



The EU's response to the Ash crisis

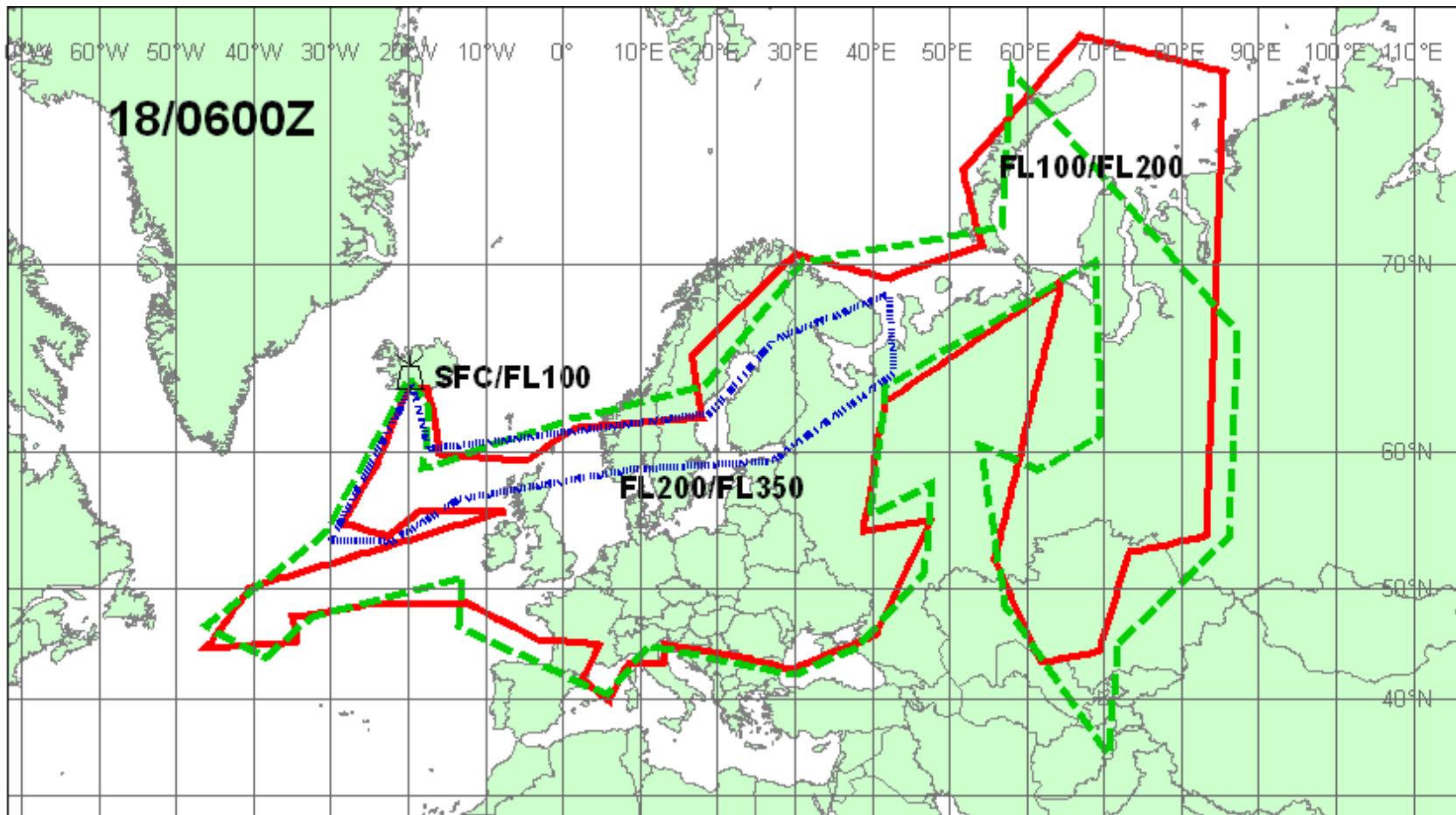
Daniel Calleja
Director AirTransport
European Commission

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● Facts and impact

- The closure of the airspace between 15 and 21 April caused an unprecedented disruption of air traffic :
 - » More than 100.000 flights cancelled
 - » Cc. 10M pax unable to travel
 - » Airlines' revenue loss estimated at 1.7B USD (IATA)
 - » 313 European airports (80% of the network) totally disabled and airports' lost revenue was 317M USD (ACI Europe)

Initial airspace closure



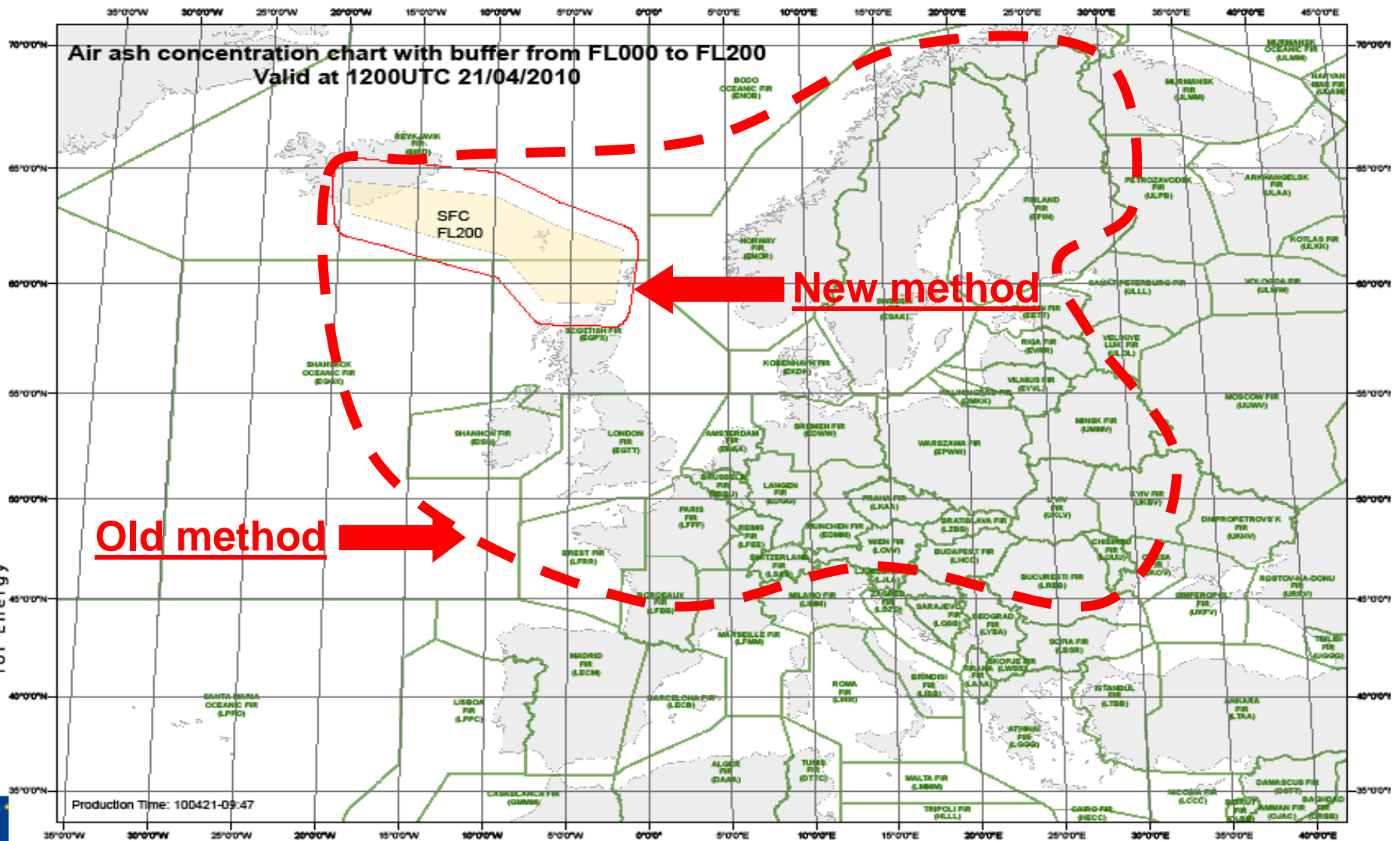
● The European Union's immediate response

- Facilitate the re-opening the European airspace under strict safety conditions.
- European Commission initiative over the weekend of 17–18 April, with the Spanish Presidency and Eurocontrol.
- 3 Options
 - 1) **Status Quo**
 - 2) **Operators' Responsibility**
 - 3) **'New Approach'**

● Re-opening the European airspace

- ‘New approach’ for defining no-fly zones, approved by EU Transport Ministers 19 April:
 - » **First ‘No fly zone’** including a 60 nautical miles buffer zone: Full restrictions of operations;
 - » **Second ‘Enhanced Procedures’ zone** which in principle does not impede operations even though there are still amounts of ash: Decisions to be taken in a coordinated manner by authorities of Member States;
 - » **Third ‘Normal’ zone** with no restrictions of any type (not affected by ash).
- Reopening of airspace on 20 April

Old and new no-fly areas



● Results: Effective new and refined methodology in accessible airspace (21/05/2010)

- No Fly zone in black (Ash concentration above 4000 microgrammes/m³).
- Enhanced Procedures zones:
 - » - Grey (2000-4000 microgrammes/m³)
 - » - Red zone (200-2000 microgrammes/m³)
- Normal zone in white with no restriction (concentration below 200 microgrammes/m³)



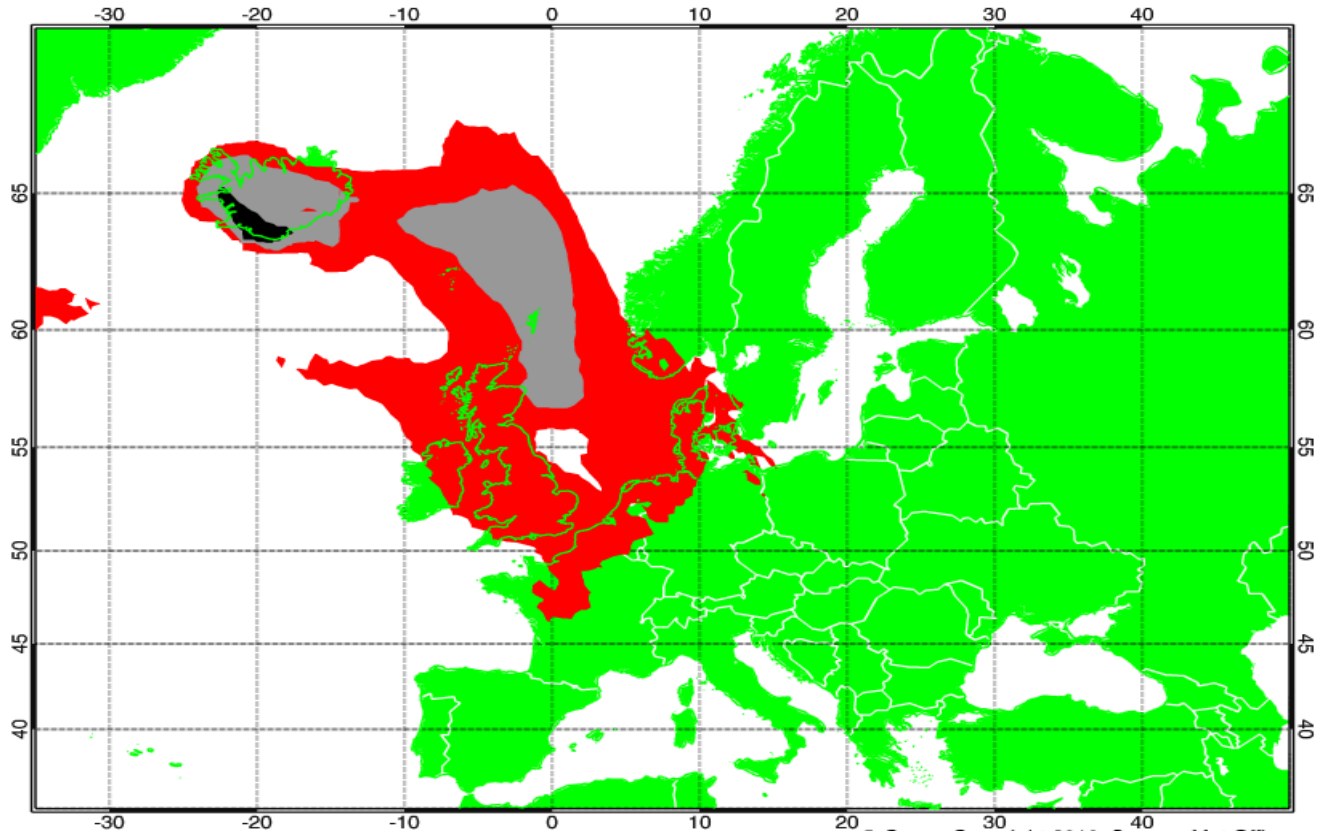
Met Office

Modelled Ash Concentration from FL000 to FL200 at 1800 UTC 17/05/2010

Issue time: 201005171800

This is a guidance product generated from model data and is supplemental to the official VAAC London Volcanic Ash Advisory and Volcanic Ash Graphic products.

- Predicted area where volcanic ash may be encountered
- Predicted area of ash concentrations that allow a defined period of flight before engine manufacturer tolerance levels are exceeded
- Predicted area of ash concentrations that exceed acceptable engine manufacturer tolerance levels



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- **A picture speaks louder than a 1000 words**

- [Traffic 14-21 April](#)

● **Helping the air transport industry to overcome this unprecedented period**

- **The EC presented on 27th April a preliminary assessment of the economic consequences and a range of possible short-term actions and structural measures**
- **The 27 Transport Ministers backed these proposals at their extra-ordinary Council meeting on 4th May.**
- **Good progress reported to the Ministers meeting of June 24th, but essential to move forward fast.**

- **Structural measures: Better risk management planning for any future disruption caused by volcanic activity**

- Creation of the European Aviation Crisis Coordination Cell (EACCC)
- Develop a new European methodology for risk assessment and risk management.
- Take stock of current technologies and methodologies, and create an associated roadmap.

● Structural measures: (cont)

- Acceleration of Single European Sky
 - » Performance Scheme and designation of the Performance Review Body
 - » Designation of Network Manager
 - » Nomination of FAB Coordinator

Crisis: an opportunity for enhanced European ATM integration.

- Develop a mobility plan for passengers.
- Establish an Aviation Platform.

● Fulfilling the Council's and industry's expectations: the next steps

- Identify the current and future needs to bring about improvement.
 - » Short-term (Quick Wins)
 - » Medium-term
 - » Long-term
- Emphasis is on improving the detection, measurement and modelling of volcanic ash presence to enhance operational decision-making processes.
- ICAO Assembly: opportunity for global, harmonised approach

IT'S TIME TO DELIVER!

- Sense of urgency
- Key priorities:
 - » Revision of ICAO Annex 3
 - » Work with and improve the agreed ash tolerance levels
 - » Integrate MET information into systems for flight planning
 - » Global consideration for network management concept
 - » Improve data collection, storage and usage
- Identify a Strategy to move forward in a comprehensive manner (operational, safety, financial ...)
- Participation of all stakeholders is critical

● Conclusions

- The crisis highlighted the vital role of air transport for our society.
- Safety is not negotiable!
- However, in every crisis lies an opportunity.
- We need more than ever the SES in an enhanced globally agreed ICAO approach.



Thank you for your attention!

Daniel.Calleja-Crespo@ec.europa.eu