



DSAC

2008 Annual Report Civil Aviation Safety Directorate Oversight Authority



Ressources, territoires, habitats et logement
Énergie et climat
Prévention des risques
Développement durable
Infrastructures, transports et mer

Présent
pour
l'avenir



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

French Civil Aviation Authority
Civil Aviation Safety Directorate

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A single, strong and recognised security and safety oversight authority.

It has now been four years since our organisation started on the path to reform. This reform was launched in 2005 when the Safety Oversight Directorate (DCS) was created. With the support of the Civil Aviation Departments (DAC) at regional level, the DCS was responsible for air safety and security, overseeing all Civil Aviation stakeholders. But we still had to go further in harmonising and standardising our working methods through one internationally recognised body. That is why the Civil Aviation Safety Directorate (DSAC) was created. Operational since January 1st 2009, it is a nationally competent authority embodying stronger and more focused safety oversight. This new authority is now responsible for the entire safety domain, from regulations to field activity. It includes all personnel from the DCS and the former DACs. The new inter-regional entities called DSAC/IR, carry, within the DSAC, the full responsibilities of the former DACs. Their personnel are at the disposal of the DGAC and their Directors repre-

sent the whole DGAC in relation to local authorities. Creating the DSAC was an important decision for civil aviation coherence. The project was launched two years ago by Maxime Coffin, former director of Safety Oversight Directorate and his deputy, Patrick Cipriani, who through initial concept phase up to final negotiations, animating working groups to prepare the key documents, opening minds and explaining ideas on the field, have worked with all the personnel involved to build this new entity. Now it has to function on a daily basis. We must therefore work all together, sharing experiences and gathering the skills distributed across the country to fulfil our duties with regard to safety and security, environment and economic regulations. The challenging issue is now to create a unique approach and culture and at the same time remain pragmatic for the benefit of our users

Florence Rouse
Civil Aviation Safety Director





2008 Highlights

Safety oversight: Satisfactory USOAP audit

Very satisfactory results, a system deemed complete and performing: this was the verdict of the USOAP (Universal Safety Oversight Audit Program) safety audit performed by the ICAO between the 3rd and the 23rd of June 2008. In more than 1000 questions, the ICAO delegation scrutinised all the authority's actions relating to air safety in areas including: aircraft technical operations, airworthiness, air navigation services, airports, and accident investigations, legal and operational questions.

The final report delivered on March 17th, 2009 includes a remedial action plan.

EU-OPS

The EU regulation EU-OPS, applicable since July 16th 2008, regulating commercial transportation by aeroplanes and superseding the French regulation (OPS1), now provides an equal level playing field for all the European air operators. New requirements have been included, expressly concerning crew flight time management, recurrent training for crew and in particular cabin crew for which regulation had not evolved since 1987. All Air Operator Certificates are now issued according to these new provisions.

2008 Quality audit report: ISO certification maintained

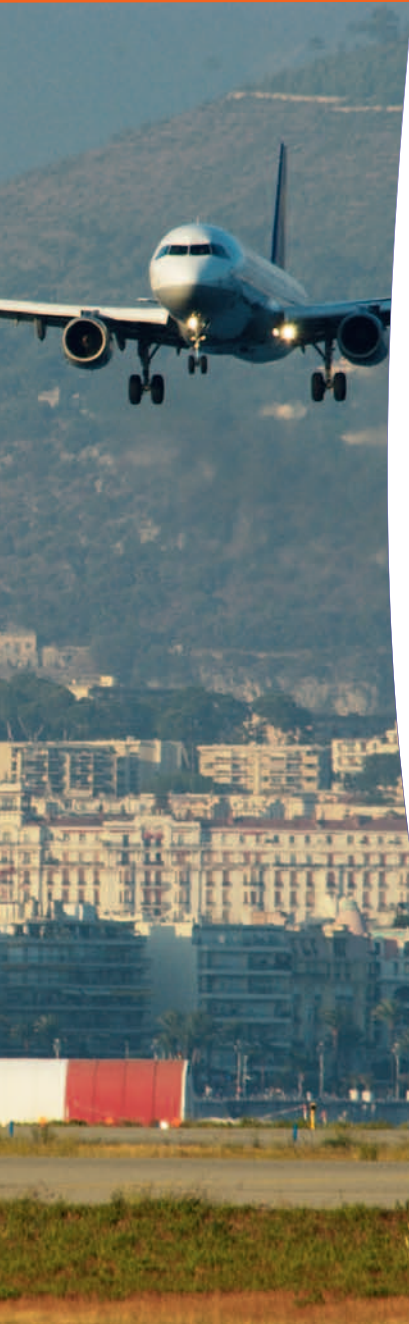
A follow-up audit of the ISO 9001-2000 certification obtained in 2007 took place in November 2008. The DCS scored very well and continued to improve. We now need to develop the Quality Management System for the new DSAC organisation put in place on January 1st 2009.

Safety improvement

The regulations implementing the EU directive 2003/42/EC relating to Civil Aviation incident reporting came into force in March 2008.

These require that Civil Aviation operators: aircraft operators, certified airport operators and ramp handling service providers, air navigation service providers and maintenance organisations report their safety incidents to the Authority. The DCS organised several preliminary information meetings with the operators early 2008 to explain these regulations. Tools such as documentation, guides and a CD were also provided to clarify their obligations for incident reporting and to highlight the real benefit on safety brought about by these new requirements.

2008 HIGHLIGHTS



Airport certification: phase 3

9 airports were certified in 2008, phase 2 was thus achieved: Ajaccio Campo dell'Oro, Bastia Poretta, Beauvais Tillé, Biarritz-Bayonne-Anglet, Martinique Aimé Césaire, Lille Lesquin, Montpellier Méditerranée, Saint-Denis Gillot, and Tahiti Faa'a. These 9 airports as well as the 11 others certified during the first phase have each implemented a safety management system which became mandatory on April 1st 2008. Within phase 3, launched in 2008, six other airports will be certified in 2009: Brest Guipavas, Pau Pyrénées, Clermont-Ferrand Auvergne, Nouméa La Tontouta, Perpignan Rivesaltes, and Cayenne Rochambeau. The issuance of airport safety certificates falls under the regional directorates' responsibilities.

Launch of the EGNOS service provider certification

In 2008, 7 European air navigation service providers, including the French DSNA, decided to establish the company responsible for operating the European Geostationary Navigation Overlay Service EGNOS in Toulouse.

Consequently, the DCS, the national oversight authority, has initiated the certification process for this service provider in cooperation with 6 other involved European oversight authorities from Germany, the United Kingdom, Italy, Spain, Portugal and Switzerland. The certificate should be granted early 2010.

Aircraft Icing Conference, a priority in risk prevention

The aim of the annual conference organised by the DCS in 2008 was to raise awareness among stakeholders about icing induced risks. It was a large event welcoming many participants from the aviation world. A document summarising the proceedings was published.

Security, a specialists business

Overseeing an increasingly complex domain with numerous partners and affecting all air transport activities requires skilled experts. In 2008, the DCS in collaboration with the ENAC (civil aviation engineering school) implemented a training curriculum for personnel taking on either centrally and regionally security oversight positions.

This complete five-week curriculum deals with concepts and their practical implementation, regulatory requirements, knowledge of operators' business and inspector's criticism using the DCS' standardised surveillance tools. It is a necessary prerequisite for those specialising in security audit.

French presidency of the European Union

2008 was marked by France's presidency over the European Union's Council which ended on December 31st 2008. For the DCS, the project for the extension of EASA's competencies was partly followed by the Safety Regulation Department which is particularly involved in the Aviation group providing expertise to the Transport Council.

This French presidency was marked by the Civil Aviation European Summit which took place in Bordeaux from 17th to 19th November 2008. It mainly focused on the implementation of the "Single European Sky" initiative and the Commission's project to extend the EASA's competencies in air traffic management and to airports.

The success of the Bordeaux summit was largely due to the particularly efficient support provided by the south-west DAC.

Skills sharing meetings

As part of its Quality management system, the DCS pursued in 2008 the "Skills sharing meetings" launched in 2007. These are some of the directorate's powerful events which contribute in nurturing coherent exchanging and sharing of experiences. Four conferences took place on the themes of professional flight crew licence management, safety incident processing, general aviation aircraft airworthiness and Civil Aviation security oversight.

Such information sharing activities for technical control professions enable a better understanding of the functioning of the oversight authority and contribute to provide an educational and synthesised interpretation of the DCS's major functions for the promotion and continued improvement of air transport safety.



RESOURCES



Managing resources and performance

Organised around three activities, Human Resources, Finance and Purchasing and Logistics, resource management is a priority. Applying the Performance Steering through Objectives (PPO) and the analysis of safety data which are the key drivers for operational improvement of oversight and certification activities.

STEERING THROUGH OBJECTIVES

1 749 inspections performed in 2008 (audits, inspections, etc.)

95% of the reports are delivered to the inspected organisation within 30 days.

In 2008, the oversight Authority dedicated 93 643 days to inspections in direct contact with the organisations, representing more than 655 000 hours.

2008 Financial Statement

	Amount in K euros
Revenue	32 400
Expenses Investment - Performance	12 702
Payroll	66 922
Training	
Number of persons trained	183
Number of training days	1 611
Headcount on 31/12/2008	
Total	260

SAFETY DATA ANALYSIS

Incidents collection and processing

39 610 incidents reported in 2008 by all French civil aviation stakeholders... it is data vital entry work carried out by the DACs and integrated into the European ECCAIRS database.

It is one of the sources for the annual Safety Report published by the DGAC.



Regulating safety

The DCS played a key role in rulemaking in 2008. Its regulatory functions at national, European and international levels place it, alongside its partners, as a key stakeholder in the building of tomorrow's air regulations.

Within the DGAC reorganisation in July 2008, the DCS extended its rulemaking scope to safety regulations in the domains of airport operations, airworthiness, air operations and Civil Aviation personnel. Whereas the air navigation regulation responsibilities belong to the Air Transport directorate. The new Safety Regulation department is the focal point to coordinate responses to EASA consultations on its newly extended competencies in flight crew licences and air operations.

REGULATIONS



IN FRANCE AND ALL OVER THE WORLD

Within its new responsibilities, the DCS published regulations dealing in particular with air navigation system maintenance personnel licences, the phased implementation of safety management systems for air operators and the set up of safety technical criteria for heliports.

Eventually, it participated to international regulation development notably attending International Civil Aviation Organisation (ICAO) and European meetings.



FLIGHT CREWS



Ensuring Flight Crew high level competencies

The DCS manages the overall tools and techniques to ensure the technical and medical competency and ability levels of technical and commercial flight crews. It oversees flight and cabin crew training organisations and issues the corresponding certificates and provides PN (flight crew) expertise, especially for the certification and oversight of air operators.

TOTAL OF AERONAUTICAL CERTIFICATES DELIVERED IN 2008 **17 662** Of which:

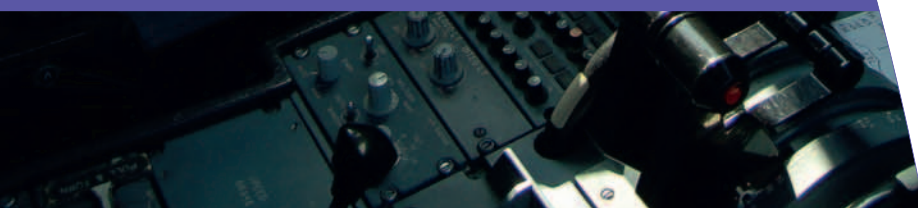
Professional pilot licences	905
"Corps techniques"	3
Private pilot licences	5 896
Trainee permits	1 549
Safety and Rescue Certificates	1 548
Safety training Certificates	3 900
Instrument flight Ratings	639
Licence conversions	3 222

'A LA CARTE' EXAMS

The brand new Orly exam centre reopened in June 2008. A revamping which included a 'revolution' with regards to exams. Thanks to OCEANE, the 'Tool for the automatic creation of exams for European flight crews', candidates can now book their computer using the Internet and take all their theoretical tests 'à la carte'. The system is currently being deployed in continental France and overseas.

TOTAL OF VALID AERONAUTICAL LICENCES IN 2008 **162 190** Of which:

Professional pilot licences	14 089
"Corps techniques"	211
Private pilot licences	95 813
Trainee permits	4 546
Safety and Rescue Certificates	43 774
Safety training Certificates	3 757





In the Indian Ocean, Air Austral inaugurated a cabin crew training centre at Saint-Denis Gillot airport.

PROFESSIONAL FLIGHT CREW AERONAUTICAL EXAMINATIONS

2008 global theoretical exam results

Exams	Registered	% pass rate
ATPL aeroplane (14 tests)	16 400	79,60 %
CPL aeroplane (9 tests)	255	45,63 %
IR (7 tests)	1 313	70,96 %
CPL helicopter (9 tests)	1 349	71 %
ATPL VFR helicopter (14 tests)	37	85,71 %
ATPL IFR helicopter (14 tests)	378	83,74 %
Safety and Rescue Certificates	3 322	70 %
Safety training Certificates	1 295	87,40 %

TRAINING ORGANISATIONS AND PROGRAMMES

Aeroplanes

- 3 TRTO approved in 2008
- 526 training courses approved in 2008
- 62 inspections performed in 2008

Helicopters

- 1 school FCL2 approved in 2008
- 1 school FCL2 suspended in 2008
- 105 FCL2 approved training courses in 2008
- 23 inspections performed in 2008

Cabin crew (PNC)

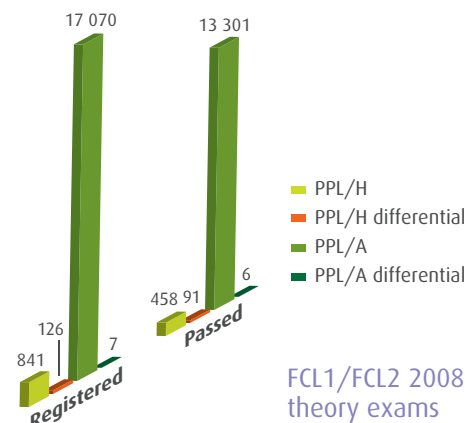
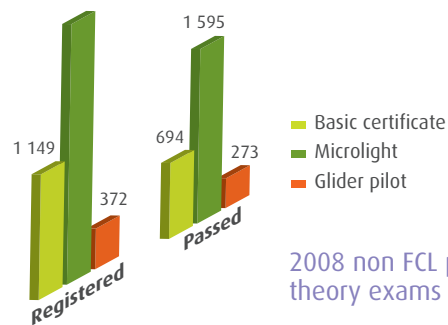
- 17 schools CFS (safety training) accredited in 2008
- 23 inspections performed in 2008

PEPN 2008 Activities (PEPN-FLIGHT CREW EXPERTISE CENTRE)

In 2008, the PEPN carried out

Expertises	1 445
Inspections	305
Simulation hours	564
Flight hours	373

PRIVATE THEORY EXAMS



AIRWORTHINESS AND OPERATIONS



Certifying and overseeing aircraft operators and airworthiness

Two complementary activities to certify and oversee aircraft operations: on the one hand, design and manufacturing activities monitoring in collaboration with EASA and through aircraft continued airworthiness tasks performed by the GSAC (Civil Aviation Safety Group). On the other hand, certifying and overseeing aircraft operators' methodologies to ensure commercial aviation safety. These functions are at the heart of air transport, in contact with manufacturers, airlines and maintenance organisations.

Fleet registered in France on 31/12/2008

Aircraft	15 050
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Aircraft holding a valid Certificate of Airworthiness (C of A)

Public transport	873
General aviation	9 140
Total	10 013

Manufacturers under French supervision

Number on 31/12/2008

Part 21F organisations	11
Part 21G organisations	185

2008 aircraft production Transport aircraft category

625

General aviation category

102

Production Hélicoptères Civils

330

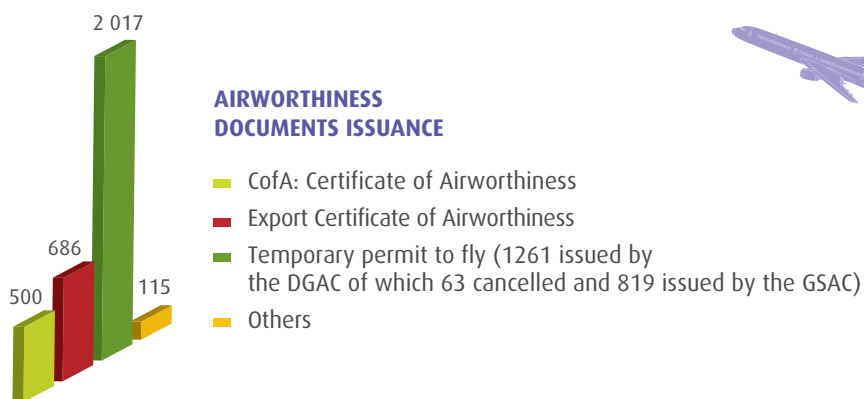
Valid Microlight identification cards on 31/12/2008

12 155

AIRWORTHINESS: A POOL OF EXPERTS CONTRACTED BY EASA

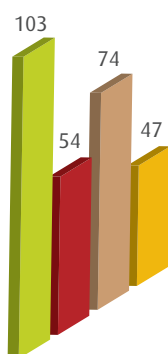
The DCS contributes to airworthiness tasks through the expertise it provides the EASA. In 2008, this represented more than 4 000 hours.





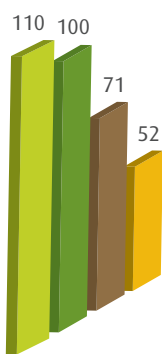
AIRCRAFT OPERATIONS AND MAINTENANCE	
Air Operator Certificates	139
Oversight of Part 145, FAR 145 and JAR 145 Maintenance organisations	432
General aviation maintenance oversight	346
Oversight of maintenance personnel training	7 721

AIRCRAFT RAMP INSPECTIONS	
Overall 2008 total	3 428
Inspections on French airlines (SANA)	826
Inspections on foreign airlines (SAFA)	2 602



SIMULATOR ASSESSMENTS AND QUALIFICATIONS

- Aircraft flight simulators France
- Aircraft flight simulators abroad
- FNPT assessments
- Others



SUPERVISION OF TRANSPORT OF HAZARDOUS GOODS

- Transport authorisations
- Airline training programmes approvals
- Processing of hazardous goods incidents/accidents
- Others



OVERSIGHT AND SUPPORT: A WORK IN CLOSE RELATION WITH AIRLINES

In the field of operations, approximately 1 800 man-days were dedicated to carry out inspections and to support more than 150 French airlines holding an air operator certificate and operating around one thousand aircraft (aeroplanes, helicopters, balloons) for commercial air transportation.

Hence, the North region supported the network growth of the newly created airline Transavia and the commissioning of three Boeing B737-800 and a fourth Airbus A330. It supported Air Caraïbes for the opening of its Orly-Cayenne line too. Also note the fleet increase of the second B757 at Elysair, an eleventh A300 at Aigle Azur, a fourth MD83 at Blue Line and 15 OPS-3 helicopters at Ixair.

In parallel, more than 3 300 random aircraft inspections were carried out: more than 800 on 150 French airlines and 2 500 on around 700 foreign airlines operating from/to the territory.

AIRPORTS AND AIR NAVIGATION



Ensuring safety in the air and on the ground

As one of its functions, the DCS is responsible for organising oversight and certification of airport operators and air navigation service providers. Therefore, it delivers the required certificates, licences and authorisations for these activities in tight collaboration with the DACs..

AIRPORTS

Number of airports certified in 2008	9
Number of SMS audits on certified airports in 2008	20
Number of runways for approval	
ILS precision approaches cat II and cat III	21
ILS precision approaches cat I	88
Other approaches	530
Number of airports	504
Number of heliports	301
Number of SSLIA training in 2008	681

AIR NAVIGATION SERVICES

Service provider certifications

Number of certified AFIS service providers	64
Number of certified military service providers	4
DSNA	1
Météo France	1
Total	70

Personnel competency

Number of Air Traffic Controller licences issued	4 500
Number of AFIS qualifications issued	160

Systems and equipment

Number of accepted changes after safety case study	13
Number of changes currently monitored	22

In 2008, the DCS helped certified airport operators in implementing safety management systems, a vital tool for improving airport safety. The DCS published guidance material specifically in that respect.

Furthermore, the DCS issued 4 500 air traffic control licences, 900 accreditations for competency inspectors, 40 accreditations for medical inspectors, 500 accreditations for training plans and unit competency programmes, according to the directive dated April 5th, 2006 which was incorporated into French law by a decree dated October 22nd, 2007.

Ensuring security

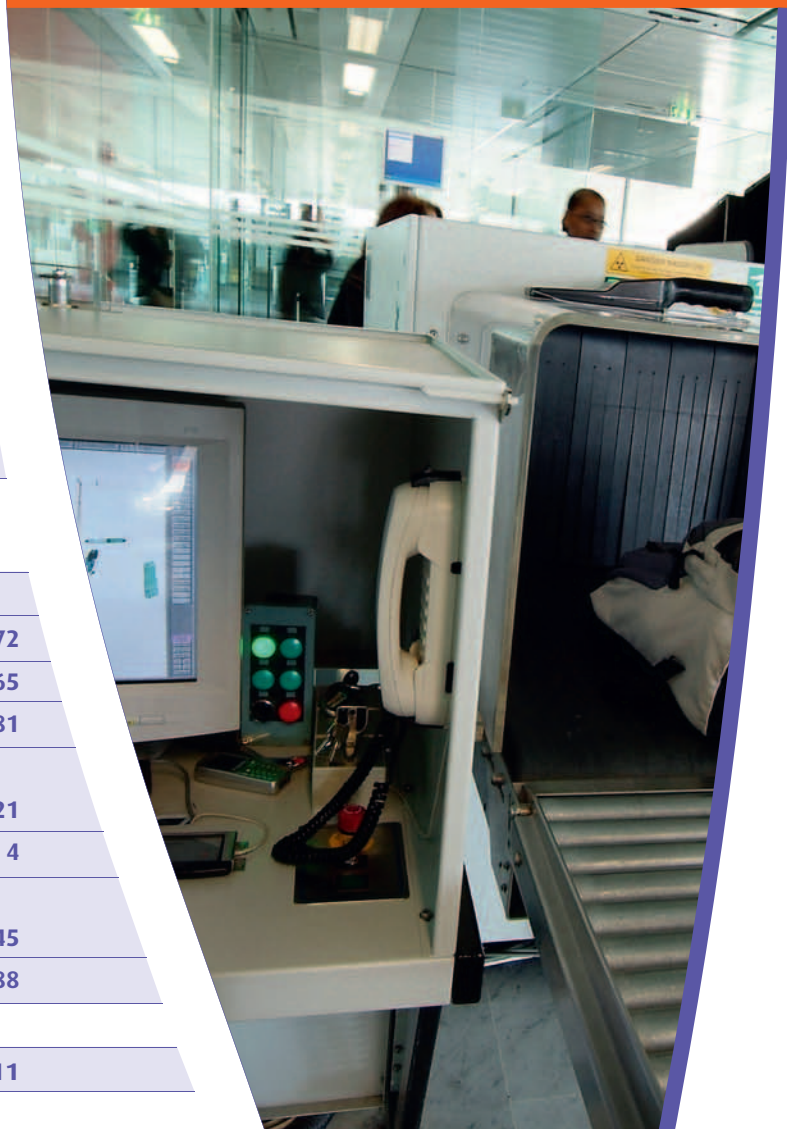
The DCS oversees the implementation of rules regarding security: It carries out national audits and inspections and organises with the DACs the oversight actions required for the set up of their programme (procedures, means, and organisation). It also carries out security audits of the DGAC's computer networks and systems.

NUMBER OF CIVIL AVIATION SECURITY AUDITS	
DCS Audits	21
Civil aviation security inspections by the European Commission	1
European Civil Aviation Conference follow-up audits	3

STANDARD OVERSIGHT ACTIONS	
Targeted inspections	272
Approval renewals	65
New applicants	81
Standard local oversight inspections of approved operators	21
Continued crossed supervision Inspections	4
Targeted inspections conducted by Border Police (PAF) and GTA (Air traffic gendarmerie) certified military agents	345
Total	788

SECURITY AUDIT OF IT SYSTEMS	11
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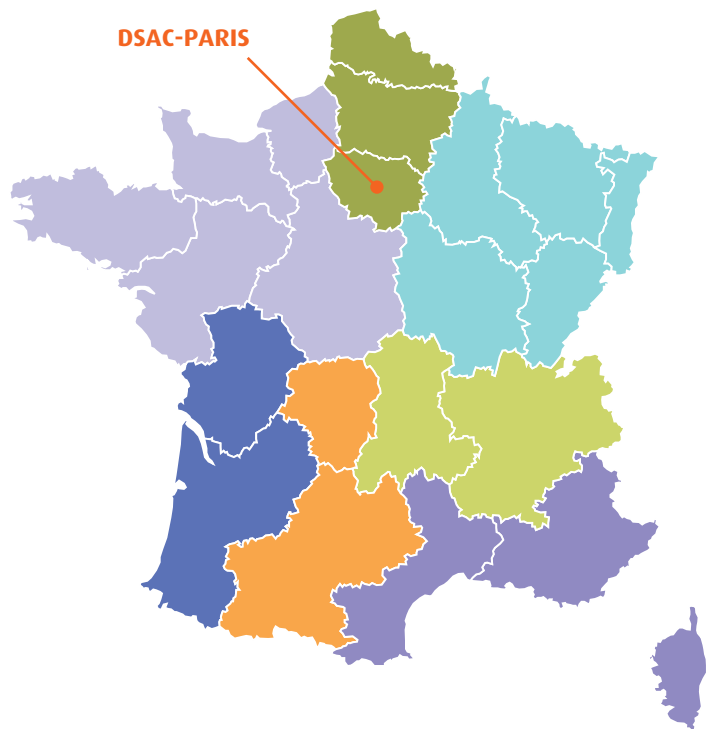
SECURITY



LINE STATION SECURITY

The North-East DAC reviewed the security programmes for Air France, Régional, British Airways and EasyJet and their sub-contractors for line stations in Strasbourg and Bâle-Mulhouse. The review of these programmes was performed through standardised tools and consisted in inspecting the security procedures implemented in these line stations. The reviews covered both the airline's documentation and the actual implementation of the documented procedures.

DSAC TERRITORIAL ORGANISATION



DSAC territorial organisation

DSAC-ANTILLES GUYANE / Fort de France

Director Pierre Dubois
16 commercial airports
3 867 000 passengers

DSAC-OCÉAN INDIEN / Saint-Denis

Director Christian Marty
3 commercial airports
2 045 111 passengers

DSAC-CENTRE-EST / Lyon

Director Daniel Azema
16 commercial airports
9 298 359 passengers

DSAC-SUD / Toulouse

Director Georges Desclaux
6 commercial airports
7 602 305 passengers

DSAC-NORD / Athis-Mons

Director Patrick Cipriani
8 commercial airports
90 755 275 passengers

DSAC-SUD-EST / Aix-en-Provence

Director Bernard Chaffange
14 commercial airports
23 197 959 passengers

DSAC-NORD-EST / Strasbourg

Director Michel Hupays
21 commercial airports
5 940 600 passengers

DSAC-SUD-OUEST / Bordeaux

Director Alice-Anne Médard
10 commercial airports
6 030 000 passengers

DSAC-OUEST / Brest

Director Yves Garrigues
23 commercial airports
4 900 000 passengers





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