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Volcanic ash

1 Introduction

Applicable for all AOC holders excluding Icelandic Coast Guard when operating according to "Lög um landhelgisgæslu Íslands nr. 52/2006". The purpose of this AIC is to provide operators, owners and maintenance organisations with new guidance on aircraft operations where volcanic ash contamination may be a hazard for flight operations.

2 Key principles

- Operation in visible volcanic ash should be avoided.
- Restricted area will be declared around the volcanic source.
- The operator is responsible for the safety of its operations under the oversight of their respective State regulatory authority. The guiding principle for such operations is the use of a safety risk management approach, as described in ICAO Doc 9974, Commission Regulation (EU) No 965/2012 and EASA Safety Information Bulletin (SIB) 2010-17R6.
- In order to consider whether or not to operate into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator should have in place an identifiable safety risk assessment (SRA) within its Safety Management System (SMS).
- In order to decide whether or not to operate into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator's SRA must be accepted by its State regulatory authority.
- The safety control measures set out in ICAO Doc 9974, Commission Regulation (EU) No 965/2012 and EASA Safety Information Bulletin (SIB) 2010-17R6 are intended to be sufficiently robust that they facilitate acceptance, without further investigation, by a State whose airspace is forecast to be affected by volcanic ash. The State can - based on the implementation of internationally accepted Safety Management principles - be confident in the ability of operators from other States to undertake operations safely in its airspace.

3 Terminology

The following definitions of contamination are applicable regarding operation of aircraft in airspace contaminated with volcanic ash.

- Area of Low Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or less than $2 \times 10^{-3} \text{ g/m}^3$. (Cyan)
- Area of Medium Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than $2 \times 10^{-3} \text{ g/m}^3$, but less than $4 \times 10^{-3} \text{ g/m}^3$. (Grey)
- Area of High Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than $4 \times 10^{-3} \text{ g/m}^3$, or areas of contaminated airspace where no ash concentration guidance is available. (Red)

These definitions are consistent ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II) and EASA Safety Information Bulletin (SIB) 2010-17R6.

4 Iceland will operate in accordance with NAT DOC 006 Part II

4.1 Operations within areas of ash contamination

- (1) Low ash contamination:
Aircraft Operators make decisions based on their SRA in the forecast areas of low ash contamination.
- (2) Medium and High ash contamination:
Forecast areas of medium and high ash contamination will be combined and declared a Danger Area, where IFR clearance will not be issued. Danger areas of combined medium and high contamination will be published by NOTAM.

4.2 SIGMET will be published for contaminated area, combining areas of Low, Medium and High ash contamination

5 Common SRA recognition

As part of its overall decision making process regarding the operation of aircraft in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, aircraft operators registered in other States may base their decisions on their SRA, as accepted by their State regulatory authority, taking into account the procedures in 4.1.

6 Reference documents:

- ICAO Doc 9974 -
http://www.icao.int/publications/Documents/9974_en.pdf
- ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II) -
http://www.paris.icao.int/documents_open/files.php?subcategory_id=63
- EASA Safety Information Bulletin (SIB) 2010-17R6 -
<http://ad.easa.europa.eu/ad/2010-17R6>

END

AIC cancelled:

NIL