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Flight operations conduct in airspace contaminated with volcanic ash

1. General

The purpose of this AIC is to provide the operators, aircraft owners and maintenance organisations with the information and principles for conducting aircraft operations in the airspace contaminated with volcanic ash.

Information in this AIC are in line with the recommendations of the International Civil Aviation Organisation (ICAO), ICAO Doc 9974 and of the European Union Aviation Safety Agency (EASA), EASA Safety Information Bulletin (SIB) No.: 2023-13, and with the EUR Doc019 - NAT Doc 006, Part II VOLCANIC ASH CONTINGENCY PLAN—EUROPEAN AND NORTH ATLANTIC REGIONS.

2. Levels of contamination

The following levels of contamination are applicable in the Republic of Croatia regarding operation of aircraft in the airspace contaminated with volcanic ash:

- i. Areas of low contamination:
An airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than 0.2×10^{-3} g/m³, but less than or equal to 2×10^{-3} g/m³.
- ii. Areas of medium contamination:
An airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than 2×10^{-3} g/m³, but less than 4×10^{-3} g/m³.
- iii. Areas of high contamination:
An airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than 4×10^{-3} g/m³.

3. Principles for flight operations in airspace contaminated with volcanic ash

The guiding principle for flight operations in the airspace contaminated with volcanic ash is the development of the safety risk assessment and application of mitigation measures stemming from this assessment (Volcanic Ash Safety Risk Assessment - VA SRA), in accordance with the procedure described in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) No.: 2023-13.

As part of the safety management system (SMS), aircraft operators shall develop VA SRA for cases of flight operations in the airspace or at the aerodromes contaminated with volcanic ash.

When volcanic ash is predicted, aircraft operators shall conduct flight operations in accordance with the risk mitigation measures stemming from their VA SRA.

Flights through visible or discernible volcanic ash should be avoided, in particular, if the visibility of the ash is impeded (e.g. in instrument meteorological conditions (IMC), at night).

Aircraft operators shall monitor the development of airspace in the region and any available aeronautical publications, particularly those related to airspace closures or restrictions issued by the Croatia Control or the Croatian Civil Aviation Agency, together with the available guidelines or instructions from their competent authorities.

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The flight crew is obliged to report the observed volcanic ash cloud or flying through it to the competent ATS unit of the Croatia Control.

In the case of a flight through a volcanic ash cloud, aircraft operators shall submit the report to the aircraft and aircraft engine type certificates holders, the State of Registry, the Croatian Civil Aviation Agency at e-mail: safety@ccaa.hr and the European Union Aviation Safety Agency at e-mail: report@easa.europa.eu.

Follow the instructions for continuing airworthiness developed by the aircraft and aircraft engine type-certificate holders, and if such instructions are not available, follow the instructions regarding recommended aircraft maintenance inspections, contained in Appendix A OF EASA SIB No.: 2023-13.

This AIC cancels and replaces AIC A 009/2021