

# AIC - SUOMI / FINLAND

Aeronautical Information Service

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## SUOMESSA SOVELLETTAVA TOIMINTATAPA ILMATILASSA, JOSSA ESIINTYY VULKAANISTA TUHKAA

Fintraffic ANS julkaisee Suomessa sovellettavan lähestymistavan toimia ilmatilassa, jossa esiintyy vulkaanista tuhkaa.

Tiedote sisältää useita tarkoin määritettyjä termejä ja lyhenteitä, minkä johdosta se julkaistaan ainoastaan englanniksi.

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## MANAGEMENT OF VOLCANIC ASH EVENTS IN FINLAND

This AIC concerning the management of volcanic ash events in Finland is published by Fintraffic.

Since this material contains a number of specific terms and abbreviations, it is published in English only.

Additional information:

## VOLCANIC ASH

Reference documents:

- ICAO Doc 9974 - [http://www.icao.int/publications/Documents/9974\\_en.pdf](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) - <https://www.icao.int/EURNAT/EUR%20and%20NAT%20Documents/EUR+NAT%20VACP%20v2.0.1-Corrigendum.pdf>

- EASA Safety Information Bulletin (SIB) 2023-13  
<https://ad.easa.europa.eu/ad/2023-13#download>

- Commission Regulation (EU) 965/2012: ORO.GEN.200 (a)(3) Operations Manual Management System and GM2 ORO.GEN.200 (a)(3) and for ATO:s: GM3 ORA.GEN.200(a)(3)

### 1. Introduction

The purpose of this AIC is to provide operators, owners and maintenance organisations with new guidance on aircraft operations in Helsinki FIR where volcanic ash contamination may be a hazard for flight operations.

### 2. Key principles

The operator, owners and maintenance organizations are 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 and EASA SIB 2023-13: <https://ad.easa.europa.eu/ad/2023-13#download>

In order to consider whether or not to operate into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, aircraft operators should have in place an identifiable active 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, an EASA operator shall have a VA SRA (volcanic ash safety risk assessment) accepted by its state regulatory authority, according to EASA SIB No: 2023-13, (1)(a)(1). TCO Operators according to EASA SIB No:2023-13, (1)(a)(2). (TCO operators: development of a separate SRA specifically for Europe is not required).

The safety control measures set out in ICAO Doc 9974 and EASA SIB 2023-13: <https://ad.easa.europa.eu/ad/2023-13#download> 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.

Ensure that in case of encounter with volcanic ash in flight, flight crew report it to the ATS Unit providing service in that airspace.

### 3. Terminology

The following definitions of contamination are applicable in Finland 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  $2 \times 10^{-3}$  g/m<sup>3</sup>. (Cyan)

Area of Medium Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than  $2 \times 10^{-3}$  g/m<sup>3</sup>, but less than  $4 \times 10^{-3}$  g/m<sup>3</sup>. (Grey)

Area of High Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than  $4 \times 10^{-3}$  g/m<sup>3</sup>, 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 SIB 2023-13: <https://ad.easa.europa.eu/ad/2023-13#download>.

### 4. VA SRA application in Finland

#### 4.1 Areas of ash contamination

In Finland aircraft operators will be allowed to make decisions based on their VA SRA in the forecast areas of low, medium and high ash contamination.

Therefore, Finland will allow operators to make decisions based on their VA SRA, as accepted by their respective state regulatory authority, in forecast areas of low, medium and high ash contamination.

#### 4.2 Common SRA recognition

As part of its overall decision-making process regarding the operation of aircraft in Helsinki FIR or aerodromes within with known or forecasted contaminated conditions with volcanic ash, Finland will allow aircraft operators registered or operated in other States to base their decisions on their VA SRA, as accepted by their State regulatory authority, in accordance with the above-mentioned approach (see 4.1).