

**Atlantic Conference on Eyjafjallajökull and Aviation**  
**September 15-16, Keflavik Airport, Iceland**  
**SESSION No. 8**  
**Questions and Remarks from the Audience**

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**( Remarks: Remarks completed and sent to the Conference Sept.21, 2010)**

Two main questions prompted Delta's attendance at the conference:

1. The volcanic Ash Hazard: What needs to be avoided?
2. Decision making process: Who should be responsible for the avoidance decision?

Neither was completely resolved, but there was some progress made. It appeared that there is a unanimous agreement that ICAO is the appropriate body to complete the process of answering the two main questions. I expect that when ICAO completes the process we will arrive at a conclusion that falls along the lines of the following:

**1. What needs to be avoided?**

Ash that is visible to the human eye &/or detectable via weather satellites is recommended to be avoided. Computer dispersion models should be used to supplement the observed info rather than override the observed information.

**2. Who should be responsible for the avoidance decision?**

While the final authority & responsibility for safe operation of an individual aircraft rests with the captain of an individual aircraft, there are numerous additional resources that must be marshaled to ensure that the individual flight plan that is prepared for the captain, as well as the systematic air traffic flows are designed with passenger safety as the primary goal followed by operational efficiency. The additional resources that must be included are reps from Air Navigation Service Provider(s) (ANSP) organization(s) and operators(s).