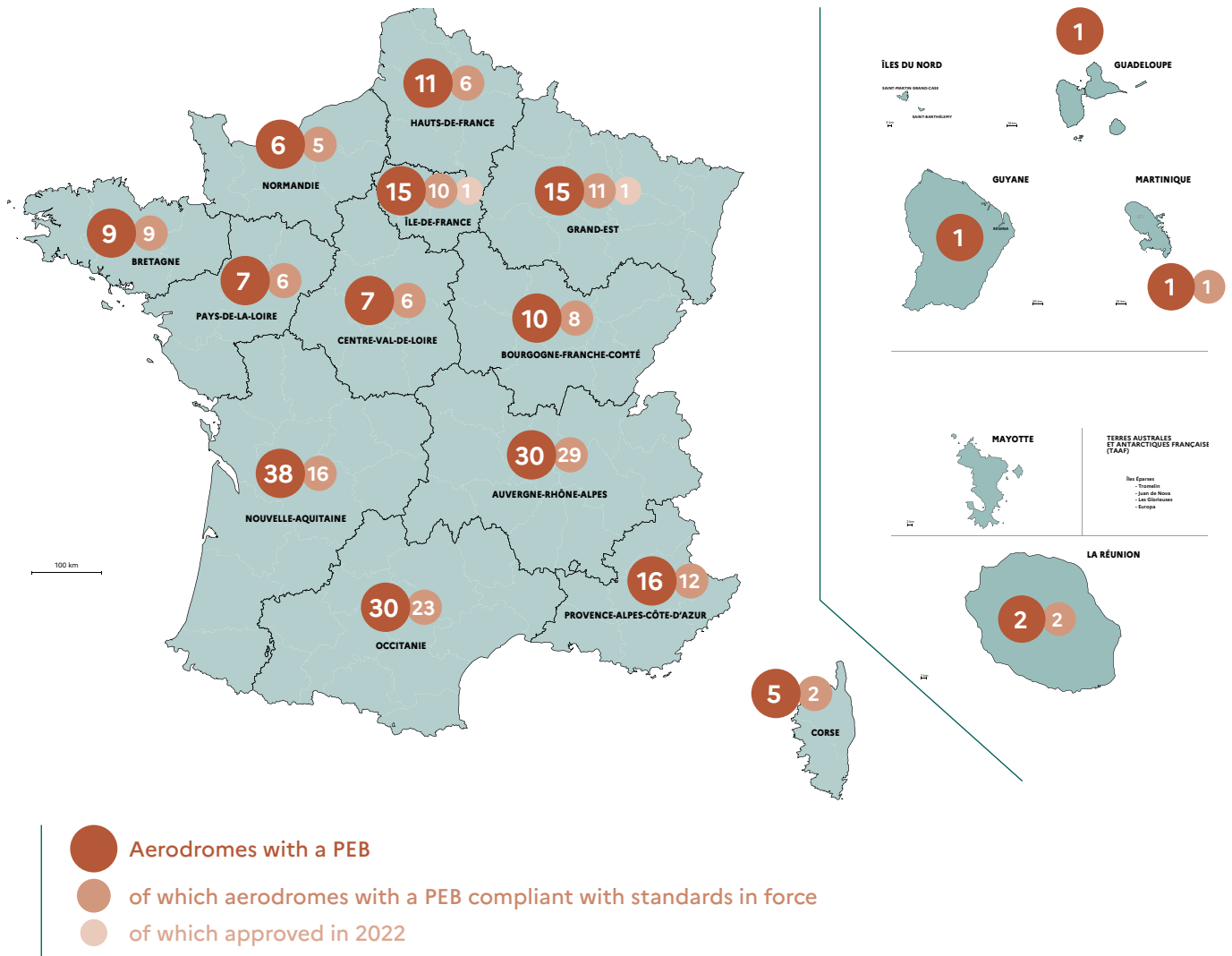
- Aix-les-Milles
- Annecy-Meythet
- Annemasse
- Arcachon-La Teste-de-Buch
- Beauvais-Tillé
- Brive-Souillac
- Caen-Carpiquet
- Cannes-Mandelieu
- Carcassonne-Salvaza
- Chavenay-Villepreux
- Colmar-Houssen
- Grenoble-Le Versoud
- La Môle
- Lannion
- Lille-Marcq-en-Baroeul
- Lognes-Emérainville
- Lyon-Bron
- Montpellier-Méditerranée
- Mulhouse-Habsheim
- Muret-L'Herm
- Nice-Côte-d'Azur
- Pamiers-les-Pujols
- Paris-Issy-les-Moulineaux
- Pau-Pyrénées
- Perpignan-Rivesaltes
- Persan-Beaumont
- Saint-Cyr-l'École
- Saint-Étienne Loire
- Toulouse-Blagnac
- Toulouse-Lasbordes
- Toussus-le-Noble
- Valence-Chabeuil
- Villefranche-Tarare

Number of Environment Advisory Committee (CCE) meetings in 2022: 63 (including Parisian airfields monitored by DTA).

Noise Exposure Plans (PEB)

Noise exposure plans (*Plans d'exposition au bruit* - PEB) delimit geographical areas according to their exposure to aircraft noise based on various index values. Psophic indices were used until 2002, when they were replaced with Level day evening night (LDEN) indices.

In 2022, work on PEBs was mostly suspended following the Conseil d'État's decision of 28 October 2021 on the need to subject PEBs to an environmental assessment.



List of airports with a noise pollution plan as of 31/12/2022

Noise pollution plans serve to define which local residents are eligible for soundproofing aid.

- Basel-Mulhouse
- Beauvais-Tillé
- Bordeaux-Mérignac
- Lyon-Saint-Exupéry
- Marseille-Provence
- Nantes-Atlantique
- Nice-Côte-d'Azur
- Paris-Charles-de-Gaulle
- Paris-Le Bourget
- Paris-Orly
- Strasbourg-Entzheim
- Toulouse-Blagnac



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SOVEREIGN ACTIVITIES

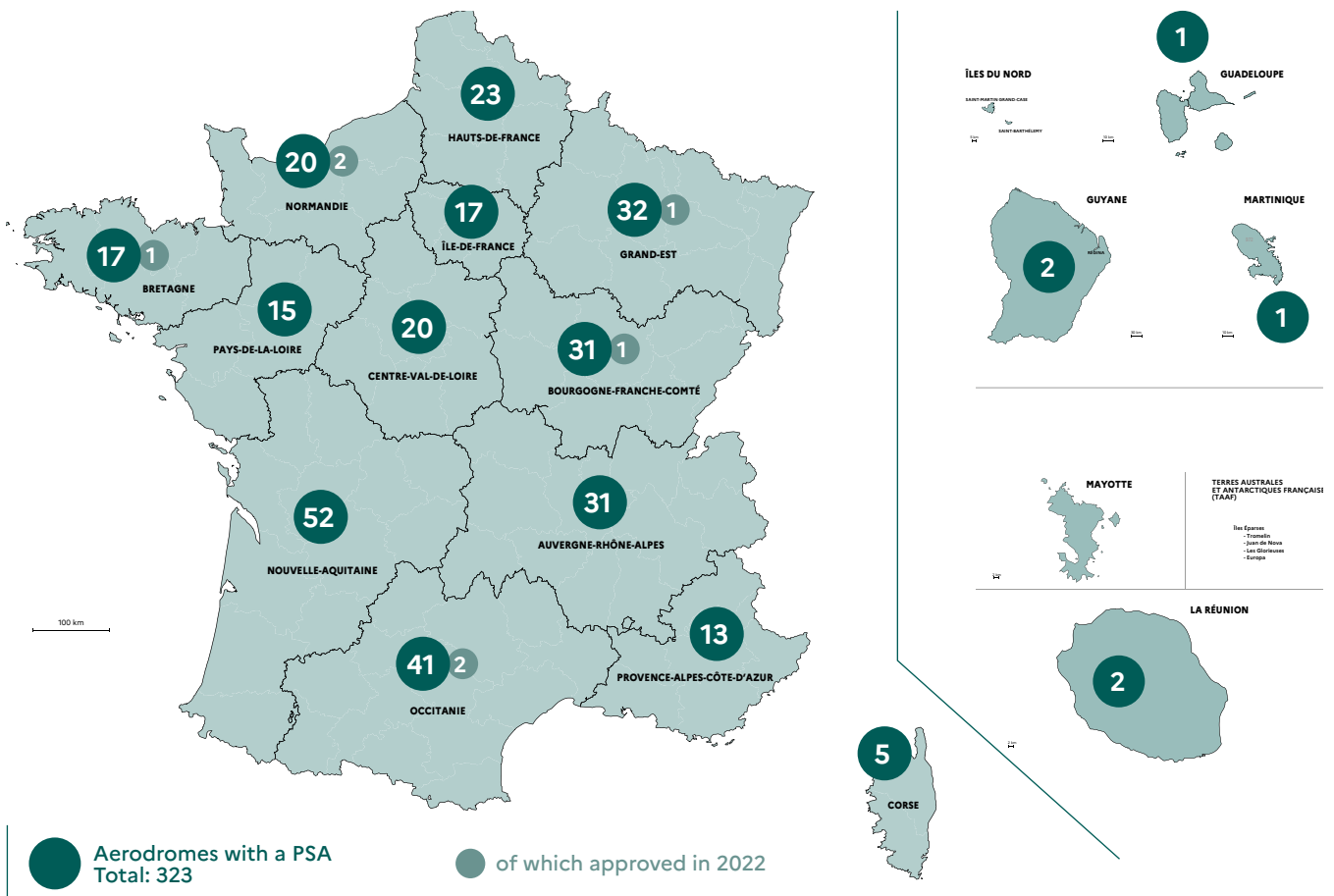
At the local level, DSAC performs DGAC's sovereign missions on behalf of the Air Transport Directorate or the prefects. In addition to actions relating to the environment and sustainable development, the inter-regional directorates (DSAC-IR) are responsible for land-use planning, airspace, and economic regulation, etc. DSAC is also responsible for aircraft registration and approving flight schedules of French and foreign airlines.

Land-use planning

As far as DSAC is concerned, land-use planning mainly involves examining aeronautical easement plans (PSA) and all other matters relating to urban planning, such as opinions on obstacles to air navigation within and outside easements - wind and solar farm projects, temporary cranes during aerodrome construction work, as well as territorial plans (territorial coherence plan - SCOT, etc.).

Aerodromes with an aeronautical easement plan in force as of 31/12/2022

All aerodromes open to public air traffic must have an aeronautical easement plan, designed to protect aviation operations from surrounding obstacles. Current standards are defined by the French Order of 7 June 2007, as amended.



Number of opinions issued on complex cases of aeronautical obstacles in 2022

The National Airport Engineering Service (*Service National d'Ingénierie Aéroportuaire* - SNIA) is the one-stop shop for all opinions sought from DGAC concerning planned onshore or offshore structures that could impact air navigation safety. The DSAC-IRs are consulted by SNIA for cases defined as complex based on specific criteria (proximity to an aerodrome, radio navigational aids, radar, etc.).

French West Indies-French Guiana	116, including 1 derogation from PSAs
Centre-East	558, including 46 derogations from PSAs
North	75, including 71 derogations from PSAs
North-East	272, including 26 derogations from PSAs
West	519, including 27 derogations from PSAs
Indian Ocean	41, including 0 derogation from PSAs
South	260, including 69 derogations from PSAs
South-East	180, including 22 derogations from PSAs
South-West	276, including 64 derogations from PSAs
Total	2,297, including 326 derogations from a PSA

Airspace

Airspace activities include approving instrument flight rules (IFR) procedures at aerodromes, establishing temporary practices and monitoring permanent locations for recreational, general and sports activities (model aircraft flying, parachuting, winching and aerobatics), managing spaces or Notams required for professional UAS activities, preparing meetings of the Regional Advisory Committees for General Aviation and Light and Sports Aviation (CCRAGALS), handling applications for the creation of temporary prohibited or regulated areas (ZIT and ZRT), the implementation of aeronautical information by DSAC as a supplier of aeronautical data, as well as various requests: micro rocket launches, unmanned free balloons, fireworks, etc.

	French West Indies-French Guiana	Centre-East	North	North-East	West	Indian Ocean	South	South-East	South-West	Total
Instrument flight rules (IFR) procedures examined in 2022	0	18	28	1	14	2	21	11	13	108
Permanent airspace cases processed in 2022	1	5	15	22	36	2	38	3	22	144
Temporary airspace cases and activities handled in 2022	10	249	92	257	418	88	441	120	315	1,990

Economic Regulation

This field of activity covers the economic regulation of airlines, ground handling companies and airports. It mainly involves issuing administrative authorisations to these players (e.g. approvals, operating licences), monitoring their economic performance and conducting checks (such as checking costs eligible for financing by the air transport tax, state aid schemes, and verifying compliance with public service obligations on regional routes). This activity also covers the creation, legal follow-up and closure of aerodromes and airports.

	French West Indies-French Guiana	Centre-East	North	North-East	West	Indian Ocean	South	South-East	South-West	Total
Valid Prefectoral air carrier operating licences as of 31/12/2022*	3	37	19	22	39	6	13	14	24	177
Of which issued in 2022	0	2	2	0	3	0	1	1	0	9

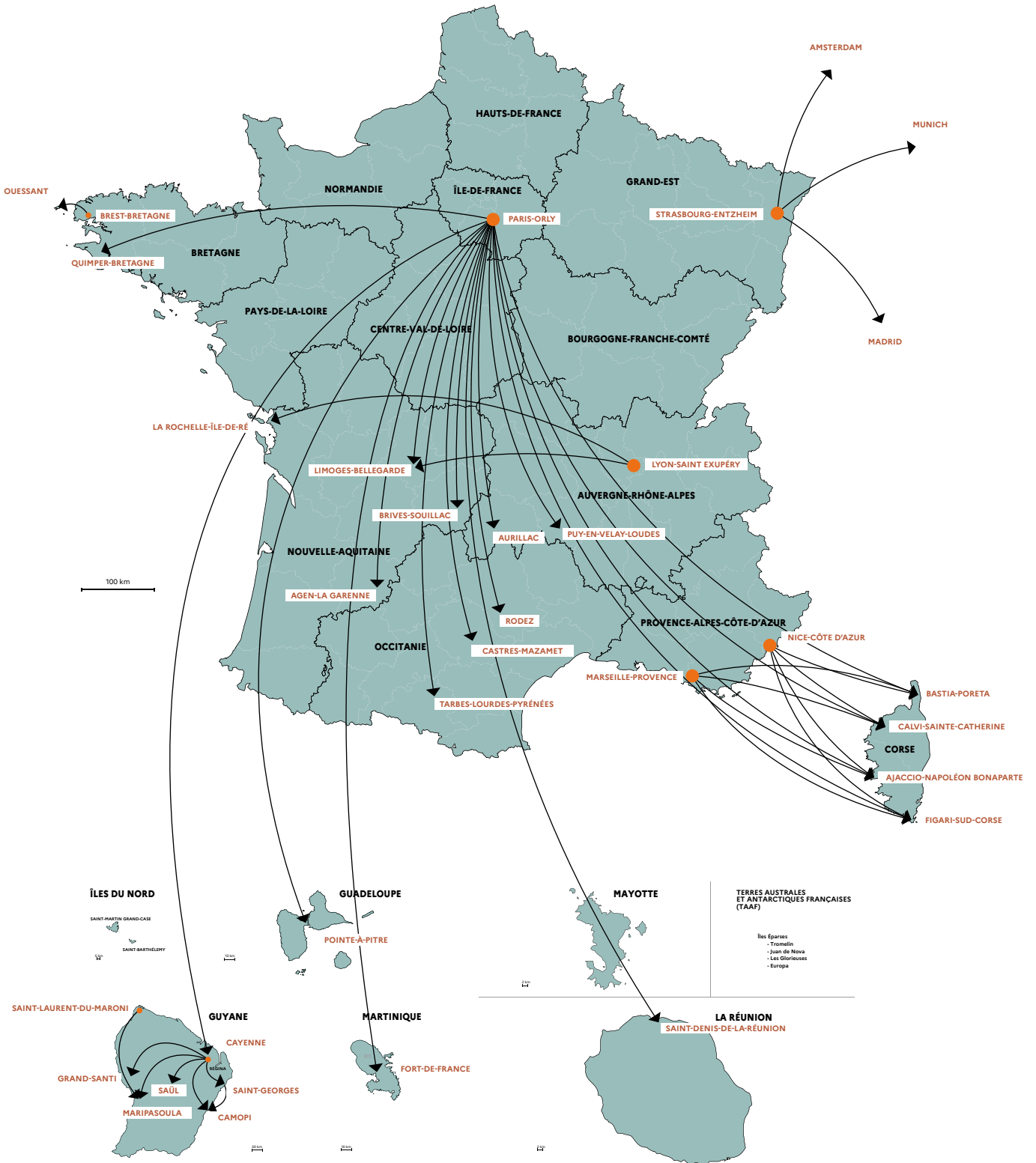
* Ministerial licences (international scheduled services and/or at least one aircraft with a maximum take-off weight (MTOW) of at least 10 tonnes and a capacity of at least 20 seats) are monitored by DTA and are not shown in this chart. Similarly, Polynesian and New Caledonian airlines are monitored by the local civil aviation authorities and are not included.



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List of Public Service Obligations (Obligations de Service Public - OSP) in force as of 31/12/2022

In order to maintain scheduled air services on routes that are vital for the economic development of certain regions, EU Member States may impose service obligations that constitute operating standards with which air carriers wishing to operate the route in question must comply. Subject to certain conditions, a carrier may be granted exclusive rights to operate services on the route in question through a public service delegation agreement, potentially coupled with financial compensation.



Any ground handling service provider operating at an aerodrome handling more than 2 million passengers or 50,000 tonnes of freight per year must obtain approval before starting operations.

Ground handling approvals in force as of 31/12/2022	230
Of which approvals issued or renewed in 2022	126

Aircraft Registration

DSAC also keeps the aircraft register. Once an aircraft is registered, it may be transferred, leased, mortgaged, seized, and struck off the register to join another or to be decommissioned.

16,373 aircraft registered in France as of 31/12/2022.

Entries in 2022	2,160
Of which registrations	387
Of which transfers of ownership	909
Of which withdrawals	237
Of which leases	167
Of which lease withdrawals	118
Of which mortgages	165
Of which mortgage releases	177
Of which seizures	0

Air Transport Authorisations

DSAC is responsible for: approving the commercial flight schedules of foreign airlines for the two IATA summer and winter seasons; authorising foreign airlines' non-scheduled commercial flights (business flights, cargo flights, medical evacuations, etc.) to and/or from France; authorising overflights of French territory by foreign airlines; approving French airlines' flight schedules; and assisting and advising airlines, aircraft brokers and air freight forwarders.

Commercial flight schedules approved	In March 2022	In October 2022
Foreign airlines	120	120
French airlines	22	22



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GLOSSARY

AAF	<i>Association des Aéroports Français</i> (French Aerodromes Association)
ACC	Area Control Centre
ACNUSA	<i>Autorité de Contrôle des Nuisances Aéroportuares</i> (Airport Nuisance Control Authority)
ADP	Aéroports de Paris
ADR	Aerodromes
AFIS	Aerodrome Flight Information Service
AIP Supplement	Aeronautical Information Publication Supplement
AMC	Acceptable Means of Compliance
ASO	Airport Security Officer
ATC	Air Traffic Control
ATM	Air Traffic Management
ATPL	Airline Transport Pilot Licence
ATO	Approved Training Organisation (for pilot training)
ATREEA	<i>Aménagement du territoire, régulation économique et espace aérien</i> (licence, Land-use planning, economic regulation and airspace)
BASA	Bilateral Aviation Safety Agreement between EASA and FAA
CAMO	Continuing Airworthiness Management Organisation
CERFA	<i>Centre d'enregistrement et de révision des formulaires administratifs</i> (French Centre for the registration and revision of administrative forms)
CMAC	<i>Conseil Médical de l'Aéronautique Civile</i> (French Civil Aviation Medical Council)
CNFAS	<i>Conseil National des Fédérations Aéronautiques et Sportives</i> (National Council of Aviation and Sports Federations)
COHOR	Slot coordination association
CVRH	<i>Centre de valorisation des ressources humaines</i> (Human resources development centre)
DAC-NC	<i>Direction de l'Aviation Civile Nouvelle-Calédonie</i> (Civil Aviation Directorate New Caledonia)
DGA	<i>Direction Générale de l'Armement</i> (French defence procurement agency)
DGAC	<i>Direction Générale de l'Aviation Civile</i> (Directorate General for Civil Aviation)
DGSCGC	<i>Direction Générale de la Sécurité Civile et de la Gestion des Crises</i> (Directorate General for Civil Protection and Crisis Management)
DIRCAM	<i>Direction de la Circulation Aérienne Militaire</i> (Military Air Traffic Directorate)
DSAC	<i>Direction de la Sécurité de l'Aviation Civile</i> (Civil Aviation Safety Directorate)
DSAC-IR	Interregional Civil Aviation Safety Directorate
DSNA	<i>Direction des Services de la Navigation Aérienne</i> (Air Navigation Services Directorate)
DSP	<i>Délégation de service public</i> (Public service delegation)
DSR	Paris CDG-Le Bourget Oversight Department
EASA	European Union Aviation Safety Agency
EAPS	<i>European Plan for Aviation Safety</i>
ECAC	European Civil Aviation Conference
EFVS	Enhanced flight vision system

ENAC	<i>École Nationale de l'Aviation Civile</i> (French National Civil Aviation School)
ERCS	<i>European Risk Classification Scheme</i>
EU	European Union
eVTOL	Electric vertical take-off and landing aircraft
FAA	Federal Aviation Administration
FFA	<i>Fédération Française Aéronautique</i> (French Aeronautical Federation)
FFPLUM	<i>Fédération Française d'ULM</i> (French Microlight Federation)
FFVP	<i>Fédération Française de Vol en Planeur</i> (French Glider Flight Federation)
FSA	<i>France spectacle aérien</i> (French air shows association)
FSTD	Flight simulation training device
GASP	ICAO Global Aviation Safety Plan
GM	Guidance Material
GNSS	Global Navigation Satellite System
GTA	<i>Gendarmerie des Transports Aériens</i> (Air Transport Gendarmerie)
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
MALGH	<i>Mission aviation légère, générale, hélicoptères et drones</i> of DGAC (DGAC's Mission for light, general, helicopter and UAS aviation)
NPA	<i>Notice of Proposed Amendments</i>
ONF	<i>Office National des Forêts</i> (French National Forests Office)
OSAC	<i>Organisme pour la Sécurité de l'Aviation Civile</i> (Civil Aviation Safety Organisation)
PAF	<i>Police aux frontières</i> (Border Police)
PLU	<i>Plan Local d'Urbanisme</i> (Local urban development plan)
PN	<i>Personnel navigant</i> (Flight crew)
PTLP	Personnel Training and Licensing Panel
RBO	Risk Based Oversight
RMT	Rule Making Task
RNP-AR	<i>Required Navigation Performance - Authorisation Required</i>
RQS	<i>Règlementation qualité et sécurité</i> (licence, Regulations, Quality and Safety)
SCoT	<i>Schéma de cohérence territoriale</i> (territorial coherence plan)
SEAC-PF	<i>Service d'État de l'aviation civile en Polynésie française</i> (Government Civil Aviation Service in French Polynesia)
SEAC-WF	Government Civil Aviation Service in Wallis and Futuna
SGDSN	<i>Secrétariat Général de la Défense et de la Sécurité Nationale</i> (General Secretariat for Defence and National Security)
SIR	<i>Secrétariat interrégional</i> (interregional secretariat)
SMS	Safety Management System
SMI CG	<i>Safety Management International Collaboration Group</i>
SNIA	<i>Service National d'Ingénierie Aéroportuaire</i> (National Airport Engineering Service)
SNSM	<i>Société Nationale de Sauvetage en Mer</i> (National Sea Rescue Society)
SPE	<i>Service public écoresponsable</i> (Eco-responsible public service)
SSLIA	<i>Service de Sauvetage et de Lutte contre l'Incendie des Aéronefs</i> (Aircraft rescue and fire-fighting service)
STAC	<i>Service Technique de l'Aviation Civile</i> (Civil Aviation Technical Centre)
UAF	<i>Union des Aéroports Français</i> (French Airports Union)
UEFA	Union of European Football Associations
ULM	Ultra-light motorised (microlight)
USOAP	ICAO Universal Safety Oversight Audit Programme
USSP	<i>U-Space Service Provider</i>
ZIT	<i>Zone d'interdiction temporaire</i> (temporary prohibited area)
ZRT	<i>Zone réglementée temporaire</i> (temporary regulated area)





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