

**EASA/FAA INTERNATIONAL AVIATION SAFETY CONFERENCE
REMARKS BY ALEXANDRE DE JUNIAC
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Ladies and gentlemen,

This year ... 110 years after the first flight of the Wright brothers in 1903, Air France will celebrate the 80th anniversary of its creation in 1933.

Some of you may know that Orville and Wilbur Wright chose to come to France to develop their first business, shortly after their extraordinary flight. Well, there is still some discussion about who actually was the first ...

Nevertheless, the Wright brothers came to France because aviation was already incredibly innovative and active in our country.

We can say that this was the very beginning of a long relationship between the United States, France and now Europe.

Today, this pioneer era is over. Traffic growth has been very impressive recently and is set to continue.

In 2012, safety record posted good results confirming the trend of the past decades. IATA registered no western-built jet hull loss.

Having said this, we should never be overconfident. Arrogance has no place here. We have to remain modest and humble regarding safety.

This industry performance could not have been reached without a solid and respected aviation regulatory environment where authorities play a key role.

Moreover, there is close and more efficient cooperation between all actors, including authorities. The past decade has witnessed a significant increase in collaborative programs and partnerships supporting safety.

The emergence of airline codeshares and global alliances has led airlines to open their doors to a new kind of supervision, complementary to the one they used to have with their own national authorities.

For instance, Air France, KLM and Delta, within SkyTeam and together with other airlines, have cooperated to develop the IATA Operational Safety Audit program.

IOSA is now a worldwide reference for nearly 400 certified airlines.

But the most significant move is not the IOSA certification as such.

It is the collaborative effort.

This effort has led airlines to open up their ground, flight and maintenance operations, in order to question their own way of doing things.

2009 was a dreadful year for Air France and for the families affected by the accident over the South Atlantic. The absence of recorded flight data was an additional challenge, as we might never know what really happened and never be sure that our actions were relevant.

We made the decision to set up an independent safety review of our operations.

Although Air France was fully compliant with regulations and IOSA certified, we were convinced that our processes, practices and culture had to reflect the highest standards within the industry.

We built a team of international experts from the operational, regulatory and academic worlds. We asked them to conduct an in-depth review.

This team included a former FAA associate administrator, Corporate Safety VPs from major airlines in the US, Europe and Australia, as well as researchers in Systemic Safety and Human Factors.

What we've learnt from this process and the recommendations, which have been fully implemented, is now an important driver to our safety efforts.

The quality of the relationship between authorities and operators can become crucial during an unexpected crisis such as the one we faced in March 2010 during the Icelandic volcano eruption.

In real time, inside the European strategy set up by EASA and Eurocontrol, Air France and DGAC worked together and demonstrated that safe solutions could be found, aside from the simple closure of European airspace. There were courageous decisions and acts from the DGAC. The recognition of the respective responsibilities was essential.

Today, the ICAO Policy Project regarding airspace exposed to volcanic ashes reflects this policy.

At a European level, Air France is proud to take an active part in significant collaborative safety initiatives.

Among them, let's mention the European action plan to prevent the risk of collisions during taxiing, take-off or landing (EAPPRI) as well as the more recent one dedicated to the prevention of runway excursions (EAPPRE).

We co-chair the European Commercial Aviation Safety Team (ECAST) in partnership with EASA. We chair the IATA IOSA Oversight Committee and we contribute to other significant collaborative initiatives, including working groups dedicated to pilot training.

We also contributed to the launch of France's "Safety Network" in 2006.

From those introductory remarks, we may have good reasons to be optimistic about the future, but again there is no place for complacency or arrogance.

Our world is constantly changing. New technologies such as the ones developed through SESAR and NEXTGEN programs will bring additional safety. However these new frameworks may also create unexpected new accident scenarios we must identify and mitigate as early as possible. Cooperative safety partnerships such as the CAST (Commercial Aviation Safety Team) in the US and ECAST in Europe could have a major role in identifying these emerging risks.

Our safety heritage should not be questioned in the future for any reasons, such as pressure on costs.

There will be no room for compromise.

This is why the subject of this Conference: "Global Cooperation in aviation safety: the strategy for success" is absolutely key for the Air Transport Industry.

I wish you a good conference and a pleasant stay in Paris.

Thank you.