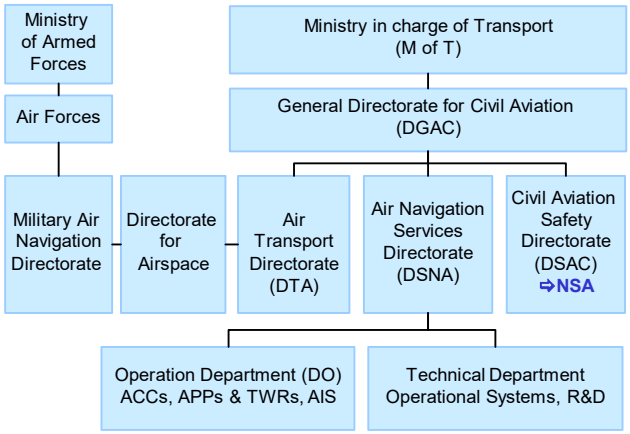
DSNA, France

Directorate of Air Navigation Services

www.aviation-civile.gouv.fr

Institutional arrangements and links (2022)



Status (2022)

- DSNA is a division of DGAC
- 100% State-owned

National Supervisory Authority (NSA):

Directorate for Civil Aviation Safety (DSAC)

Body responsible for:

Safety Regulation

Air Transport Directorate (DTA)

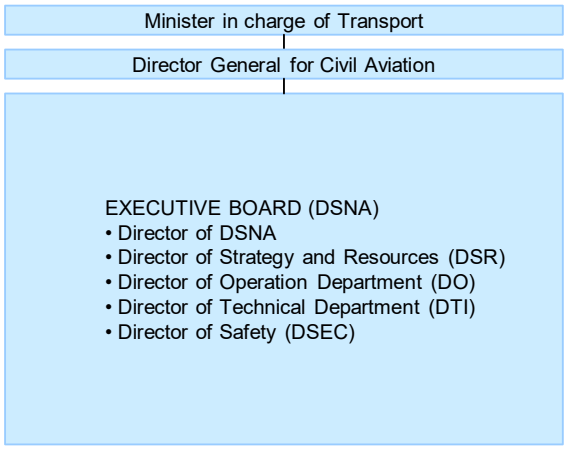
Airspace Regulation

Air Transport Directorate (DTA)
Direction de la circulation aérienne militaire (DIRCAM)

Economic Regulation

Air Transport Directorate (DTA)

Corporate governance structure (2022)



DSNA (2022)

DIRECTOR OF DSNA:

F. Guillermet

DIRECTOR OF STRATEGY AND RESOURCES (DSR)

F. Guignier

DIRECTOR OF OPERATION DEPARTEMENT (DO):

G. Blandel

DIRECTOR OF TECHNICAL DEPARTEMENT (DTI):

C. Rouquier

DIRECTOR OF SAFETY (DSEC):

S. Deharvengt

Scope of services (2020)

☑ GAT	☑ Upper Airspace	☐ Oceanic ANS
☐ OAT	☑ Lower Airspace	☐ MET

- Delegation of airspace to Skyguide and Jersey

Operational ATS units (2020)

5 ACCs
12 APPs/TWRs (i.e. Paris Orly, Paris CDG, Marseille, Lyon, Nice, Bordeaux, Toulouse, Clermont Ferrand, Montpellier, Strasbourg, Bâle-Mulhouse, Nantes)
63 TWRs

Key financial and operational figures (ACE 2020)

Gate-to-gate total revenues (M€)	697
Gate-to-gate total costs (M€)	1 608
Gate-to-gate ATM/CNS provision costs (M€)	1 341
Gate-to-gate total ATM/CNS assets(M€)	978
Gate-to-gate ANS total capex (M€)	121
ATCOs in OPS (FTEs)	2 840
Gate-to-gate total staff (incl. MET staff*)	7 767
Total IFR flight-hours controlled by ANSP ('000)	1 052
IFR airport movements controlled by ANSP ('000)	907
En-route sectors open at maximum configuration	103
Minutes of ATFM delays (post-OPS adjusted, '000)	974

** if applicable*

Size (2020)

Size of controlled airspace: 1 000 000 km²

DSNA (France) – Cost-effectiveness KPIs (€2020)

Contextual economic information

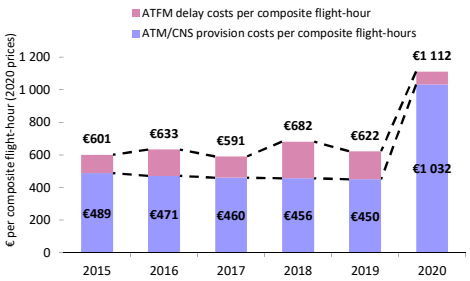
Exchange rate: France is within the EURO Zone

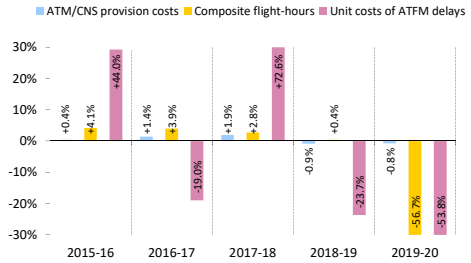
DSNA represents 16.33% of European system gate-to-gate ATM/CNS provision costs

ATM/CNS provision costs breakdown %

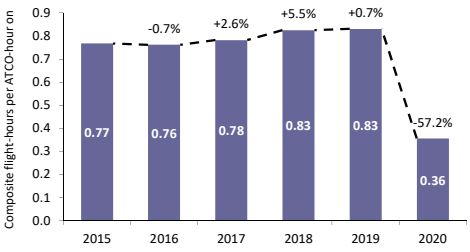
Staff costs	65.6%
Non-staff operating costs	20.8%
Depreciation costs	9.7%
Cost of Capital	3.8%
Exceptional costs	0.0%

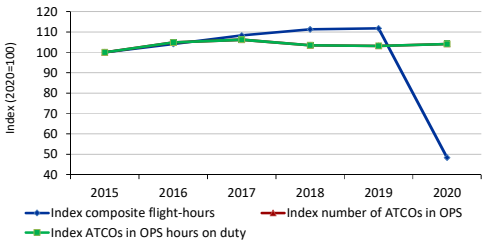
Trend in gate-to-gate economic cost-effectiveness (all financial data in €2020 prices)



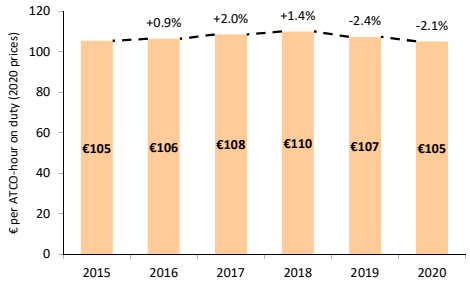


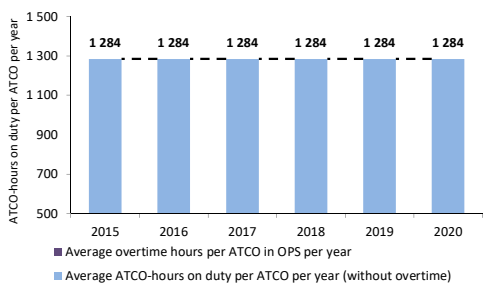
Trend in gate-to-gate ATCO-hour productivity



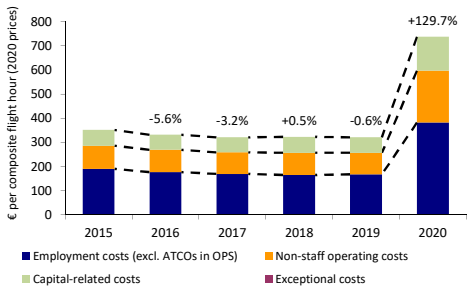


Trend in gate-to-gate employment costs per ATCO-hour

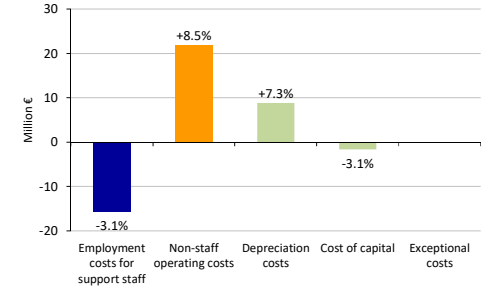




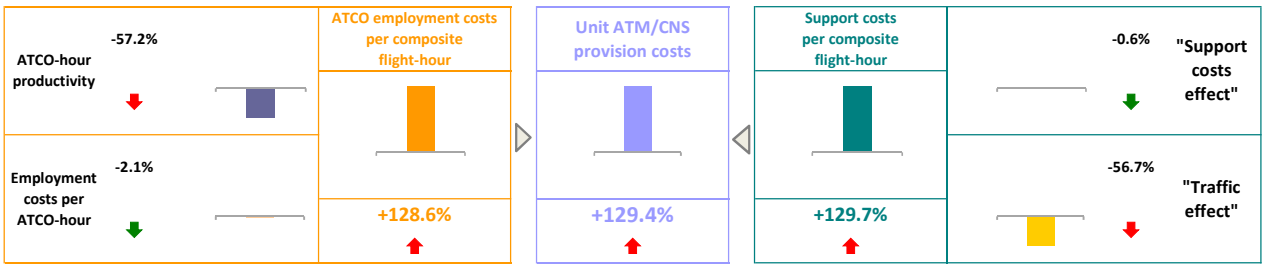
Trend in support costs per composite flight-hour



Changes in components of support costs (2015-2020)



Changes in financial cost-effectiveness (2019-2020)

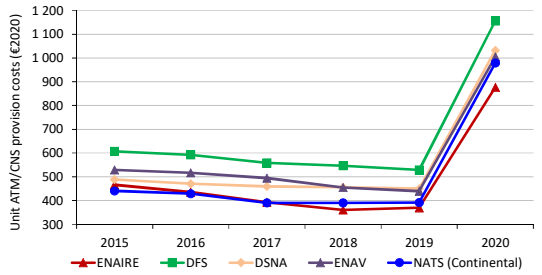


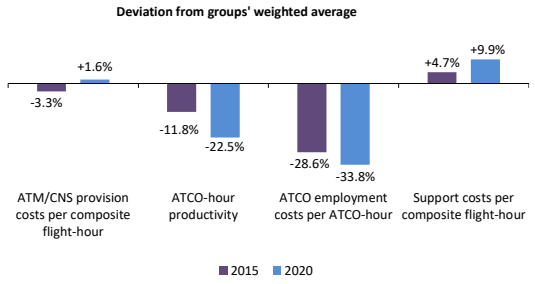
ATCO employment costs represent 29% of total ATM/CNS provision costs

Support costs represent 71% of total ATM/CNS provision costs

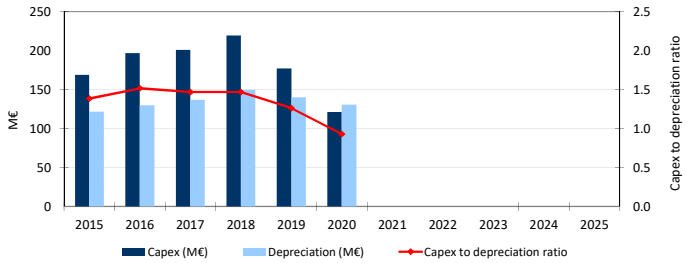
DSNA (France) – Cost-effectiveness KPIs (€2020)

Changes in unit gate-to-gate ATM/CNS provision costs within comparator group





Capital expenditures and depreciation costs



Information on major capex projects and ATM systems upgrades/replacements

ATM	COM	NAV	SUR	Building	Other	Years	FDPS	RDPS	HMI	VCS
							C: 1982 (All ACCs)*	C: 1982 (All ACCs)*	C: 2000 (All ACCs)*	C: 2000/2006 (All ACCs)*
€1 962.3M (2003-2030)	€290.5M (2003-2027)	€16.0M (2012-2019)	€4.6M (2015-2019)		€320.5M (2015-2019)	2015				
						2016			Bordeaux, Brest	
						2017				
						2018			Reims	
						2019	Marseille	Marseille	Marseille	
						2020	Paris	Paris	Paris	
						2021	Bordeaux, Brest, Reims	Bordeaux, Brest, Reims	Bordeaux, Brest	
						2022				
						2023				
						2024				
						2025				

* C = Commissioning Upgrade Replacement

Focus on the top five capex projects

Project number	Name of the project	Domain	Capex spent between start and end dates (€M)	Start date	End date
1	4-FLIGHT, COFLIGHT (EFDP),ERATO (MTCD), DATA LINK	ATM	1 428.1	2003	2025
2	SYSAT : new ATM system for APP and TWR operational units	ATM	455.8	2012	2030
3	Maintenance and evolution of existing installations in NAV / COM / ATM domains	OTHER	154.2	2015	2019
4	CSSIP : renewal of LAN and WAN to use IP standard (integrates the former project ISOCRATE)	COM	127.7	2005	2019
5	VCS : Voice Communication Systems (FABEC cooperation)	COM	86.8	2012	2027