

International Air Safety & Climate Change Conference

Cologne, Germany – 9 September, 2010

European Commission contribution

What should be done to implement the mitigation?

LADIES AND GENTLEMEN,

WHEN ADDRESSING THE ISSUE OF IMPACT ON EUROPEAN AIR TRANSPORT OF THE EYJAFJALLAJOKULL ERUPTION AND WHAT SHOULD BE DONE TO IMPLEMENT IDENTIFIED MITIGATION, WE FIRST OF ALL NEED TO AGREE ON SOME GUIDING PRINCIPLES. IN THIS RESPECT THE FOLLOWING IS OFFERED FOR CONSIDERATION:

- **THE OPERATOR** SHOULD TAKE THE DECISION TO PLAN A FLIGHT INTO AIRSPACE CONTAMINATED BY VOLCANIC ASH. THIS DECISION SHOULD NOT BE TAKEN BY AUTHORIZED ENTITIES WHICH CLOSE THE AIRSPACE.
- SUCH DECISIONS SHOULD BE MADE USING A **RISK ASSESSMENT FRAMEWORK**, METHODOLOGY OR PROCESS THAT IS RECOGNISED AND AUTHORISED BY THE REGULATOR AND STANDARDISED SUFFICIENT TO EASE INTERNATIONAL RECOGNITION.
- **THE REGULATOR** SHOULD MAKE ITS RECOGNITION AND AUTHORISATION DEPENDENT ON ITS SATISFACTION WITH THE EXTENT AND QUALITY OF THE INFORMATION CONSIDERED BY THE OPERATOR AND WITH THE RIGOUR WITH WHICH THE ATTENDANT HAZARDS ARE ASSESSED AND MITIGATED AGAINST.
- THE OPERATOR ASSESSMENT SHOULD INCLUDE INFORMATION **FROM THE AIRFRAME AND ENGINE** MANUFACTURERS CONCERNING THE EXPECTED AIRWORTHINESS EFFECTS OF FLIGHT INTO ASH-CONTAMINATED AIRSPACE EXPRESSED IN A MANNER COMPATIBLE WITH THE NEEDS OF THE OPERATOR AND **FROM THE VOLCANIC ASH ADVISORY CENTRES**, AND AS APPROPRIATE FROM OTHER QUALITY-PROOFED SOURCES, CONCERNING THE PREDICTED AND ACTUAL POSITION OF THE ASH-CONTAMINATED AIRSPACE AND CONCERNING THE NATURE OF THAT CONTAMINATION EXPRESSED IN A MANNER COMPATIBLE WITH THE NEEDS OF THE OPERATOR.
- THE ABSENCE OF SUITABLE INFORMATION ABOUT THE AIRWORTHINESS EFFECTS OF ASH, OF THE LOCATION AND NATURE OF ASH CONTAMINATION OR OF SUCH OTHER KEY INFORMATION AS THE REGULATOR MAY DIRECT, **WILL PREVENT OPERATORS** FROM PLANNING FLIGHTS INTO AIRSPACE IN WHICH THE PREDICTED ASH DENSITY EXCEEDS $4 \times 10^{-3} \text{ g/m}^3$ OR THE ACTUAL DENSITY EXCEEDS $2 \times 10^{-3} \text{ g/m}^3$

ON THE BASIS OF DISCUSSIONS AND CONCLUSIONS DRAWN FROM THIS CONFERENCE AND OTHER FORA WHERE THIS HAS BEEN DISCUSSED, IT IS FAIRLY CLEAR WHAT NEEDS TO BE DONE. FROM A COMMISSION PERSPECTIVE CLEAR DIRECTIVES WERE RECEIVED IN THE FORM OF THE COUNCIL OF MINISTERS' CONCLUSION OF 4 MAY:

- ACTION 1: NEW EUROPEAN APPROACH TO RISK ASSESSMENT AND RISK MANAGEMENT
- ACTION 2: DEFINITION OF BINDING LIMIT VALUES FOR FLIGHT SAFETY:
- ACTION 3: WORKING GROUP OF EXPERTS + ICAO ASSEMBLY INITIATIVE
- ACTION 4: CREATION AND FUNCTIONING OF CRISIS CELL FOR DISASTERS WITH IMPACT ON AIR TRAFFIC
- ACTION 5: ACCELERATION OF THE SINGLE EUROPEAN SKY INITIATIVE
 - NOMINATION OF THE FUNCTIONAL AIRSPACE BLOCKS COORDINATOR,
 - ACCELERATED IMPLEMENTATION OF THE FUNCTIONAL AIRSPACE BLOCKS,
 - APPOINTMENT OF THE EUROPEAN NETWORK MANAGER BY END OF 2010,
 - ADOPTION OF THE ASSOCIATED PERFORMANCE SCHEME,
 - ACCELERATION OF THE IMPLEMENTATION OF EASA'S NEW COMPETENCES, PARTICULARLY ON ATM, TO BE ASSUMED BEFORE 2012,
 - ADOPTION OF THE SESAR DEPLOYMENT STRATEGY BEFORE THE END OF 2010
- ACTION 6: EXPLORE THE POSSIBILITY TO ENHANCE THE INTERMODAL MOBILITY COORDINATION
- ACTION 7: ESTABLISHMENT OF A HIGH-LEVEL ADVISORY AVIATION PLATFORM

THE COMMISSION HAS BEEN ABLE TO PROGRESS A NUMBER OF THESE ACTIONS, NOTABLY WITH REGARDS TO ACTIONS 4-7 AND PARTLY ACTION 3. BUT WHERE THERE REMAINS FURTHER WORK TO BE DONE IS IN THE AREAS OF ACTIONS 1-2, WHICH HAPPENS TO BE WHAT THIS VERY CONFERENCE HAS BEEN ADDRESSING.

BUT – THIS IS NOT THE FIRST CONFERENCE OR WORKSHOP WHERE THIS HAS BEEN DISCUSSED, AND WHEREAS NEW DATA AND INFORMATION CONTINUES TO BE MADE AVAILABLE THERBY INCREASING THE CIVIL AVIATION COMMUNITY'S UNDERSTANDING OF THE EFFECTS OF VOLCANIC ASH AND HOW BEST THEY ARE MITIGATED, THERE IS NOW A CLEAR NEED TO MOVE TO THE NEXT LEVEL – **IT'S TIME TO DELIVER!**

THE LACK OF CLARITY REMAINS AROUND THE WHO, WHEN, WHERE AND HOW RELATED QUESTIONS, AND IN ORDER TO ADDRESS THIS IT HAS TO START WITH A CLEAR PROCESS OF IDENTIFYING THE STRATEGY TO ACHIEVE IT.

ELEMENTS FOR A STRATEGY CONSIST OF:

- VISION
- MISSION
- VALUES
 - PEOPLE
 - PERFORMANCE

- ACCOUNTABILITIES
- STRATEGIC PRIORITIES

ICAO, THROUGH ITS INTERNATIONAL VOLCANIC ASH TASK FORCE (IVATF), HAS TAKEN A STEP IN THE RIGHT DIRECTION, AND THE COMMISSION RECOGNISES A LEADERSHIP ROLE FOR ICAO WHERE EFFORTS ON THE GLOBAL LEVEL ARE REQUIRED, THE OVERALL AIM BEING TO ACHIEVE A **HARMONISED, GLOBAL APPROACH** IN CASE OF FUTURE REGIONAL/GLOBAL CRISES SEVERLY AFFECTING AVIATION. HOWEVER, THERE IS A SENSE OF URGENCY FROM A EUROPEAN PERSPECTIVE AS THE THREAT OF FURTHER ERUPTIONS IN ICELAND IS REAL, AND IN THIS CONTEXT WE SEE IT AS A PRIORITY TO IDENTIFY THE CURRENT NEEDS TO BRING ABOUT IMPROVEMENT IN THE SHORT-TERM (QUICK WINS). THE EMPHASIS HAS TO BE ON IMPROVING THE DETECTION, MEASUREMENT AND MODELLING OF VOLCANIC ASH PRESENCE TO ENHANCE OPERATIONAL DECISION-MAKING PROCESSES.

LADIES AND GENTLEMEN, THANK YOU FOR YOUR ATTENTION.