



## NOTICE TO OPERATORS 11/06 R1

**Subject:** Flight operations into airspace with known or forecast volcanic cloud contamination or at aerodromes with runway volcanic ash (VA) contamination (VA conditions)

**Date:** 23 September 2011

**Description:**

EASA has issued a Safety Information Bulletin (SIB No 2010-17) related to "Flight in airspace with contamination of Volcanic Ash". The last revision (revision 4 of 24 May 2011) of this SIB is available on the website:

<http://ad.easa.europa.eu/sib-docs/page-1>

This SIB defines the conditions in which an aircraft can be operated in a contaminated area (depending on the level of contamination).

An operator not wishing to operate in "VA conditions" must ensure that its policy is enforced. Furthermore, procedures in case of unintentional operation in "VA conditions" must be defined (refer to Para. 2.).

Any Belgian operator wishing to operate into airspace that is known or suspected to be contaminated with volcanic ashes shall comply with this SIB.

Belgium will not follow the approach (B) which is described in this SIB (perform reconnaissance/clearance flight).

When proposing procedures and risk analysis system [approach (A)], operators will take into account the preliminary ICAO document "Management of flight operations with known or forecast volcanic cloud contamination" enclosed to the SIB.

1) Operators wishing to operate in "VA conditions".

The BCAA should accept "VA operations" for all commercial operators. Operators are requested to submit to the BCAA a Volcanic Ash Safety Risk Assessment (VA SRA) in accordance with the SIB No 2010-17 R4 and its appendix.

Minimum requirements: operators should document the topics of the VA SRA case study in the following chapters and/or documents:

- Risk analysis study with the Risk assessment matrix (refer to the SIB appendix D), for general operation case and not per flight,
- A table, ref. SIB Appendix B, to list & check the required procedures, to ensure that all SIB requirements are processed,
- OM-A (TR) (Crew procedures),
- OCC/Dispatch planning procedures,
- Notice to involved personnel (also Cabin crews, Dispatch ...),
- Training requirements,
- Maintenance procedures.

2) Some operators may decide not to plan and operate in "Volcanic Ash conditions". In such a case, operational procedures need nevertheless to be updated.

Minimum requirements:

#### 2.1) Introduction letter

A letter signed by the Safety Manager, Accountable Manager should be send to the BCAA that the Risk was assessed and that those VA operations shall not be planned.

Reference shall be made to the applicable amended procedures (ex.: OM-A (TR) and OCC/Planning procedures ... )

#### 2.2) OM-A chapter on Volcanic Ash

Verify and amend the OM-A chapter Volcanic ash to clearly incorporate this decision.

Indeed, the applicable **OM-A** chapter(s) needs to contain certain minimal information as follows (not exhaustive):

- Introduction : danger and associated descriptions,
- VA levels : definitions of the three zones + colors,
- VA situation awareness : charts (colors), MET offices (UK VAAC.. ), NOTAMs, ASHTAMs, Alert phases,
- Recognition of VA encounter,
- Escape procedures (and/or reference to QRH) in case of unintentional encounter,
- Awareness of OEM (original equipment manufacturers) documents and procedures for maintenance,
- Notifications in case of unforeseen VA encounter (PIREPS, VA report form, Flight log (ATL), call to maintenance), forms to be used,
- Statement that no such operations shall be planned nor intentionally done in, near, over and under those areas.

For example an aircraft could be "stranded" in such a zone.

#### 2.3) OCC/Flight planning

A minimum of procedures should be available for OCC/Flight planning offices:

- Management and Operational Awareness,
- Planning safely around contaminated zones, collect OEM data for maintenance actions,
- Interdiction of planning: to, near, under, through, above contaminated areas, at day, at night or in VMC (criteria to establish).
- ...

#### 2.4) Training

Those operators should provide and document a minimal training for their personnel to be aware : Crew, Dispatchers, Maintenance.

This may be done in several forms, Notice to personnel, crew, training sessions ...



Benoît VAN NOTEN, Ir.  
Counsellor General