



Atlantic Conference on Eyjafjallajökull and Aviation

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Keflavik Airport
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15-16 September 2010

Outline

- **Introduction**
- **Tasks**
- **During the eruption**
- **After the eruption**
- **If an eruption starts at short notice**
- **Key activities**
- **Conclusions**



First Tasks

- **Type-Certification & Approvals**
 - **Rulemaking for civil aviation**
 - **Standardisation / Inspections**
 - **Safety Analysis**
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New Tasks

- **Flight Operations Rules**
- **Flight Crew Licensing Rules**
- **Authorisation of non-EU Operators**
- **Air Traffic Management / Air Navigation Services, Rules & Certification**
- **Airport Safety Rules**

During the eruption

- **To ensure safety of flight EASA published two Safety Information Bulletins (SIBs)**
- **Develop a new approach**
- **Enhanced reporting was introduced**
- **High level of safety maintained**
- **Recognition that improved coordination needed**

After the eruption

- **Multidisciplinary issues**
- **Meetings & Conferences**
 - ★ **Industry**
 - Operations / ATM
 - Manufacturing
 - ★ **Research**
 - ★ **Authorities**
- **European Coordination**
- **International Harmonisation**

If an eruption starts at short notice

- EASA SIB 2010-17R2 remains valid. It explains the zoning system for predicted ash concentration levels and those recommended maintenance instructions necessary to ensure continued safe flight when flying in low contaminated airspace**
- EASA SIB 2010-17R2 is anticipated to be updated when more data and experience become available**

➤ **European Aviation Crisis Coordination Cell**

- **2nd Meeting on 6 July 2010**
 - **3rd Meeting planned for October 2010**
 - **Cell should deal with any impact on the network**
 - **Not an executive role**
 - **Plan for action - Coordination**
 - **Organise teleconferences to exchange latest information on the developments with the VAACs, ANSPs concerned and aircraft operators**
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International Air Safety & Climate Change Conference

- **Support the integration of relevant and accurate meteorological information into systems for flight**
- **Ground and airborne measurements are at national level; coordination between national institutions and links with VAAC need to be improved**

ICAO International Volcanic Ash Task Force (IVATF)

- **When addressing the threshold issue one must distinguish between 'hazardous' levels of ash concentrations, 'significant' levels that may entail an increased risk of engine damage resulting in additional maintenance costs and**
- **levels that may not have any safety or cost implications**

Sharing information

- **The reporting of ash encounters and findings through a dedicated system**
- **Facilitate wider data collection and analytical synergies**
- **Ground and airborne measurements are at national level; coordination between national institutions and links with VAAC need to be improved**
- **Better information to the cockpit**

Risk Assessment

- Needs to be substantial
- Needs information
- Needs to be traceable and transparent

- Proposal to EACCC
- Use existing tools
- Develop a flow chart

Conclusion

- **Clarity of the role of each actor**
 - ★ **Depending on the State concerned, Danger Areas may be established to contain an Area of High Contamination**
- **Sharing information**
- **Harmonisation of Standards**
- **International Dimension**
 - ★ **ICAO is only as good as its inputs and therefore full stakeholder participation is crucial for it to succeed. EASA is on-board**

Ihre Sicherheit ist unsere Aufgabe

