

Cross Polar Trans East Air Traffic Management Providers (CPWG-PM1) Meeting
(Paris, France 22-24 May 2019)

Agenda Item 2: Summary of Pertinent Issues from ANSP Meetings & Other Relevant Meetings

VOLCEX18

(Presented by Iceland)

SUMMARY

A summary of VOLCEX18 in the EUR/NAT Regions is provided

1. Introduction

1.1 VOLCEX18 Exercise Scenario involved a simulated eruption of Öräfajökull, Iceland at 0200 UTC on 25 November 2018.

2. Discussion

2.1 VOLCEX18 impacted the British Isles, a large part of Continental Europe and east to the Russian Federation and west into the Canadian FIRs.

2.2 The Exercise took place on 28 November 2018 from 0800 – 1600 UTC. The objectives of the exercise were the same as VOLCEX17 with the following additions: emphasis on limiting the use of Danger Areas in accordance to the Volcanic Ash Contingency Plan (VACP) for the EUR/NAT Regions; conduct workshop on exercise preparation with an emphasis on reviewing the new merged VACP and Exercise Directive (open to everyone with an emphasis on ANSPs, MWOs, NOFs and National Regulators); clarification on the transmission/dissemination of special air-reports on volcanic ash from aircraft via Very High Frequency (VHF), Controller Pilot Data Link Communications (CPDLC) and SATCOM (pre-coordination with operator needed) as well as clarification on the ICAO method of disseminating these reports; test airport readiness in situation with high numbers of stranded passengers due to flight cancellations; and test airport diversion capability information distribution (enhanced Network Manager (NM) tool plus procedures). The complete list of aims and objectives of VOLCEX18 is provided in **Appendix A**.

2.3 VAAC London generated the Volcanic Ash Advisories (VAA) and Volcanic Ash Advisories in Graphical Form (VAG) and the United Kingdom MET Office generated Volcanic Ash Concentration Charts at 6 hourly intervals in support to the EUR/NAT VACP.

2.4 Teleconferences organized by Network Manager discussed the current Air Traffic Management (ATM) network situation (based on Air Traffic Flow Management (ATFM) simulation) as well as outlook (based on VAAC charts) for the following 24 hours.

2.5 The ATM network simulation made the following assumptions: only departures and arrivals from/to airports under high density ash clouds were cancelled; all other flights were operated (including all incoming long-haul) and re-routed around high ash concentration airspace, except in case of unrealistic level capping for more than 200 NM and/or reroutes adding more than 800 NM; flight operations took place in airspace with low and medium ash concentration, but no flights entered airspaces of high ash concentration; and the traffic assessed was based on the operational situation valid around the time of the operational teleconferences. This resulted in approximately 1,400 rerouted and 8,600 cancelled flights.

2.6 Participants of VOLCEX18 included approximately 30 airline operators, IATA, Aircraft Operator Crisis Coordination Cell (AOCCC), European Aviation Crisis Coordination Cell (EACCC), Network Manager, approximately 27 ANSPs providing ATS, MET and NOTAM services, VAAC London (VAAC Toulouse backup), and 11 other organisations.

3. Action by the Meeting

3.1 The meeting is invited to:

- a. review the information contained in this Working Paper;
- b. endorse the information provided in this Working paper.